Transport Statement

Maybrook House, Deansgate

Deansgate Ventures Limited

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Basis of Report

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1.0 Introduction

Background

1.1 SLR has been appointed by Deansgate Ventures Limited to provide highways and transport advice in support of a planning application for the redevelopment of Maybrook House, located off Deansgate, Manchester.

1.2 This site lies within the jurisdiction of Manchester City Council who act at the Local Planning and Highway Authority.

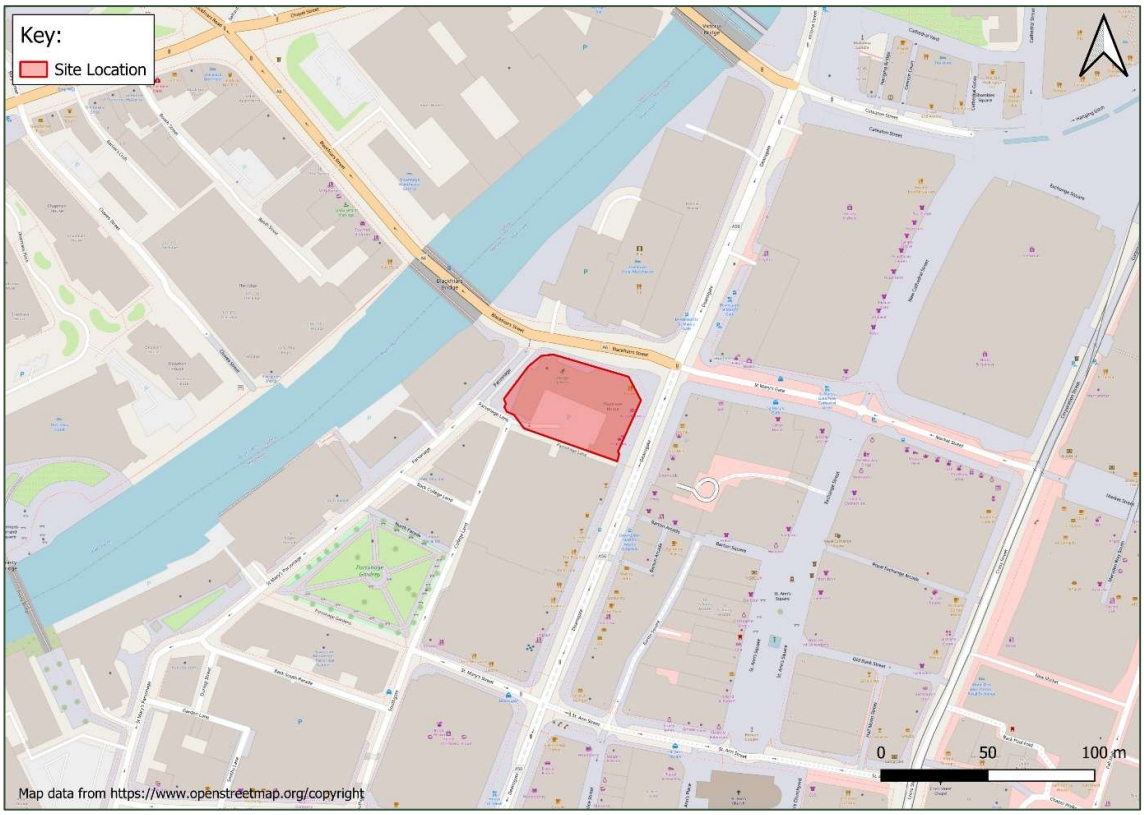
1.3 The proposed development consists of:

Change of use of part basement, part ground and all upper floors from gymnasium, restaurant and office use (Use Class E) to hotel (Use Class C1) together with a two storey vertical extension, external alterations and other associated works.

Site Location and Context

1.4 The site location within its surrounding context is shown in **Figure 1.1**, which also shows the approximate redline boundary,

Figure 1.1: Site Location



1.5 Maybrook House occupies approximately 0.52 acres (0.21 ha) within Manchester City Centre.

1.6 The building extends to 5 storeys in height and includes a basement level. The property presently comprises 8122sqm of floorspace. It comprises numerous existing uses including office, retail, and food and beverage. Part of the basement space was previously leisure use (gym); however, this has since closed. To the rear of the building is a service yard.

1.7 The site is bounded by:

- A6 Blackfriars Street to the north: opposite the former Renaissance/ Treehouse Hotel redevelopment;
- A56 Deansgate to the east: characterised by retail/ restaurant use at street level with residential flats above;
- Parsonage Lane to the south: a narrow passage with no active frontages; and
- Parsonage to the west: beyond which there are further retail/ restaurant and office uses.

1.8 The city centre site is surrounded by a variety of city centre uses, including retail, office, as well as food & beverage and commercial uses.

Proposed Development

1.9 The proposed development seeks to convert the existing 8,122sqm building into hotel accommodation, comprising 238 bedrooms. The development will also include a two-storey vertical extension, providing approximately 2,390sqm.

1.10 The proposals are described fully in **Section 5** of this report.

Supporting Documents

1.11 This planning application for the proposed development is also supported by a Framework Travel Plan and a Waste Management Strategy, both prepared by SLR.

2.0 Policy Context

National Planning Policy Framework

2.1 The latest National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities and Local Government. This replaces the previous version of the NPPF which was published in December 2023.

2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.

2.3 With regards to promoting sustainable transport, Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) *"making transport considerations an important part of early engagement with local communities;*

b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

c) *understanding and addressing the potential impacts of development on transport networks;*

d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.4 When considering development proposals, Paragraph 115 of the revised NPPF states that in assessing applications for development, it should be ensured that:

a) *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48;*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.5 Paragraph 116 goes on to state that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual

cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

2.6 Paragraph 117 states that applications for development should:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles;*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.7 Paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Places for Everyone Joint Development Plan

2.8 The Places for Everyone (PfE) Plan took effect and became part of the Joint Development Plan and statutory development plan for each of the nine PfE authorities including Manchester City Council on March 21, 2024.

2.9 Policy JP-Strat14 covers Sustainable and Integrated Transport with the aim of network improvements so that 'half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

2.10 Policy JP-C1 aims to deliver an integrated accessible, low carbon network with world-class connectivity by: delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes; enabling the provision of high quality digital infrastructure; locating and designing development to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; securing investment in new and improved transport infrastructure and services; and ensuring that development and transport investment fully considers the needs of all people, following a hierarchy of pedestrians, cyclists, powered two-wheelers, and public transport users, those doing business or providing services, and lastly people in personal motorised vehicles.

2.11 Policy JP-C3 on Public Transport supports a range of measures, including enhanced connections to other major cities; increased capacity at the bottlenecks in Manchester City Centre for light and heavy rail; improved public transport routes and services to growth areas and Manchester Airport; better integration of services between modes; more and higher quality public transport stations and interchanges; improved access to rapid transit routes.

2.12 Policies JP-C 4 and C5 promotes the Streets for All approach with design and management to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

2.13 Policy JP-C6: Walking and Cycling aims to deliver a higher proportion of journeys made by walking and cycling, by creating safe, attractive, direct, easily navigable and integrated routes, and active neighbourhoods and street networks, plus ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access.

Guide to Development in Manchester SPD & Planning Guidance

2.14 This document brings together the development principles that will apply to new developments in Manchester. Paragraph 2.22 of the document states that:

'*In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport*.'

2.15 The proposed development is well aligned with this goal, being located close to a range of different facilities. The guidance goes on to describe the need for Travel Plans in new developments, stating:

'*A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint*.'

2.16 Such an exercise has been completed for this development and informs part of this report along with the accompanying Framework Travel Plan.

St Mary's Parsonage Strategic Regeneration Framework (SRF)

2.17 The St Mary's Parsonage Strategic Regeneration Framework will consider development for a range of uses. Whilst office-led developments will be promoted within the designated area, residential and/or hotel schemes that complement the area's commercial assets will also be considered.

3.0 Baseline Conditions

Introduction

3.1 This section of the report outlines the baseline transport and highway conditions in the vicinity of the Site. It provides an overview of the local highway network, surrounding access arrangements, nearby parking and servicing activity, and the existing built form.

Existing Site Usage

3.2 Maybrook House comprises a mixed-use building arranged over a basement, ground and five upper floors, totalling 68,175sqft of existing accommodation. Current uses include:

- Retail units fronting A56 Deansgate;
- Food and beverage use (including restaurant, café, and drinking-establishment uses) located across the ground and first floor; and
- Office accommodation across upper floors.

3.3 The basement formerly accommodated a leisure use (gym).

3.4 The building is multi-let to several commercial tenants.

3.5 Existing vehicular access is limited to the rear service yard, which is subject to third-party rights of access for Regency Court.

3.6 Pedestrian access is currently taken from A56 Deansgate, A6 Blackfriars Street, and Parsonage.

3.7 No formal on-site parking is provided for general users although there are numerous MSCPs located in the vicinity of the site.

Local Highway Network

Blackfriars Street Pedestrian Access

3.8 The main access to the site can be achieved via Blackfriars Street. Blackfriars Street forms the northern boundary and runs in east-west alignment offering access to Salford to the east and access to the key retail district within Manchester City Centre from St Mary's Gate to the west.

3.9 Blackfriars Street operates as a one direction only single carriageway road. The road is subject to a 20mph speed limit and includes a carriageway width of approximately 8.5m.

