



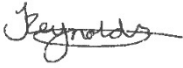
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Proposed Residential Development
at Apex Tower, Albion Street, Manchester
for Arrowsmith Investment Ltd.
Transport Statement

January 2022

Quality Management

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1. Introduction

1.1.1 This Transport Statement (TS) has been prepared on behalf of Arrowsmith Investment Ltd. to support a detailed planning application for the development of a residential led development on land adjacent to Albion Street, Manchester.

1.1.2 The Site layout is shown in the masterplan attached at Appendix A and comprises two separate buildings:

Building A

- 72 two bed apartments;
- Loading area capable of accommodating two visitor car parking spaces;
- 72 residents cycle parking spaces; and
- 6 visitor cycle parking spaces.

Building B

- Four two bed apartments;
- 152sqm office;
- One car parking space behind roller shutter;
- One space for bike storage within each apartment via a bike hook or cupboard (total of four spaces); and
- One space for bike storage within each office floor via a bike hook or cupboard (total of two spaces).

1.1.3 This Transport Statement (TS) has been prepared in accordance with guidance relating to transport statements prepared and issued by the Department for Communities and Local Government (DCLG).

1.1.4 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.1.5 An initial scoping meeting with MCC was undertaken on the 6th January 2020 where the design of the scheme was discussed.

1.1.6 The TS considers the sustainability of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. It covers a variety of topics, and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions including a review of accident data;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services; and
- Chapter 5 – summarises and concludes the report.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of accident data.

2.1.2 The Site is split by the Briton's Protection public house and is bound to the north by Great Bridgewater Street, to the south by Trumpet Street and to the west by Albion Street. To the east the site is bound by Jurys Inn Hotel.

2.1.3 The western extent of the site is currently occupied by a private car park for 7 cars and the eastern extent of the site is unoccupied but has previously been used for parking.

2.1.4 The Site in relation to the strategic and local transport networks is shown on Figure 1. An extract of which is shown in Image 2.1.

Image 2.1 Site Location



2.2 Existing Local Highway Network

2.2.1 Great Bridgewater Street is an adopted single carriageway road which runs along the northern boundary of the site, it runs on an east to west axis and joins Albion Street to the west of the site via a 4-way signal controlled junction which is situated to the north-west corner of the site.

2.2.2 Great Bridgewater Street is circa 11m in width and is subject to a 30mph speed limit. Footpaths are provided on either side of the carriageway to a width of circa 2m, parking is prohibited on Great Bridgewater Street along the site frontage which is enforced by double yellow line markings.

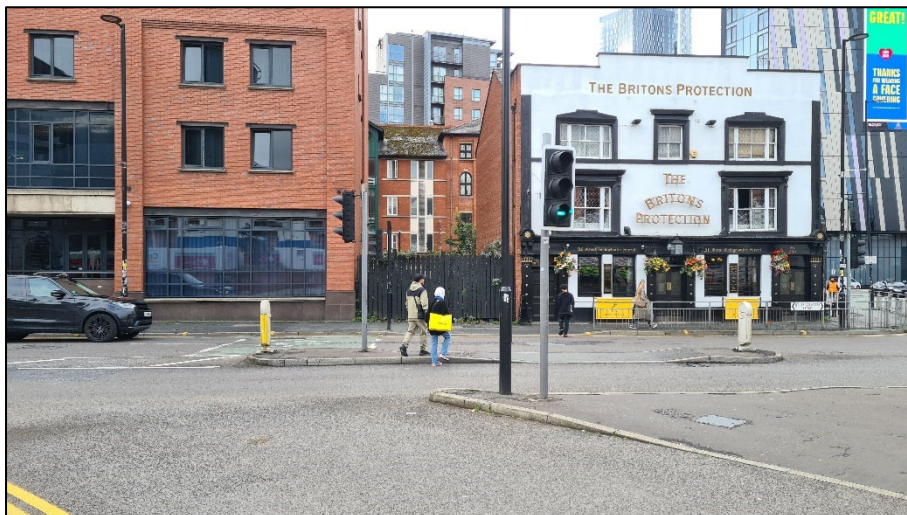
2.2.3 Albion Street is an adopted carriageway, along the site frontage it has two lanes northbound and two lanes southbound. It is subject to a 30mph speed limit and is circa 19m in width with a circa 2m footway on either side of the carriageway.