3.10 The key crossroads signalised junction that sits at the eastern corner of Blackfriars Street linking with the A56 Deansgate and St Mary's gate includes a yellow box marking with formal pedestrian crossing facilities.

3.11 Double-yellow line parking restrictions operate along the full extent of Blackfriars Street, supplemented by a marked bus lane adjacent to the frontage of the building. Keep-clear markings are present adjacent to the Deansgate Car Park access and the frontage of Maybrook House to facilitate unobstructed ingress and egress.

3.12 A short section of loading bay is located further west, where mid-week peak-hour waiting and loading restrictions apply.

3.13 Blackfriars Street benefits from wide footways, with a circa width of 2.75m wide, on both sides of the carriageway. These footways are well surfaced and supported by street lighting.

3.14 Blackfriars Street includes a designated cycle route comprising an on-road segregated cycle lane on both sides, separated from traffic by intermittent collapsible bollards.

A56 Deansgate

3.15 The A56 Deansgate forms the eastern boundary of the Site, serving as a key north to south route within Manchester City Centre, although its function has changed radically over recent years.

3.16 The A56 Deansgate operates as a single one-way carriageway southbound only, subject to a 20mph speed limit. The carriageway width varies between approximately 7m and 10m, accommodating dedicated bus cage areas and loading bays.

3.17 In the vicinity of the Site, double yellow line restrictions are in place along the building frontage, preventing waiting and loading except where signed exceptions apply.

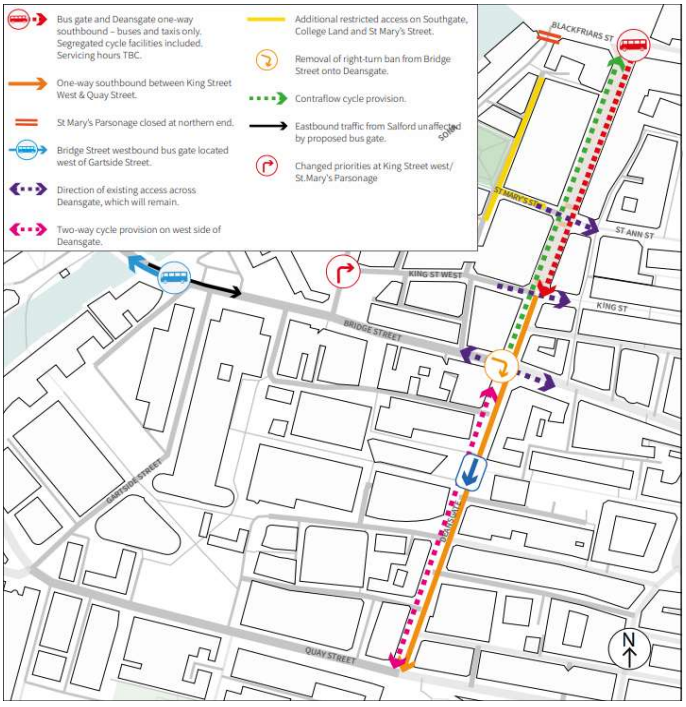
3.18 The one-way operation along the A56 Deansgate is enforced by traffic cameras. Between the hours of 06:00am to 10:30am this route is only accessible by cyclists, buses and taxis.

3.19 The A56 Deansgate includes well-surfaced, street-lit footways on both sides of the carriageway. The footways along the frontage of the eastern boundary, measures approximately 4m in width, while the eastern end footway of the measures approximately 5m.

3.20 On the western side of the carriageway, Deansgate includes a designated cycle route comprising an on-carriageway segregated cycle lane, separated by collapsible bollards.

3.21 The A56 Deansgate forms part of the City Centre Triangle works which aims to 'create an easier, safer and more attractive route for people to move between stations and will link with other walking and cycling routes, focusing on areas not already covered by other improvement schemes. The proposals are detailed in **Figure 3.1,** and it is understood that the improvement scheme is now fully constructed.

Figure 3.1: Deansgate Proposals



3.22 Adjacent to the Site, at the signalised junction of Blackfriars Street / St Mary's Gate with the A56 Deansgate, there is ongoing construction activity associated with the Renaissance

Development Complex. This includes temporary traffic management measures and construction hoarding positioned within the carriageway, reducing carriageway width and resulting in intermittent footway diversions along the western side of Deansgate.

Parsonage and Parsonage Lane

3.23 Parsonage forms the western boundary of the Site and varies in width from 4 to 7m wide. This route can only be accessed using St Mary's Parsonage at the southern end of the road as the northern end has now been converted into a two-way cycle lane access.

3.24 Parsonage operates at a 30mph speed limit and includes street lit footways on both sides of the carriageway. Within the immediate vicinity of the site, Parsonage has double yellow line parking restrictions which continues onto St Mary's Parsonage.

Street Audit

3.25 A street audit assessment has been undertaken and can be found in **Appendix A** of this report. This provides an audit of the existing pedestrian, cycle infrastructure and parking facilities along the roads within the vicinity of the development. The audit will demonstrate that the local highway is of an appropriate standard and are suitable for use by pedestrians and notably for use by disabled users.

3.26 In summary, the findings have shown that the existing footways are of an appropriate width, well-lit and are of a standard for those that are mobility impaired. There are no significantly raised kerbs that would block movement. The route to the existing access has low dropped kerbs via Blackfriars Street and Parsonage which offers a smooth footway transition with no trip hazards, therefore making the footway suitable for all users. There is signalised crossing infrastructure adjacent to the site at the key junction with Blackfriars Street /A56 Deansgate / St Mary's Gate, allowing pedestrians to cross with the appropriate measures available for both the visually impaired and deaf users to cross in safety.

Existing Car Parking Provision

3.27 The city centre location of the Site provides access to a variety of large capacity public car parks and car clubs within a very short walk distance, which is presented in **Table 3.1** and **Table 3.2**.

Table 3.1: Existing Car Parking within a 10-minute Walk from the Site

Car Parking Spaces within a 10 Minute Walk of the Site			
Car Park	**Standard Spaces**	**Disabled**	**EV**
Manchester Deansgate Car Park	331	6	0
Q- Park Deansgate North	455	23	41

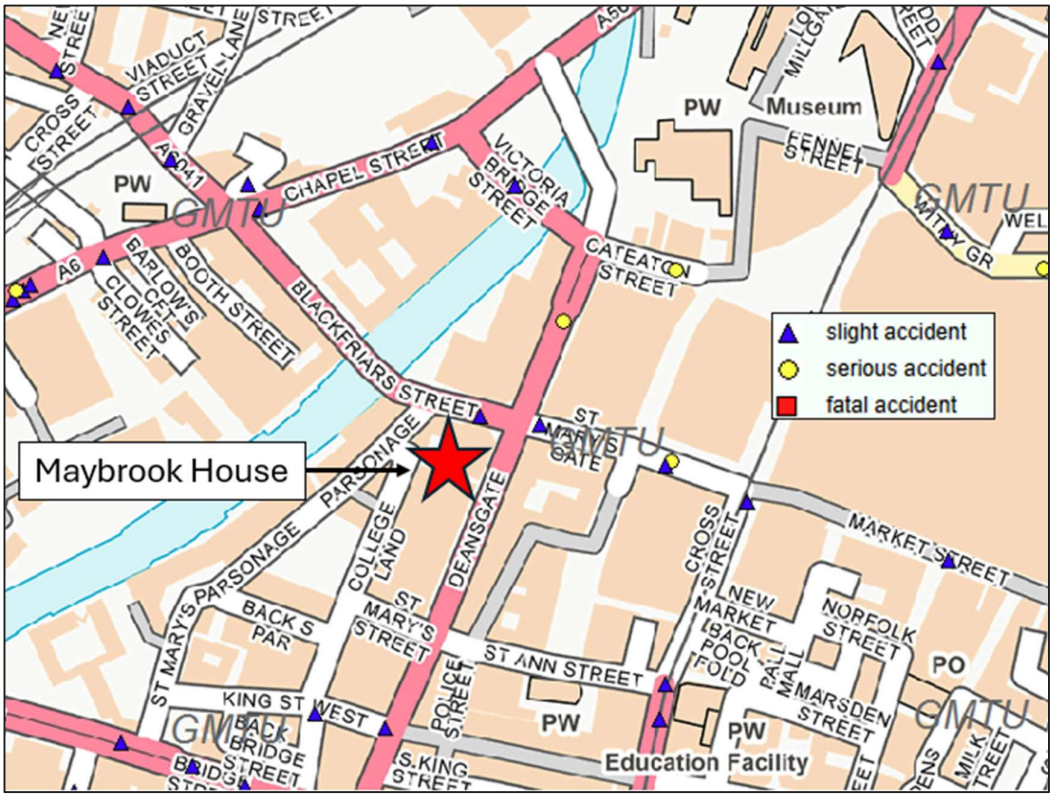
Table 3.2: Car Clubs within a 10-minute Walk of the Site

Car Clubs within a 10 Minute Walk of the Site	
Enterprise Car Club - 20 St Mary s Parsonage M3 2LG	2 cars
Enterprise Car Club - 12 Queen Street M2 5JB	2 cars

Accident Record

3.28 The online version of the TfGM accident database has been reviewed to understand the level of collisions in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 3.2** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 3.2: 5-Year collision Data (Extract from TfGM Interactive Map)



3.29 It can be seen there have been only two collisions on the sections of Blackfriars Street and St Mary's Gate which are in the vicinity of the junction with Deansgate and adjacent to the site. Both accidents are categorised as 'slight' in severity.