2.2.4 The 4-way signal controlled junction adjacent to the site provides pedestrian crossing points on all arms. Images 2.2 and 2.3 below show the uncontrolled crossings on Great Bridgewater Street and Albion Street respectively.

Image 2.2 Pedestrian Crossing on Albion Street



Image 2.3 Pedestrian Crossing on Great Bridgewater Street



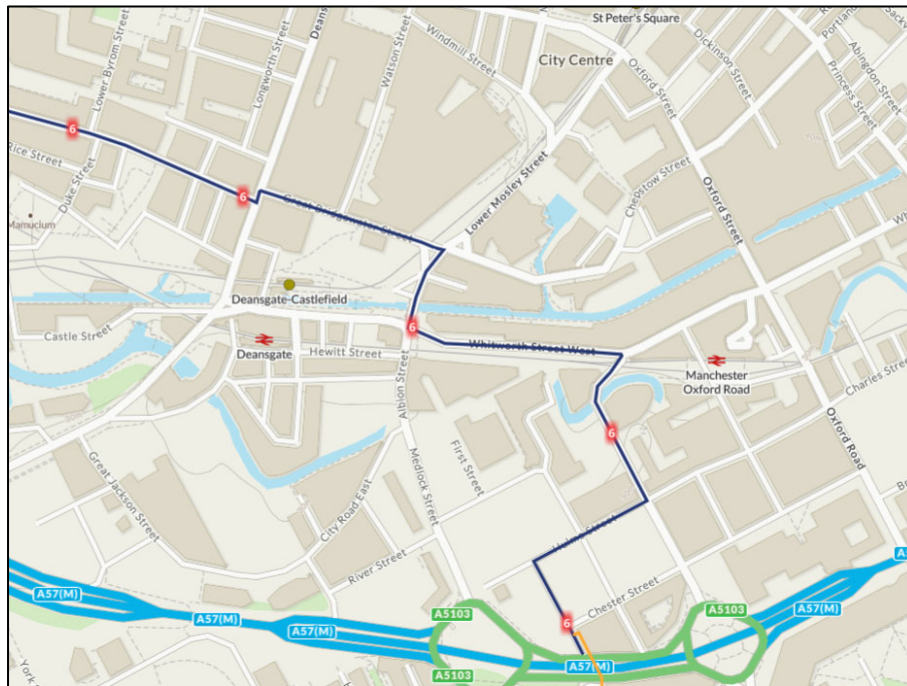
2.2.5 Trumpet Street binds the Site to the south, it is an adopted single carriageway road that serves the rear of the commercial dwellings to the east of the proposed Site.

2.3 Cycle Infrastructure

2.3.1 National Cycle Network (NCN) Route 6 runs along the western extent of the site along Albion Street. The route travels in sections from London to the Lake District passing through picturesque landscapes, alongside historic canals and through some the UK's towns and cities.

2.3.2 Image 2.4 shows where the NCN route is in relation to the Site.

Image 2.4 National Cycle Routes

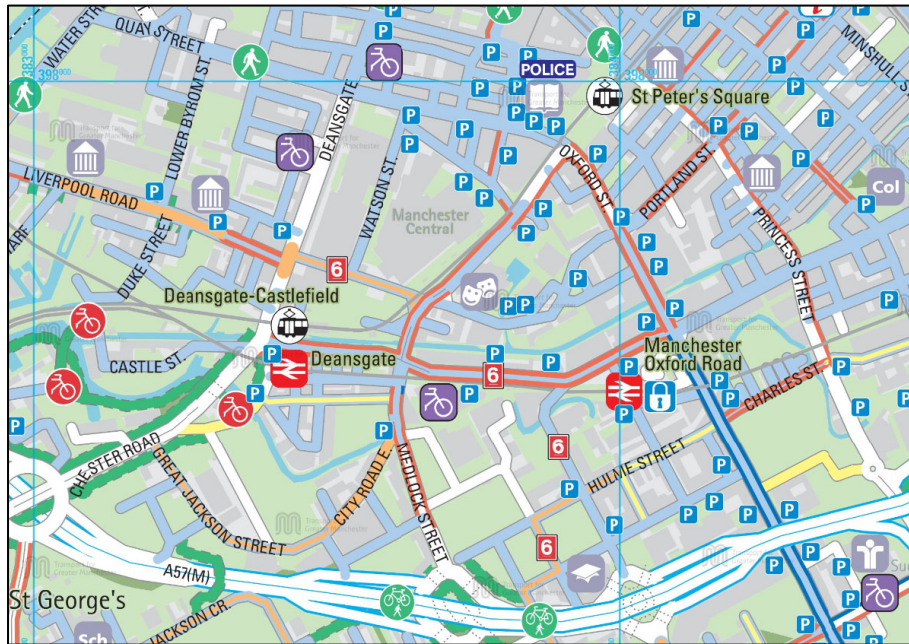


2.3.3 In addition to the NCN Transport for Greater Manchester has its own cycle infrastructure in place, as is shown in Image 2.5 below.

2.3.4 This shows that to the east of the Site along Albion Street there is an on road route (NCN Route 6) with certain cycling provisions (red lines). It also shows the traffic free routes (green lines) and the on road routes with signposting (orange lines). In addition to this, a cycle shop is situated within close proximity to the site and a number of cycle parking locations are available.

2.3.5 This demonstrates that a number of cycle routes are in place within the proximity of the Site, which provide connections to the NCN Route 6.

Image 2.5 Local Cycle Routes



2.4 Existing Bus Services

2.4.1 There are a number of bus services operating within the vicinity of the Site, with the nearest stops provided on Great Bridgewater Street, approximately 70m east of the Site, as shown in Image 2.6.

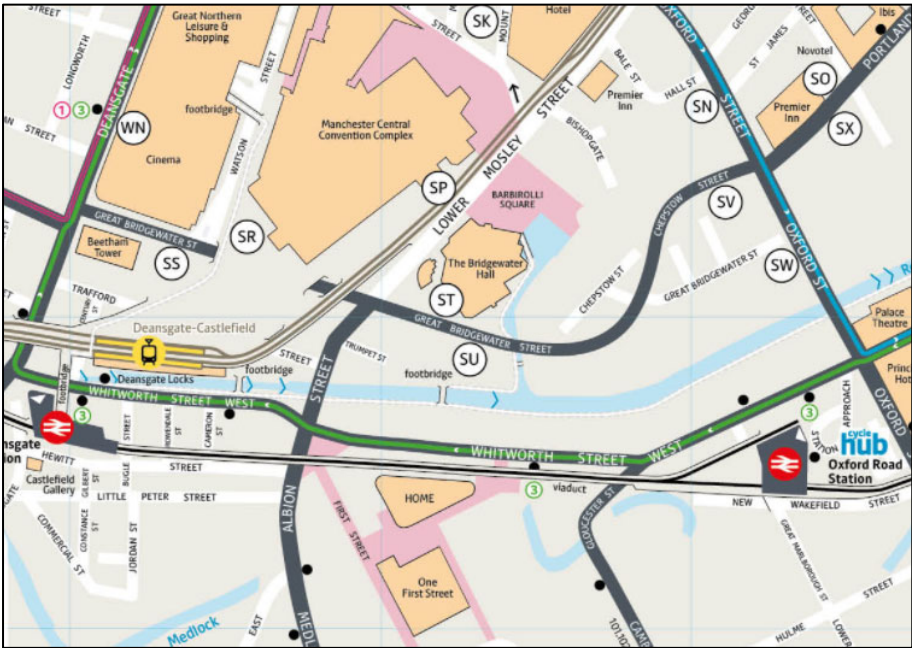
Image 2.6 Great Bridgewater Street Eastbound Bus Stop