3.30 Overall, the number of collisions shown are considered relatively low which demonstrates that there are no material prevailing road safety issues in the vicinity of the site and that the local highway operates in a safe manner.

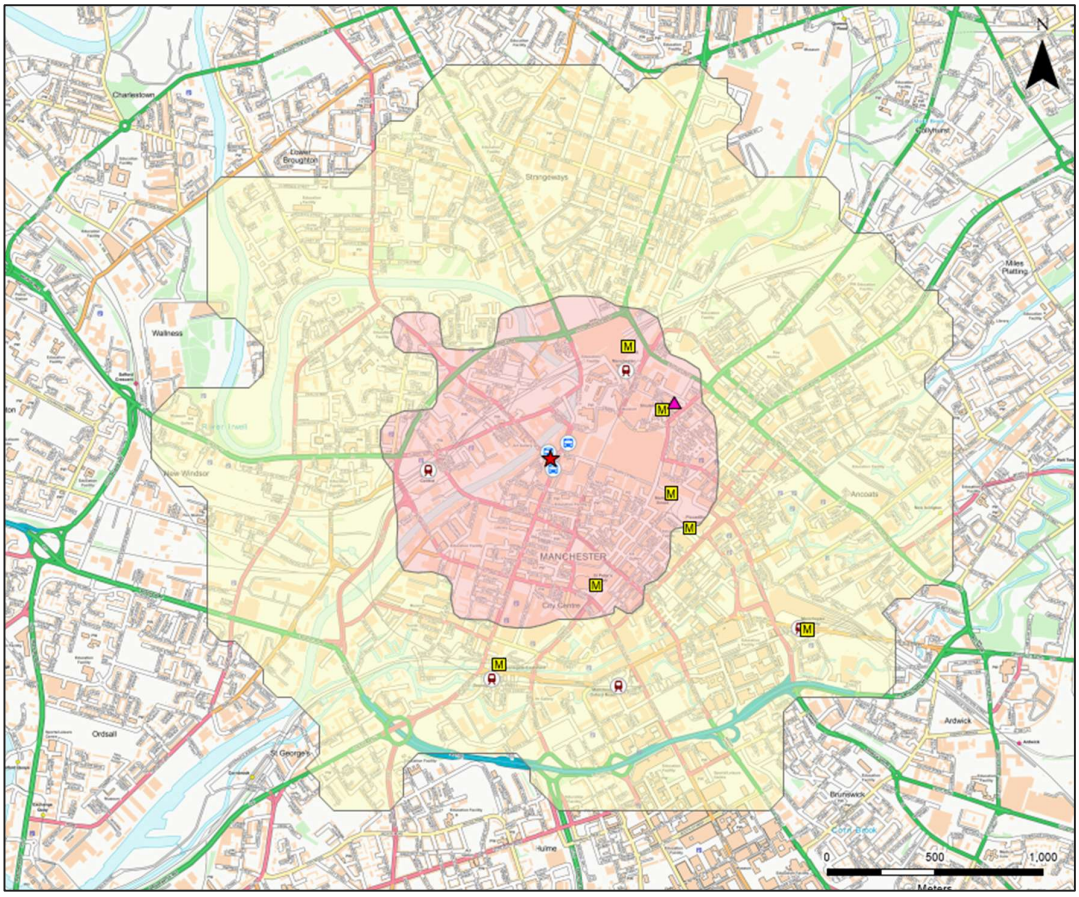
4.0 Accessibility by Sustainable Modes of Travel

Walking

4.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) suggest that a desirable walking distance for commuting or education purposes is 800m with the preferred maximum distance being 2km or just over 20minutes.

4.2 With this guidance in mind a 2km walk catchment is shown in **Figure 4.1 b**elow. This encompasses the whole of the city centre along with the Northern Quarter, Cheetham Hill, the nearby elements of Salford including much of the University campus.

Figure 4.1: Walking Catchment



4.3 There are two National Rail stations (Victoria and Salford Central) and 3 Metrolink stops located within 800m walking distance the site.

4.4 There are footways provided on Blackfriars Street and Deansgate which can be used to access local transport including bus, train and tram. There are signalised pedestrian crossing facilities provided at the Blackfriars Street/ Deansgate junction.

4.5 As would be expected for a city centre location there is a wide range of local amenities located within a short walking distance of the site. These are described in **Table 4.1** below.

Table 4.1: Relevant Amenities and Distance

Amenity	Name	Distance
Appropriate food outlets	Tesco, Deansgate	0m*
	M&S, Corporation Street	180m
	Sainsburys, Deansgate	310m
Post Office	Arndale Post Office	350m
Access to cash	Tesco, Deansgate	70m
Pharmacy	Boots, Arndale	270m

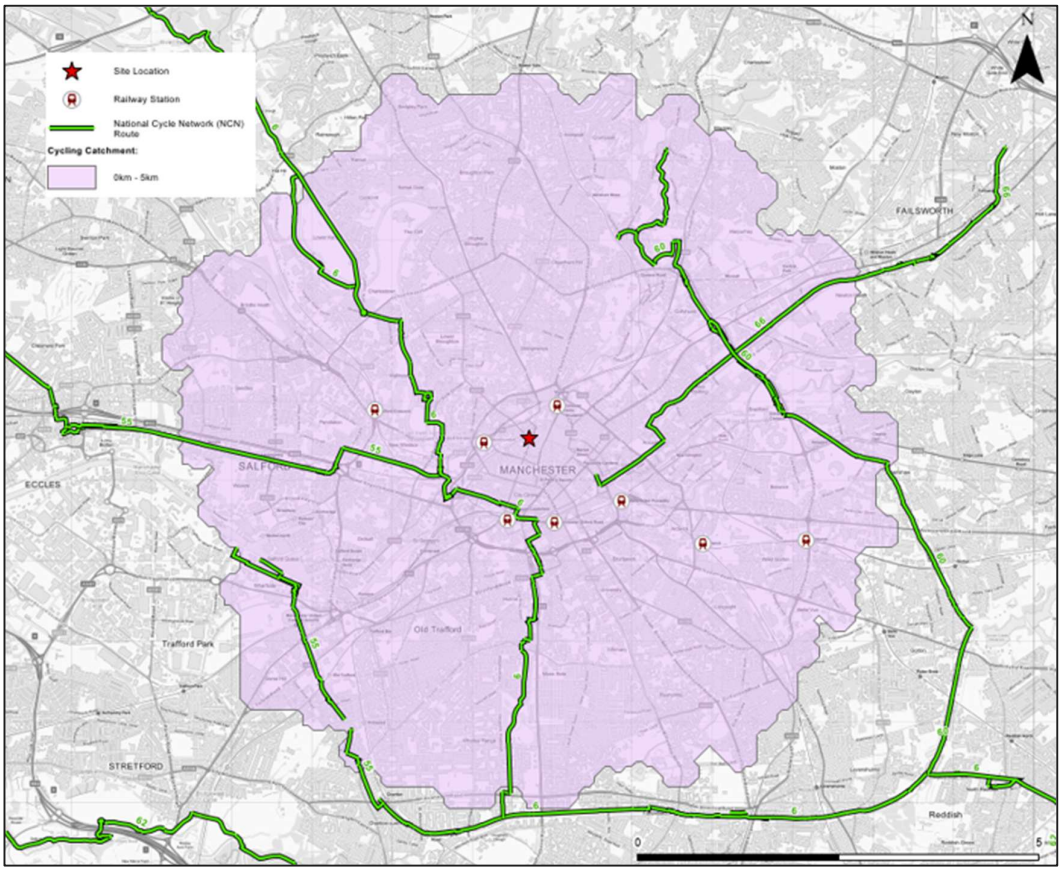
*Located within the site

Cycling

4.6 Cycling is an effective mode for short trips up to 3 to 5 miles (5-8km). A 5km catchment typically represents a journey time of 20 minutes, assuming a leisurely cycle speed of 10mph (16kph).

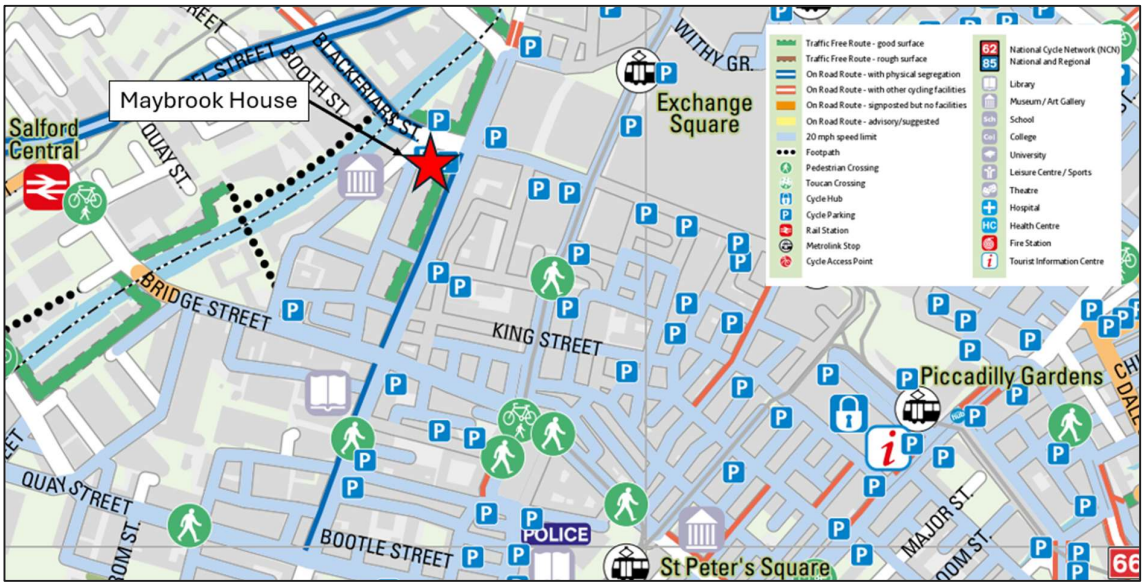
4.7 The 5km catchment is shown in **Figure 4.2** below. This encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.