Location	Distance (straight line)	Facilities	Destinations	Service Numbers	Approx. Combined Frequency
Great Bridgewater Street (Stop ST)	70m	Timetable, Pole	Piccadilly Gardens, Shudehill	33, 33B, 255, 256, X50	14 per hour
Great Bridgewater Street (Stop SU)	80m	Timetable, Pole	Trafford Centre, Flixton, Worsley	33, 33B, 255, 256, X50	14 per hour
Great Bridgewater Street (Stop SS)	80m	Timetable, Pole	Worsley	33	2 per hour
Great Bridgewater Street (Stop SU)	118m	Timetable, Pole	Shudehill	33	2 per hour
Deansgate Station (Stop D)	220m	Timetable, Pole	Piccadilly Gardens	255, X50, X58	5 per hour
Deasgate Station (Stop C)	244m	Timetable, Pole, Shelter	Trafford Centre, Partington	3 Free Bus, 255, X50, X58	6 per hour
Medlock Street Southbound	300m	Timetable, Pole	Flixton	256	4 per hour
Medlock Street Northbound	390m	Seating, Shelter, Timetable	Piccadilly Gardens	256	4 per hour

2.4.2 The existing services in the vicinity of the Site are shown in Image 2.7.

Image 2.7 Extract taken from Greater Manchester Bus Network Map



2.4.3 The existing bus services provide regular connections to Manchester City Centre and key surrounding regions.

2.5 Existing Tram Services/Facilities

2.5.1 Deansgate Metrolink stop is located 200m to the west of the proposed Site. It is on the pink line to East Didsbury, the purple line to Altrincham, the green line to Bury, the blue line to Eccles and Ashton-under-Lyne and the navy line to Victoria. Services run at a frequency of over 40 per hour.

2.5.2 The tram stop benefits from ticket machines, timetabling information and step free access.

2.6 Existing Rail Services/Facilities

2.6.1 Deansgate Train Station is located approximately 250m south west of the Site and Manchester Oxford Road Station is located approximately 365m south east of the Site. A summary of the services and facilities is shown in Table 2.2.

Table 2.2 Local Rail Services

Station	Facilities	Regular Destinations	Approx. Combined Frequency
Deansgate Station	6 Cycle Storage Spaces, Ticket Machines, CCTV, Shelter and Seating	Liverpool, Manchester Oxford Road, Blackpool, Crewe, Manchester Airport, Alderley Edge	10 per hour
Manchester Oxford Road Station	72 Cycle Storage Spaces, Ticket Office and Machines, Refreshment Facilities, CCTV, Shelter and Seating	Liverpool, Manchester Airport, Southport, Bolton, Crewe, Alderley Edge, Norwich, Chester, Warrington, Barrow-In-Furness, Leeds	20 per hour

2.6.2 Both Deansgate and Manchester Oxford Road Stations are within 365m of the Site and have combined a service frequency of 30 trains per hour to a number of key locations.

2.7 Existing Accident Data Analysis

2.7.1 Personal injury accident data has been obtained from Transport for Greater Manchester. The study area includes the junction of Great Bridgewater Street/Lower Mosley Street/Albion Street and south to include the junction of Albion Street and Trumpet Street, the accident data area is attached in Appendix B. The data obtained covers the 5 year period between 1st May 2016 and 30th April 2021.

2.7.2 A total of 8 accidents were recorded in the accident study area, all of which were slight, no serious or fatal accidents were recorded.

2.7.3 2 accidents occurred at the junction of Albion Street/Trumpet Street, one involved an intoxicated pedestrian and occurred at 03:29 when the pedestrian entered the carriageway. The other accident occurred in the rain and involved a collision between a car and cyclist, both were travelling south on Albion Street when the car turned left into Trumpet Street colliding with the cyclist.

2.7.4 The other 6 accidents occurred at the Great Bridgewater Street/Lower Mosley Street/Albion Street signalised junction. 4 accidents involved cyclists and 1 involved a pedestrian.

2.7.5 The accident involving a pedestrian involved a PSV travelling south east on Bridgewater Street into Albion Street when a pedestrian stepped into the carriageway.

2.7.6 2 accidents involving a cyclist occurred on Albion Street with both the cyclist and a car travelling northbound where the car turns left onto Bridgewater Street and collides with the cyclist travelling the same way. The other accident involving a cyclist occurred at the cross roads with a car travelling south west on Lower Mosley Street and a cyclist cuts across the path and a collision occurs.

2.7.7 The accident involving two vehicles occurred at the junction with one vehicle travelling south from Lower Mosley Street and the other travelling west on Great Bridgewater Street, the causation was due to disobeying an automatic traffic signal.

3. Proposed Development and Access Strategy

3.1 Development Proposals

3.1.1 The development proposals, which are shown on the Architects site plan drawing contained in Appendix A, comprise the following:

Building A

- 72 two bed apartments;
- Loading area capable of accommodating two visitor car parking spaces;
- 72 residents cycle parking spaces; and
- 6 visitor cycle parking spaces.

Building B

- Four two bed apartments;
- 152sqm office;
- One car parking space behind roller shutter;
- One space for bike storage within each apartment via a bike hook or cupboard (total of four spaces); and
- One space for bike storage within each office floor via a bike hook or cupboard (total of two spaces).

3.2 Pedestrian/Cycle Access

3.2.1 Pedestrian and cycle access to Building A is proposed via an entrance lobby fronting Albion Street. Visitor cycle parking for 6 cycles will be provided adjacent to the entrance lobby and will be provided as Sheffield type stands and covered by the building above. At least one of the six cycle spaces will be capable of accommodating cargo bikes.

3.2.2 A secondary entrance is also provided just south of the main entrance and this entrance will be used by the Site management for waste collection and by cyclists as it provides a route directly to the lifts.

3.2.3 As part of the development, the existing footway surrounding the Site will be improved as shown in the plan in Appendix C. This will include delineation between adopted highway and private areas and removal of the pedestrian guardrail on the frontage of the Site.

3.3 Cycle Parking

3.3.1 72 secure cycle parking spaces are proposed for residents (100% provision) within Building A. The resident cycle parking is provided within the building as shown on the architects plans in Appendix A and accessed via a lift with internal dimensions of 2.1m X 1.1m.

3.3.2 Cycle parking for Building B is proposed to be provided internally within each flat or office floor. A total of 2 spaces are proposed for the office and 1 space will be provided within each of the flats. The lift is provided to a size of 2.1m X 1.1m allowing access via cycle. Cycle storage within each unit will be provided via a hook on the wall either within a storage cupboard or hallway.

3.4 Refuse/Service Access

3.4.1 Refuse will be stored in stores in both blocks, which will then be transferred by a management company onto an area of hardstanding on Trumpet Street for refuse collection. A small refuse vehicle (6.6m in length) can access Trumpet Street, turn within the loading area and exit in a forward gear. A private refuse collection vehicle will be used and will be able to manage the number of bins collected on Site at any one time.

3.4.2 In order to ensure that the loading area can be accessed at all times of the day, Manchester City Council have requested that the existing single yellow line TRO is replaced by a double yellow line so that parking on the street doesn't take place. This will be delivered through a highways S278 application associated with the Site, if planning permission is granted.

3.5 Vehicular Access

3.5.1 Vehicular access to the site will be limited due to the low provision of car parking spaces. 1 space is provided in block B behind a roller shutter, whilst the loading area is capable of accommodating 2 spaces. The visitor spaces will be bookable via the Site management.

3.6 Trip Generation

3.6.1 It is considered that the development does not have the potential to generate any significant material transport impact on the local highway network due to the low level of car parking on site. Furthermore, the existing Site accommodates 7 commuter car parking spaces on Site A and Site B is occasionally used as parking. As such, no further assessment is required.

4. Site Accessibility

4.1 Pedestrian Accessibility

4.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the CIHT document ‘Providing for Journeys on Foot’.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- Deansgate train station is located within a 5 minute walk south-west of the Site;
- The Site is located within Manchester city centre;
- Twenty-two supermarkets are located within a 15 minute walk of the Site;
- Five doctors surgeries are located within a 25 minute walk of the Site; and
- Fifteen schools are located within a 30 minute walk of the Site.

4.1.3 It is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services and facilities provided in and around the local area. This will help reduce the need to travel and own a private car.