Figure 4.2: Cycle Catchment



4.8 An extract of TfGM's cycle map in the vicinity of the site is provided in **Figure 4.3**. The site is by the red star.

Figure 4.3: TfGM Cycle Map



4.9 **Figure 4.3** shows the site is located adjacent to cycle routes along Deansgate, which have recently been enhanced as part of the Bee Network proposals. Additional cycle routes are provided to the west along Chapel Street and Leftbank, while the city centre is largely pedestrianised.

Public Transport

Free Bus

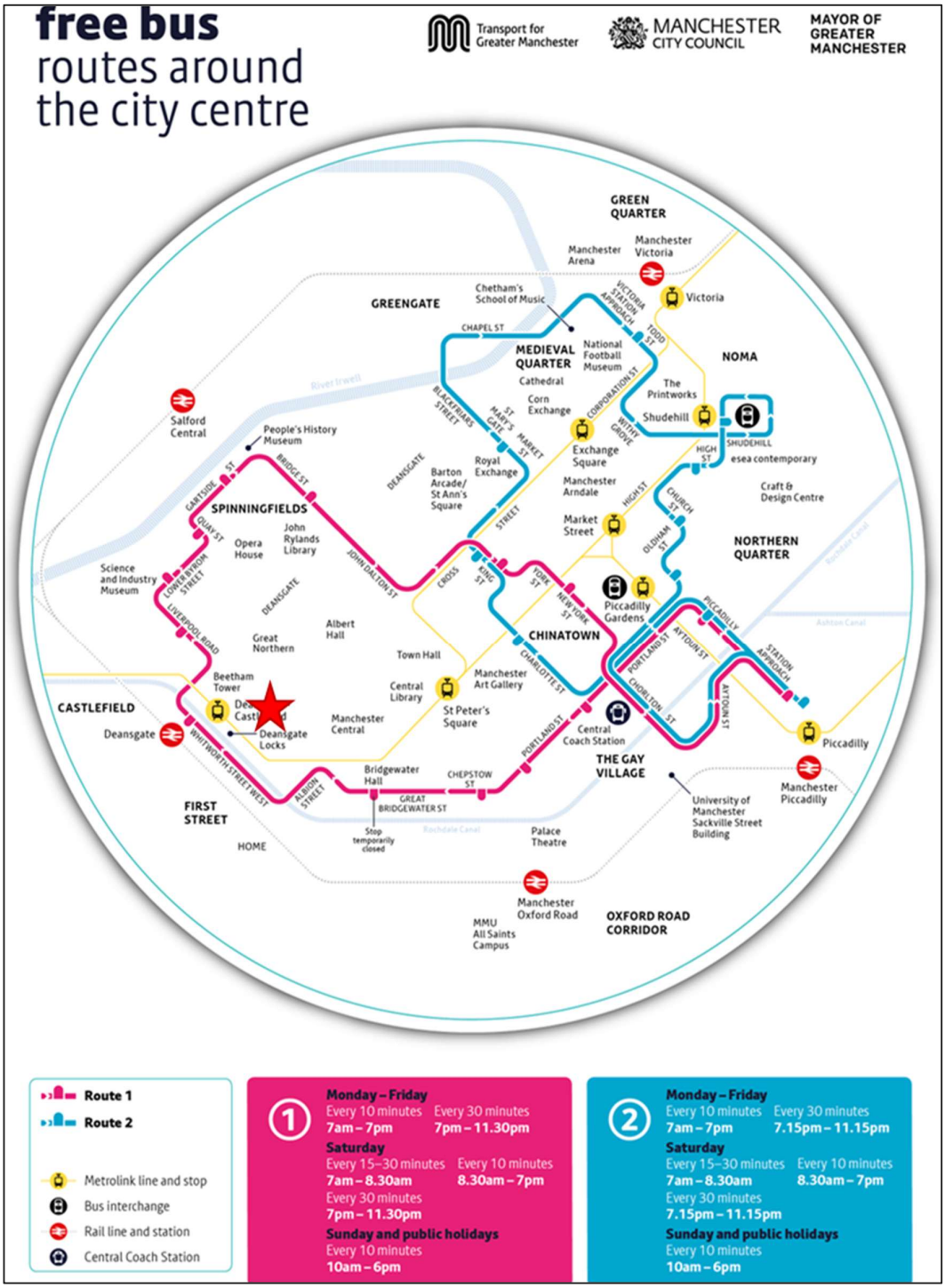
4.10 The site is served by Parsonage bus stop located on Blackfriars Street adjacent to the site, which is served by the Free Bus 2.

4.11 The Free Bus is a free-of-charge service linking key destinations across Manchester City Centre. Services are accessible to all users and typically operate a 10-minute daytime frequency.

4.12 Two Free Bus routes operate within the city centre. Route 1 provides connections between Piccadilly Station, Spinningfields and Deansgate, while Route 2 (serving the Site) operates between Piccadilly Station, Chinatown and the Northern Quarter.

4.13 The Free Bus complements the wider public transport network, providing convenient access to key destinations including mainline railway stations, principal car parks and retail centres. The routes are illustrated in **Figure 4.4**.

Figure 4.4: Free Bus Routes



Scheduled Bus Services

4.14 The nearest bus stop for scheduled services is on Deansgate, approximately 100m from the main entrance to Maybrook House. The stop is marked with a flagpole and includes a passenger waiting shelter. This stop serves outbound services, with a corresponding inbound stop located on Chapel Street, approximately 300m from the site.

4.15 The stop is served by regular bus services including:

- Route 8: Manchester – Bolton: Operating 7 days per week with services extending into the late evening. Typical daytime weekday frequencies of 5 buses per hour;
- Route 67: Manchester – Eccles - Irlam: Operating 7 days per week with services extending into the late evening. Typical daytime weekday frequencies of 4 buses per hour; and
- Route 100: Manchester – Trafford Centre – Warrington: Operating 7 days per week with services extending into the late evening. Typical daytime weekday frequencies of 4 buses per hour to the Trafford Centre and 1 bus per hour to Warrington.

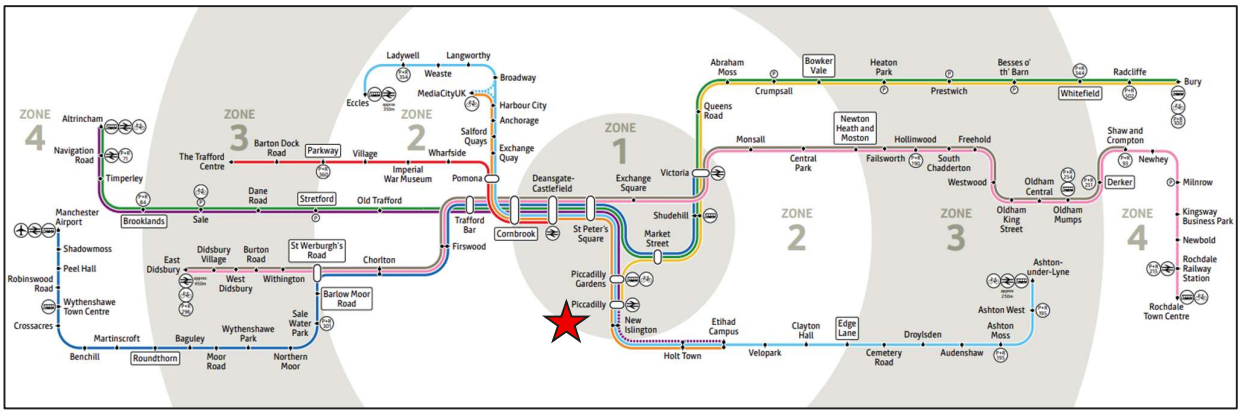
Metrolink

4.16 The nearest Metrolink stop is Manchester Victoria, located approximately 550m from the site. This is a key interchange providing direct services to Altrincham, Bury, Manchester Airport, Oldham, Rochdale and Manchester airport, with wider access available through the Metrolink network.

4.17 Services typically operate at a 12-15 minute frequency, with combined frequencies of approximately 6-7 minutes on core sections of the network during daytime periods. Services generally operate between 06:00 and 00:00, with earlier services available on selected lines, including the Airport which from 03:00.

4.18 A map of the Manchester Metrolink network is provided in **Figure 4.5** below.

Figure 4.5: Metrolink Network Map



4.19 Overall, the Metrolink network provides a frequent and comprehensive service within reasonable walking distance of the site, suitable for a wide range of trip purposes.

Rail

4.20 The site is located within 550m of Manchester Victoria railway station. This provides an extensive range of local, regional and national rail connections. The site is therefore considered to be highly accessible by rail.

Accessibility for Disabled Persons

4.21 The site benefits from a pedestrian environment that is generally accessible to all users. The condition of surrounding footways and infrastructure is described in the detailed street audit provided in **Appendix A**.

4.22 In the vicinity of the site, footways are generally well-maintained, of an appropriate width, and supported by dropped kerbs at key crossing points. Signalised pedestrian crossings at the junction of Blackfriars Street, Deansgate, and St Mary's Gate include tactile paving and audible/ rotating indicators to assist users.

4.23 Public transport services in the area are accessible to disabled users. Bus services, including the Free Bus, are low-floor and accessible, while Metrolink and rail services at Manchester Victoria provide step-free access and appropriate facilities for passengers with reduced mobility. Licensed Hackney carriage vehicles operating within the city are also wheelchair accessible.

Summary

4.24 The site benefits from a highly sustainable city centre location, with excellent accessibility by walking, cycling, and public transport. Key amenities, transport hubs, and employment areas are all within comfortable walking distance, supported by a well-connected pedestrian environment. Cycling access is strong, with nearby Bee Network routes providing links across Greater Manchester. Public transport provision is also excellent, with frequent bus services, a Free Bus stop adjacent to the site, and rail and Metrolink services within a short walk. Overall, the site's high level of connectivity makes it particularly well suited to hotel use, enabling convenient access by sustainable modes and limiting reliance on private car travel.

5.0 Development Proposals

Overview

5.1 The proposed development comprises the *change of use of part basement, part ground and all upper floors from gymnasium, restaurant and office use (Use Class E) to hotel (Use Class C1) together with a two storey vertical extension, external alterations and other associated works*.

5.2 The development will provide 238 bedrooms. The proposed extension will deliver approximately 2,390sqm of additional floorspace, resulting in a total building area of approximately 10,512sqm.

5.3 Ground floor retail and leisure uses will be retained. Part of the existing basement (formerly a gym), the restaurant at ground and first floor, and the vacant upper floor office space will be converted to hotel use.

5.4 Ground Floor and Lower Ground Floor plans are provided in **Appendix B.**

Access Strategy

5.5 Pedestrian access to the hotel will be provided from Blackfriars Street, utilising the existing entrance.

5.6 The development does not propose any changes to the surrounding highway layout or access arrangements.

Servicing & Deliveries

5.7 The existing service yard located to the rear (south) of the building will be retained. The yard is accessed via Parsonage Lane, to the west of the Site.

5.8 The service yard currently supports the existing building and ground floor retail uses and is understood to operate satisfactorily. It is considered capable of accommodating the servicing requirements of the proposed development.

5.9 The largest vehicles expected to access the site will typically comprise refuse collection vehicles and rigid vehicles associated with deliveries such as laundry. These vehicle types can be accommodated within the existing service yard.

5.10 Existing servicing arrangements and access rights for existing premises that are served from the service yard will remain unchanged.

Parking and Drop-Off

5.11 The proposed development will operate as a car-free hotel, with no on-site parking provision.

5.12 Short-stay drop-off and pick-up activity, including taxi movements, will occur on the surrounding highway network in accordance with existing kerbside arrangements on Deansgate and Blackfriars Street, reflecting the established city-centre environment.

5.13 Covered cycle parking will be retained within the service yard for staff use.

6.0 Development Trip Forecasts

Trips to Existing Land Uses

6.1 The site is currently occupied by a mix of office, retail and food and beverage uses and these uses generate traffic movements. These uses would be expected to generate:

- peak-hour commuter trips associated with office staff;
- additional activity associated with retail and restaurant uses, particularly during lunchtime and evening periods; and
- regular servicing and delivery activity.

6.2 Ther overwhelming majority of these trips will be made by public transport or by active travel modes although there will be some vehicle trips made that are associated with those land uses. It is difficult to quantify the number of those trips, but these would offset any traffic activity associated with the new Hotel land use.

Hotel Trip Forecasts

6.3 To assess the trip generation of the site, reference has been made to the TRICS (8.26.3) database to provide a forecast of expected trips for the proposed land uses. This has been based on the Town Centre/City Centre Hotel trip rates. These are included as **Appendix C**.

6.4 The numbers of vehicle trips by hour are very low so we present the daily trip generation of hotel land use as shown in **Table 6.1** below. This is based on a hotel of 238 bedrooms and it can be seen that the majority of trips are by modes other than the car. In terms of vehicle trips we expect around 34 taxis a day to serve the site, just 10 light goods vans and 2 HGVs such as a bin lorry and a laundry vehicle.

Table 6.1: Daily Hotel Development Trips

Trip Type	Arr	Dep
Person Trips	619	665
Cyclists	4	4
Motorcyclists	2	2
Public Transport Users	217	218
LGVs	9	9
OGVs	2	2
Taxis	34	34

6.5 It should be borne in mind that many taxi, and servicing trips will be by vehicles which are already circulating on the highway network – these will therefore have little effect outside the immediate vicinity of the site.

Summary

6.6 Overall, the proposed development will generate low levels of vehicular activity, primarily associated with taxis and servicing. The forecast trip generation is not considered sufficient to result in any material impact on the operation of the surrounding highway network. When it is considered that the existing land use already generates traffic movements the nett change will be negligible.

7.0 Summary and Conclusions

Summary

7.1 SLR has been appointed by Deansgate Ventures Limited to provide highways and transport advice in support of a planning application for the redevelopment of Maybrook House, located on Deansgate within Manchester City Centre.

7.2 The site currently accommodates a mix of office, retail, and food and beverage uses and is proposed to be converted to a 238-bedroom hotel (Use Class C1).

7.3 The assessment demonstrates that the site is located within a highly accessible city-centre environment, with excellent connectivity by walking, cycling, and public transport.

7.4 The proposed development will operate as a car-free hotel, with no on-site parking provision. Vehicular activity will therefore be limited primarily to taxis, servicing, and deliveries.

7.5 Servicing will also be accommodated within the existing service yard to the rear of the site, which is considered suitable for the proposed use. There are opportunities for taxis to drop off and pick up hotel guests within the surrounding highway network.

7.6 The forecast trip generation associated with the proposed development is low and, given the nature of hotel uses and the absence of on-site parking, is not expected to result in a material increase in peak hour traffic compared with the existing mixed-use building.

7.7 Overall, the development is not expected to have any material impact on the operation or safety of the surrounding highway network.

7.8 In accordance with national and local planning policy, the proposals are therefore considered acceptable in highways and transportation terms.

Conclusion

7.9 The guidance within the NPPF recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.10 This proposal does not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development. It is therefore considered that the scheme is acceptable in highways and transportation terms.

Appendix A Street Audit

Transport Statement

Maybrook House, Deansgate

Deansgate Ventures Limited

SLR Project No.: 410.067820.00001

26 May 2026

Street Audit – Local Highway Network

Background

This appendix provides a visual record of existing highway, pedestrian, cycling, and public-realm conditions surrounding the Site.

Photographs correspond to the descriptions provided in **Section 3 – Existing Conditions**.

Summary

The photographs presented in this Appendix provide an evidential record of:

- highway layout and junction arrangements;
- active-travel infrastructure (footways, cycle lanes, cycle parking);
- traffic-regulation features;
- servicing and access routes; and
- temporary construction-related measures.

They support the descriptive assessment provided in **Section 3** and establish a clear baseline against which the proposed development can be evaluated.

A6 Blackfriars Street

Photo 1: A6 Blackfriars Street (Looking West from A56 Deansgate)



Description: Tactile Paving & Dropped Kerbs

Photo 2: A6 Blackfriars Street Frontage (Looking East Toward A56 Deansgate)



Description: Parking Restriction

Photo 3: Signalised Junction: A6 Blackfriars Street/ A56 Deansgate/ St Mary's Gate



Description: Signalised Junction with Tactile Paving & Dropped Kerbs

Photo 4: Segregated Cycle Lanes West of the Site



Description: Segregated Cycle Lanes on Blackfriars

A56 Deansgate

Photo 5: A56 Deansgate Frontage of the Site (Looking South)



Description: Pedestrian Crossing with Tactile Paving & Dropped Kerbs

Photo 6: TRO Signage on A56 Deansgate (Restricted Vehicular Access)



Description: Restrictions to Traffic on Deansgate. Also Parking Restrictions

Photo 7: Segregated On-Road Cycle Lane (Western Side of Deansgate)



Description: Recently Installed Contra-Flow Cycle Lane

Photo 8: Cycle Parking Outside Maybrook House



Description: Cycle Parking at Site. Also Traffic Calming Measure (Speed Cushions)

Photo 9: Temporary Traffic Management North of the Site



Description: Cycle Parking on Deansgate. Also Traffic Management (Enforcement)

Parsonage and Parsonage Lane

Photo 10: Parsonage (Looking North Adjacent to the Site)



Description: Parking Restrictions. Also Bollards to Prevent Vehicles Over-Running the Footway