Accessibility by Cycle

4.1.4 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- Three train stations are within a 5 minute cycle distance of the proposed Site location: Deansgate; Manchester Oxford Road and Salford Central;
- Close proximity to the National Cycle Network (NCN) Route 6 provides cycle access through the city centre;
- Salford Shopping Centre is located within a 15 minute cycle distance; and
- Numerous facilities are available within Manchester City Centre within a 5 minute cycle distance.

4.1.5 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services within a 15 minute cycle ride.

4.1.6 It is also considered that the more active residents will choose to cycle further than this guideline distance.

4.1.7 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services, facilities, businesses as well as employment

opportunities within a 30 minute cycle ride. With some of the routes used, part of the national cycle network.

Accessibility by Bus

4.1.8 As detailed in Chapter 2 there are numerous bus services offering frequent services along Great Bridgewater Street, Deansgate and Medlock Street within 400m of the Site. These bus stops provide access to destinations including Piccadilly Gardens, Trafford Centre, Worsley, Flixton and Shudehill.

4.1.9 The existing bus services will provide future residents of the Site with access to the entirety of Manchester City Centre and surrounding regions within a short journey time.

4.1.10 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a range of local services, employment and retail opportunities within a 30 minute bus ride.

Accessibility by Rail/Tram

4.1.11 Deansgate Tram stop is located 200m to the west of the proposed Site. It provides frequent services to East Didsbury, Altrincham, Bury, Eccles, Ashton-under-Lyne and to Victoria. Services run at over 40 per hour.

4.1.12 Both Deansgate and Manchester Oxford Road Train Stations are within 400m of the Site, and have combined a service frequency of 30 trains per hour to a number of key locations including: Liverpool, Blackpool, Crewe, Manchester Airport, Leeds and Chester.

5. Summary and Conclusions

5.1.1 This Transport Statement (TS) has been prepared on behalf of Arrowsmith Investment Ltd. to support a detailed planning application for a residential development Apex Tower, Manchester.

5.1.2 The proposed layouts are shown on the architects plans in Appendix A and comprise:

Building A

- 72 two bed apartments;
- Loading area capable of accommodating two visitor car parking spaces;
- 72 residents cycle parking spaces; and
- 6 visitor cycle parking spaces.

Building B

- Four two bed apartments;
- 152sqm office;
- One car parking space behind roller shutter;
- One space for bike storage within each apartment via a bike hook or cupboard (total of four spaces); and
- One space for bike storage within each office floor via a bike hook or cupboard (total of two spaces).

5.1.3 Access to the one car parking space and loading area is taken from the shared space Trumpet Street where access is currently gained into the sites via a dropped vehicular crossing. A small private refuse vehicle is able to access Trumpet Street and turn within the proposed loading area. The loading area will be bookable through the Site management and will also provide an appropriate loading area for home deliveries.

5.1.4 In order to ensure that the loading area can be accessed at all times of the day an amendment from the existing single yellow line to a double yellow line has been agreed with Manchester City Council in scoping discussions.

5.1.5 One cycle parking space is provided for each flat, whilst 6 visitor spaces are proposed including at least one space to accommodate a cargo bike.

5.1.6 As part of the development, the existing footway surrounding the Site will be improved and this will include delineation between adopted highway and private areas and removal of the pedestrian guardrail on the frontage of the Site.

5.1.7 An assessment of the accessibility of the site has been completed in Chapter 4 concluding the following:

- Deansgate train station is located within a 5 minute walk and 5 minute cycle south-west of the Site;
- The Site is located within Manchester city centre with various facilities within a 10 minute walk and 5 minute cycle; and
- Deansgate Tram stop is located 200m to the west of the proposed Site.

5.1.8 It is therefore concluded that the proposed Site will provide excellent accessibility by foot, cycle and public transport to a range of services, facilities and employment opportunities.

5.1.9 Due to the excellent accessibility of the proposed development and the nature of the development it is appropriate to provide no dedicated parking for the residential element of the Site.

5.1.10 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for residential purposes.

Figures

Appendices

Appendix A Masterplans

Appendix B Accident Data

Appendix C Landscape Plan