Photo 11: Pedestrian and Cycle Link Between Parsonage and Blackfriars Street



Description: Restriction to Traffic other than Cycles

Photo 12: Temporary Traffic Management on Parsonage



Description: Temporary Traffic Management due to Ongoing Works

Photo 13: Parsonage Lane Access to the Servicing Yard



Description: Site Access - Dropped Kerbs on Parsonage but no Tactile Paving

Photo 14: Pedestrian Link Between Parsonage and A56 Deansgate



Description: Pedestrian Access Adjacent to the Building & Service Yard

Appendix B Site Layout Plans

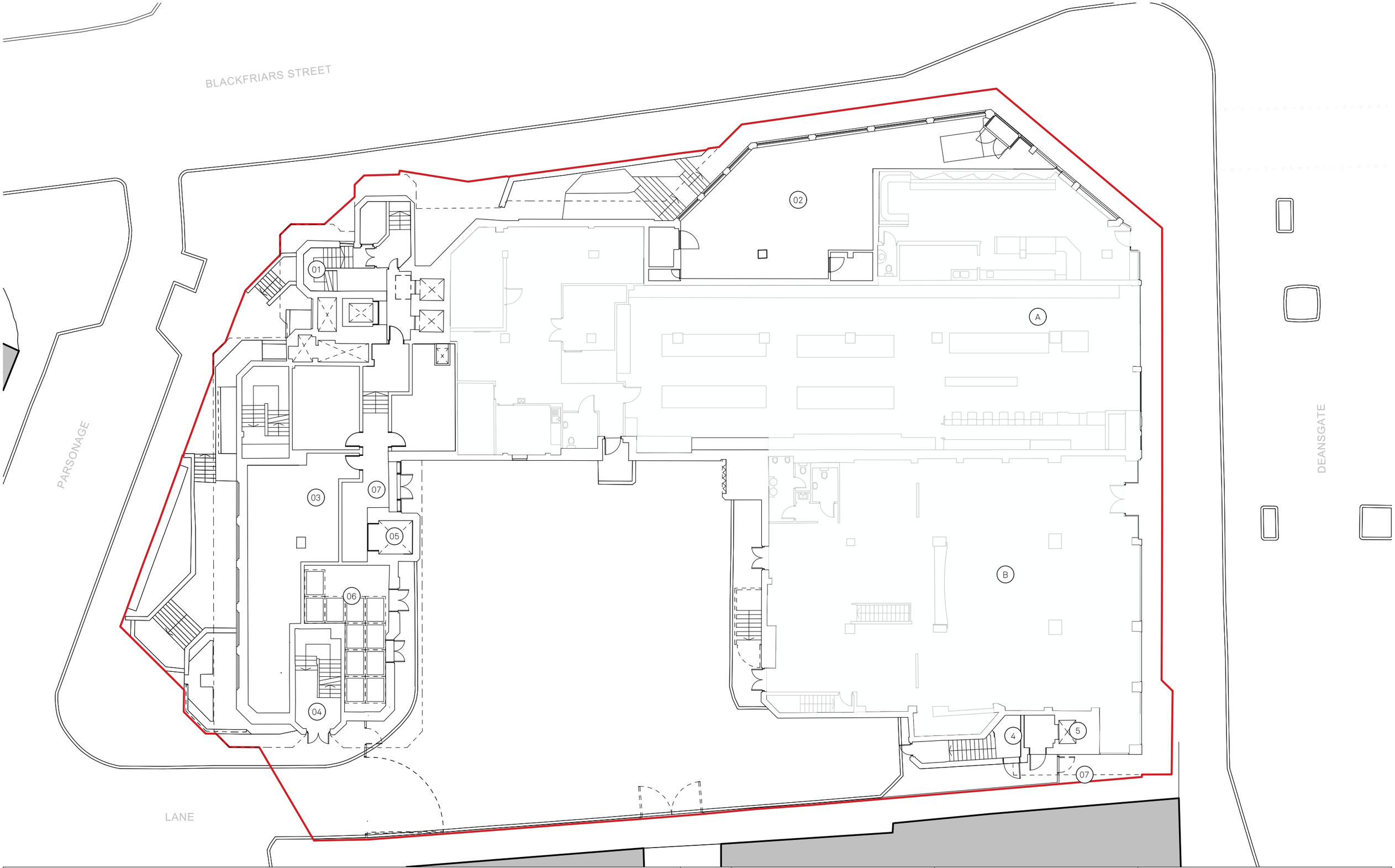
Transport Statement

Maybrook House, Deansgate

Deansgate Ventures Limited

SLR Project No.: 410.067820.00001

26 May 2026



Key:

- Application Boundary
- (01) Main Stair
- (02) New Commercial Unit
- (03) BOH
- (04) Escape Stair
- (05) BOH Lift
- (06) Refuse Store
- (07) BOH Entrance
- (08) Extended fence with proposed gates to match existing fence
- (A) Existing Tenant - Tesco
- (B) Existing Tenant - TF

North:

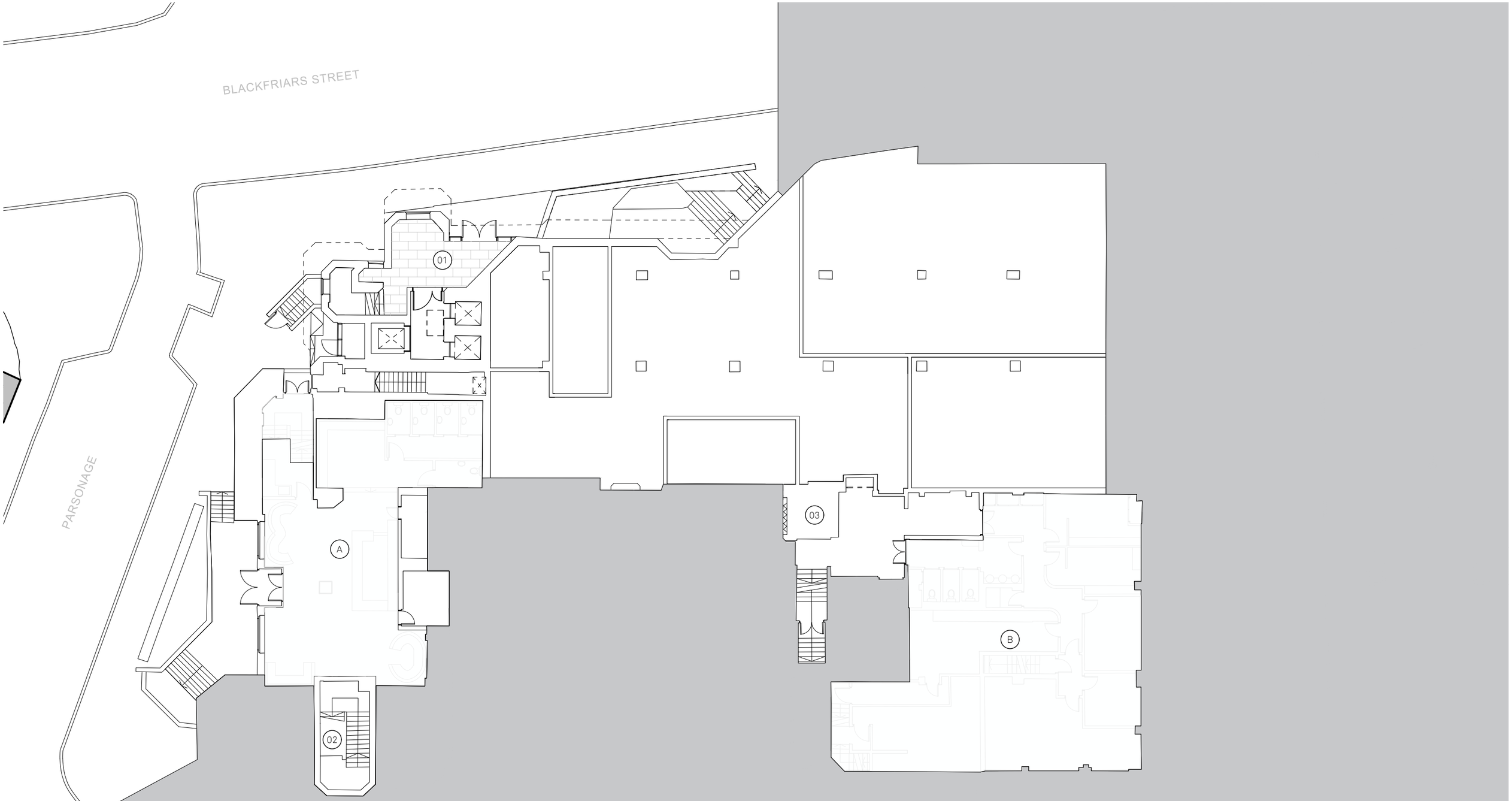
Project:
Maybrook House Hotel
Deansgate Road

Title:
Ground Floor
General Arrangement Floorplan
Proposed

Status:	Scale:	Date:	Drawing No:	Rev:
Coordination	1:200 @ A3	01/05/26	275-JMA-B1-00-DR-A-022200	P07

Jon Matthews Architects
Union, 2-10 Albert Square, Manchester, M2 6LW
0161 974 3690

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Key:

01 Guest Entrance

02 Escape Stair

03 Goods Lift

A Existing Tenant - LS

B Existing Tenant - TF

North:

Project:
Maybrook House Hotel
Deansgate Road

Title:
Lower Ground Floor
General Arrangement Floorplan
Proposed

Jon Matthews Architects
Union, 2-10 Albert Square, Manchester, M2 6LW
0161 974 3690

Status:	Scale:	Date:	Drawing No:	Rev:
Coordination	1:200 @ A3	01/05/26	275-JMA-B1-LG-DR-A-022200	P06

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Appendix C TRICS Trip Rates

Transport Statement

Maybrook House, Deansgate

Deansgate Ventures Limited

SLR Project No.: 410.067820.00001

26 May 2026

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BEDRMS
Actual Range:	100 to 349 (units:BEDRMS)
Range Selected by User:	100 to 350 (units:BEDRMS)
Parking Spaces Range:	0 - 310

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/12 to 08/10/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Monday	4 days
Thursday	1 days
Tuesday	2 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town Centre	3 days
Town Centre	8 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	6 days
Commercial Zone	1 days
Development Zone	1 days
No Sub Category	1 days
Residential Zone	1 days
Retail Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	7 days
Servicing vehicles Unknown	4 days

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1	**AC-06-A-02**	**HOTEL**	**CHESHIRE WEST & CHESTER**

PEPPER STREET
CHESTER
Town Centre
Retail Zone
Number of bedrooms: 112.00 BEDRMS

Survey Type: Manual

2	**BH-06-A-01**	**HOTEL**	**BRIGHTON & HOVE**

KINGS ROAD
BRIGHTON
Town Centre
Built-Up Zone
Number of bedrooms: 154.00 BEDRMS

Survey Type: Manual

3	**GM-06-A-08**	**IBIS**	**GREATER MANCHESTER**

PORTLAND STREET
MANCHESTER
Town Centre
Built-Up Zone
Number of bedrooms: 127.00 BEDRMS

Survey Type: Manual

4	**GR-06-A-03**	**NOVOTEL**	**GREENWICH**

GREENWICH HIGH ROAD
GREENWICH
Edge of Town Centre
No Sub Category
Number of bedrooms: 151.00 BEDRMS

Survey Type: Manual

5	**LB-06-A-01**	**HAMPTON BY HILTON**	**LAMBETH**

WATERLOO ROAD
LAMBETH
Town Centre
Built-Up Zone
Number of bedrooms: 297.00 BEDRMS

Survey Type: Manual

6	**LB-06-A-04**	**TRAVELODGE**	**LAMBETH**

BONDWAY
VAUXHALL
Town Centre
Built-Up Zone
Number of bedrooms: 148.00 BEDRMS

Survey Type: Manual

7	**NY-06-A-01**	**ASCEND HOTEL**	**NORTH YORKSHIRE**

PARK PARADE
HARROGATE
Edge of Town Centre
Residential Zone
Number of bedrooms: 100.00 BEDRMS

Survey Type: Manual

8	**SD-06-A-02**	**HOLIDAY INN EXPRESS**	**SWINDON**

BRIDGE STREET
SWINDON
Town Centre
Built-Up Zone
Number of bedrooms: 134.00 BEDRMS

Survey Type: Manual

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9 **TH-06-A-03** **TRAVELODGE** **TOWER HAMLETS**
OREGANO DRIVE
POPLAR
Edge of Town Centre
Development Zone
Number of bedrooms: 349.00 BEDRMS

Survey Type: Manual

10 **TV-06-A-04** **THISTLE** **TEES VALLEY**
FRY STREET
MIDDLESBROUGH
Town Centre
Commercial Zone
Number of bedrooms: 132.00 BEDRMS

Survey Type: Manual

11 **WE-06-A-01** **HUB BY PREMIER INN** **WESTMINSTER**
TOTHILL STREET
WESTMINSTER
Town Centre
Built-Up Zone
Number of bedrooms: 339.00 BEDRMS

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
TH-06-A-02|24-05-2023	24-05-2023	Removed: Site re-surveyed by TH-06-A-03

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total People

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.042	10.027	0.060	14.248	0.102	24.275
07:00-08:00	11	186	0.103	24.464	0.174	41.356	0.277	65.820
08:00-09:00	11	186	0.128	30.522	0.283	67.451	0.411	97.973
09:00-10:00	11	186	0.136	32.386	0.296	70.363	0.432	102.749
10:00-11:00	11	186	0.150	35.764	0.272	64.655	0.422	100.419
11:00-12:00	11	186	0.126	29.939	0.222	52.772	0.348	82.711
12:00-13:00	11	186	0.120	28.541	0.154	36.696	0.274	65.237
13:00-14:00	11	186	0.171	40.657	0.172	41.006	0.343	81.663
14:00-15:00	11	186	0.160	37.977	0.148	35.298	0.308	73.275
15:00-16:00	11	186	0.174	41.356	0.169	40.307	0.343	81.663
16:00-17:00	11	186	0.227	53.937	0.165	39.375	0.392	93.312
17:00-18:00	11	186	0.213	50.675	0.151	35.997	0.364	86.672
18:00-19:00	11	186	0.248	58.947	0.217	51.607	0.465	110.554
19:00-20:00	11	186	0.241	57.432	0.152	36.114	0.393	93.546
20:00-21:00	11	186	0.201	47.763	0.104	24.814	0.305	72.577
21:00-22:00	11	186	0.163	38.676	0.058	13.746	0.221	52.422
22:00-23:00								
23:00-00:00								
Total Rates:			2.603	619.064	2.797	665.807	5.400	1284.871

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	03/10/2013 - 22/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Cyclists

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	11	186	0.004	1.048	0.001	0.349	0.005	1.397
08:00-09:00	11	186	0.001	0.349	0.003	0.815	0.004	1.164
09:00-10:00	11	186	0.001	0.233	0.003	0.815	0.004	1.048
10:00-11:00	11	186	0.000	0.116	0.001	0.233	0.001	0.349
11:00-12:00	11	186	0.000	0.116	0.001	0.349	0.001	0.465
12:00-13:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
13:00-14:00	11	186	0.000	0.116	0.001	0.233	0.001	0.349
14:00-15:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
15:00-16:00	11	186	0.001	0.233	0.001	0.349	0.002	0.582
16:00-17:00	11	186	0.002	0.466	0.001	0.349	0.003	0.815
17:00-18:00	11	186	0.001	0.349	0.001	0.233	0.002	0.582
18:00-19:00	11	186	0.002	0.582	0.001	0.233	0.003	0.815
19:00-20:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
20:00-21:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
21:00-22:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
22:00-23:00								
23:00-00:00								
Total Rates:			0.012	4.077	0.014	4.077	0.026	8.155

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	03/10/2013 - 22/09/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVs

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
08:00-09:00	11	186	0.002	0.466	0.002	0.466	0.004	0.932
09:00-10:00	11	186	0.002	0.582	0.002	0.582	0.004	1.164
10:00-11:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
11:00-12:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
12:00-13:00	11	186	0.001	0.349	0.002	0.466	0.003	0.815
13:00-14:00	11	186	0.001	0.233	0.000	0.116	0.001	0.349
14:00-15:00	11	186	0.001	0.233	0.001	0.349	0.002	0.582
15:00-16:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
16:00-17:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
20:00-21:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
22:00-23:00								
23:00-00:00								
Total Rates:			0.007	2.330	0.007	2.330	0.014	4.660

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	03/10/2013 - 23/06/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Taxis

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.011	2.639	0.011	2.639	0.022	5.278
07:00-08:00	11	186	0.010	2.330	0.010	2.330	0.020	4.660
08:00-09:00	11	186	0.007	1.747	0.008	1.864	0.015	3.611
09:00-10:00	11	186	0.010	2.446	0.010	2.446	0.020	4.892
10:00-11:00	11	186	0.012	2.796	0.012	2.796	0.024	5.592
11:00-12:00	11	186	0.008	1.980	0.008	1.980	0.016	3.960
12:00-13:00	11	186	0.006	1.398	0.006	1.398	0.012	2.796
13:00-14:00	11	186	0.011	2.679	0.011	2.679	0.022	5.358
14:00-15:00	11	186	0.011	2.679	0.011	2.679	0.022	5.358
15:00-16:00	11	186	0.007	1.747	0.007	1.747	0.014	3.494
16:00-17:00	11	186	0.009	2.097	0.008	1.980	0.017	4.077
17:00-18:00	11	186	0.007	1.747	0.008	1.864	0.015	3.611
18:00-19:00	11	186	0.013	3.029	0.013	3.029	0.026	6.058
19:00-20:00	11	186	0.008	1.980	0.008	1.980	0.016	3.960
20:00-21:00	11	186	0.006	1.398	0.006	1.398	0.012	2.796
21:00-22:00	11	186	0.005	1.281	0.005	1.281	0.010	2.562
22:00-23:00								
23:00-00:00								
Total Rates:			0.141	33.976	0.142	34.092	0.283	68.068

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	22/11/2013 - 22/09/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

LGVs

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	11	186	0.003	0.699	0.002	0.582	0.005	1.281
08:00-09:00	11	186	0.005	1.281	0.006	1.398	0.011	2.679
09:00-10:00	11	186	0.004	1.048	0.003	0.815	0.007	1.863
10:00-11:00	11	186	0.003	0.815	0.002	0.466	0.005	1.281
11:00-12:00	11	186	0.002	0.466	0.002	0.582	0.004	1.048
12:00-13:00	11	186	0.002	0.582	0.001	0.349	0.003	0.931
13:00-14:00	11	186	0.002	0.466	0.004	0.932	0.006	1.398
14:00-15:00	11	186	0.002	0.466	0.001	0.349	0.003	0.815
15:00-16:00	11	186	0.005	1.165	0.005	1.165	0.010	2.330
16:00-17:00	11	186	0.003	0.699	0.005	1.165	0.008	1.864
17:00-18:00	11	186	0.001	0.233	0.001	0.233	0.002	0.466
18:00-19:00	11	186	0.003	0.699	0.002	0.582	0.005	1.281
19:00-20:00	11	186	0.002	0.466	0.001	0.233	0.003	0.699
20:00-21:00	11	186	0.000	0.116	0.001	0.233	0.001	0.349
21:00-22:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
22:00-23:00								
23:00-00:00								
Total Rates:			0.037	9.203	0.036	9.087	0.073	18.290

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	03/10/2013 - 22/09/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Motorcycles

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
10:00-11:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
11:00-12:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
14:00-15:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	11	186	0.001	0.233	0.000	0.000	0.001	0.233
16:00-17:00	11	186	0.001	0.233	0.000	0.116	0.001	0.349
17:00-18:00	11	186	0.001	0.349	0.002	0.466	0.003	0.815
18:00-19:00	11	186	0.001	0.233	0.001	0.233	0.002	0.466
19:00-20:00	11	186	0.002	0.582	0.002	0.466	0.004	1.048
20:00-21:00	11	186	0.000	0.000	0.000	0.116	0.000	0.116
21:00-22:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
22:00-23:00								
23:00-00:00								
Total Rates:			0.006	2.097	0.005	1.747	0.011	3.844

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	23/10/2018 - 23/06/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Pedestrians

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.007	1.583	0.007	1.583	0.014	3.166
07:00-08:00	11	186	0.031	7.339	0.060	14.329	0.091	21.668
08:00-09:00	11	186	0.035	8.388	0.073	17.474	0.108	25.862
09:00-10:00	11	186	0.047	11.184	0.087	20.620	0.134	31.804
10:00-11:00	11	186	0.046	10.834	0.098	23.416	0.144	34.250
11:00-12:00	11	186	0.041	9.669	0.071	16.892	0.112	26.561
12:00-13:00	11	186	0.041	9.786	0.062	14.795	0.103	24.581
13:00-14:00	11	186	0.045	10.718	0.081	19.338	0.126	30.056
14:00-15:00	11	186	0.054	12.931	0.068	16.076	0.122	29.007
15:00-16:00	11	186	0.062	14.795	0.073	17.358	0.135	32.153
16:00-17:00	11	186	0.079	18.756	0.081	19.222	0.160	37.978
17:00-18:00	11	186	0.087	20.620	0.070	16.542	0.157	37.162
18:00-19:00	11	186	0.104	24.814	0.116	27.726	0.220	52.540
19:00-20:00	11	186	0.110	26.095	0.084	20.037	0.194	46.132
20:00-21:00	11	186	0.100	23.882	0.066	15.610	0.166	39.492
21:00-22:00	11	186	0.104	24.697	0.040	9.553	0.144	34.250
22:00-23:00								
23:00-00:00								
Total Rates:			0.993	236.088	1.137	270.571	2.130	506.659

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	03/10/2013 - 22/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Public Transport Users

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.033	7.916	0.031	7.388	0.064	15.304
07:00-08:00	11	186	0.038	9.087	0.060	14.329	0.098	23.416
08:00-09:00	11	186	0.043	10.252	0.110	26.095	0.153	36.347
09:00-10:00	11	186	0.032	7.572	0.121	28.774	0.153	36.346
10:00-11:00	11	186	0.042	9.902	0.104	24.697	0.146	34.599
11:00-12:00	11	186	0.051	12.232	0.102	24.348	0.153	36.580
12:00-13:00	11	186	0.033	7.805	0.054	12.814	0.087	20.619
13:00-14:00	11	186	0.081	19.338	0.049	11.650	0.130	30.988
14:00-15:00	11	186	0.061	14.562	0.037	8.854	0.098	23.416
15:00-16:00	11	186	0.065	15.494	0.057	13.630	0.122	29.124
16:00-17:00	11	186	0.083	19.688	0.042	9.902	0.125	29.590
17:00-18:00	11	186	0.075	17.824	0.042	10.019	0.117	27.843
18:00-19:00	11	186	0.090	21.435	0.048	11.533	0.138	32.968
19:00-20:00	11	186	0.077	18.290	0.033	7.805	0.110	26.095
20:00-21:00	11	186	0.066	15.727	0.020	4.776	0.086	20.503
21:00-22:00	11	186	0.043	10.252	0.007	1.631	0.050	11.883
22:00-23:00								
23:00-00:00								
Total Rates:			0.913	217.374	0.917	218.245	1.830	435.619

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	03/10/2013 - 22/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Coach Passengers

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 238 BEDRMS shown in shaded columns

**BOLD print indicates peak (busiest) period*

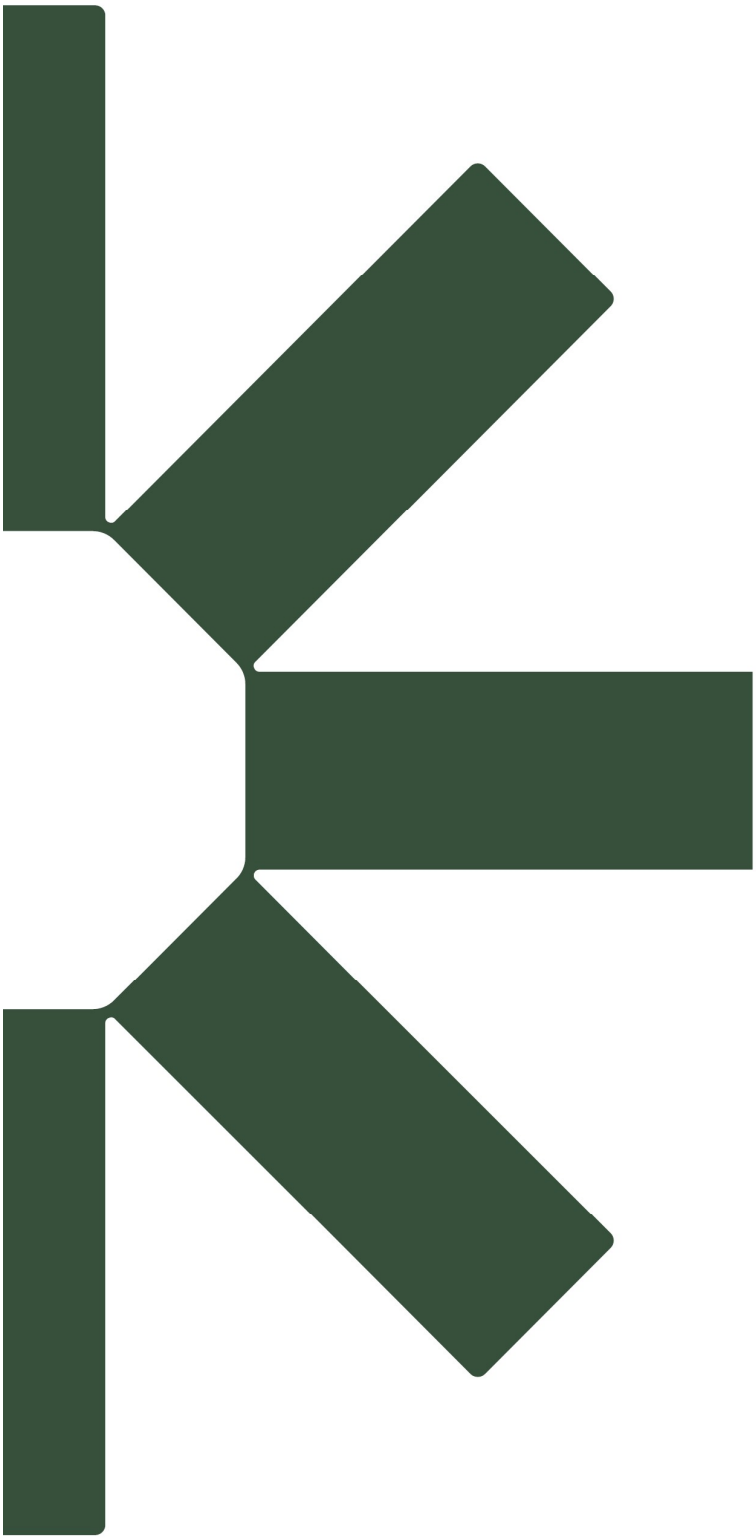
Time Range	No. Days	Ave. BEDRMS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00	2	226	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
08:00-09:00	11	186	0.000	0.000	0.017	3.961	0.017	3.961
09:00-10:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
10:00-11:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	11	186	0.000	0.000	0.001	0.233	0.001	0.233
12:00-13:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	11	186	0.000	0.116	0.000	0.116	0.000	0.232
14:00-15:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	11	186	0.000	0.116	0.000	0.000	0.000	0.116
18:00-19:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
20:00-21:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00	11	186	0.000	0.000	0.000	0.000	0.000	0.000
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.466	0.018	4.310	0.018	4.776

Parameter Summary:

Trip rate parameter range selected:	100 - 350 (units: BEDRMS)
Survey date date range:	26/09/2016 - 09/09/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Making Sustainability Happen