

TRANSPORT STATEMENT

# Greater Manchester Arts Centre Ltd T/A Home HOMEGROUND 2021

May 2021

VN81029

Transport Statement

## Report control

---

Document: Transport Statement  
Project: HOMETGROUND 2021  
Client: Greater Manchester Arts Centre Ltd T/A Home  
Job number: VN211960  
File origin: N:\Vectos Job Data\2021\VN211960 Homeground\Docs\Reports

## Document checking

---

Primary Author: Charlie Jones Initialled: CJ  
Contributor: Oliver McLaughlin Initialled: OM  
Review by: Gareth Davis Initialled: GD

| Issue | Date     | Status | Checked for issue |
|-------|----------|--------|-------------------|
| 1     | May 2021 | V1     | GD                |
| 2     | May 2021 | V2     | GD                |

## Contents

|   |                                                            |    |
|---|------------------------------------------------------------|----|
| 1 | INTRODUCTION.....                                          | 1  |
|   | Development Site .....                                     | 1  |
|   | Development Proposals.....                                 | 3  |
| 2 | BASELINE CONDITIONS.....                                   | 4  |
|   | Overview .....                                             | 4  |
|   | Existing Site .....                                        | 4  |
|   | Walking.....                                               | 4  |
|   | Cycling.....                                               | 5  |
|   | Public Transport – Bus.....                                | 6  |
|   | Public Transport – Metrolink .....                         | 8  |
|   | Public Transport – Rail .....                              | 10 |
|   | Local Highway Network .....                                | 10 |
|   | Existing Car Parking Provision.....                        | 12 |
|   | Background Traffic Flows.....                              | 13 |
| 3 | PROPOSED DEVELOPMENT.....                                  | 14 |
|   | Overview .....                                             | 14 |
|   | Proposed Development .....                                 | 14 |
| 4 | TRIP GENERATION ASSESSMENT.....                            | 19 |
|   | Overview .....                                             | 19 |
|   | Showground Trip Forecasts.....                             | 19 |
|   | The Food and Drink Terrace/The Gallery Trip Forecasts..... | 20 |

5 SUMMARY AND CONCLUSION.....23

Summary.....23

Conclusion .....23

Plans

|              |                                           |
|--------------|-------------------------------------------|
| VN81029-G100 | - Site Location and Local Highway Network |
| VN81029-G101 | - Site Location (Strategic Context)       |
| VN81029-G102 | - Walking Catchment                       |
| VN81029-G103 | - Cycling Catchment                       |
| VN81029-G104 | - Public Car Parks within 800m Catchment  |

# 1 INTRODUCTION

- 1.1 Vectos have been commissioned by Greater Manchester Arts Centre Ltd T/A Home to produce a Transport Statement for HOMEGROUND 2021, which is a proposed temporary outdoor theatre and cultural event space, located on a plot of open land at First Street, Manchester, M15 4FN.
- 1.2 HOMEGROUND, is a temporary events space located on a privately owned site at First Street, Manchester that will operate between the 28<sup>th</sup> May and 15<sup>th</sup> August 2021. The venue will be open to the public 7 days a week.
- 1.3 This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a planning application.

## Development Site

- 1.4 The location of the development site is shown by the red star in **Figure 1.1**.

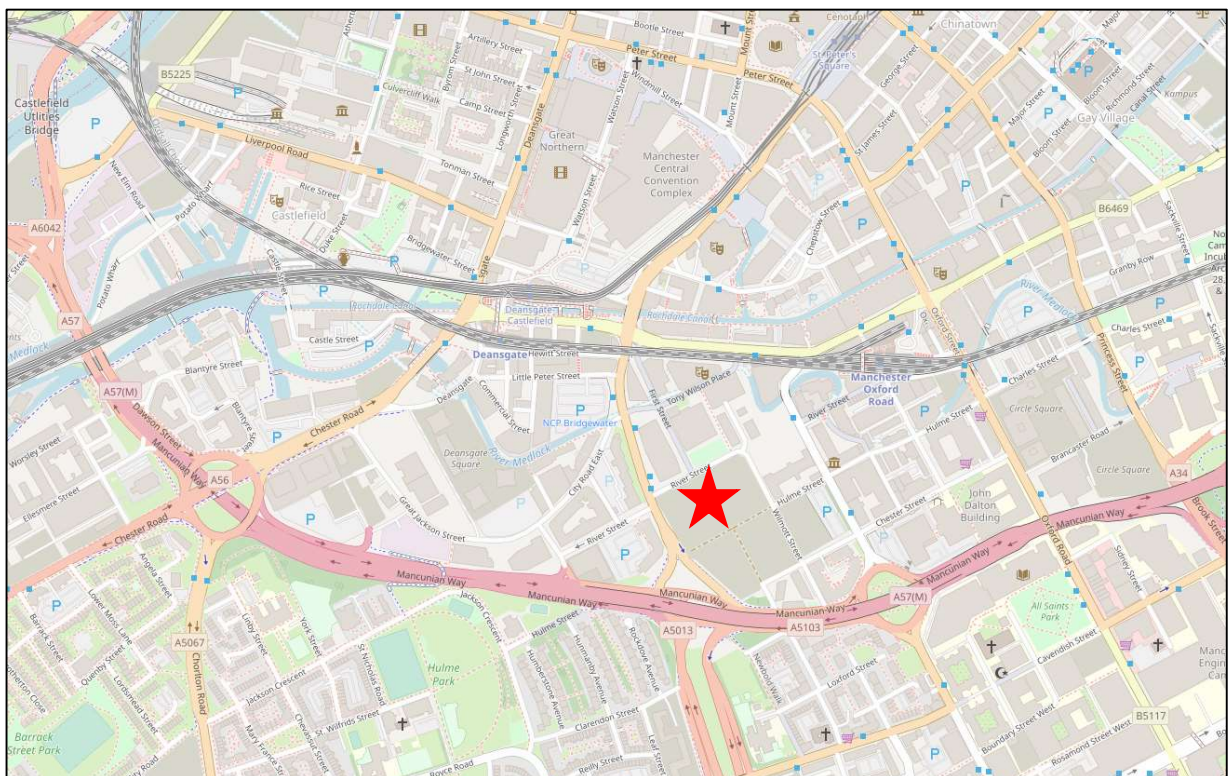


**Figure 1.1: Site Location**

- 1.5 Further to **Figure 1.1**, an aerial view of the site taken from Google Earth as well as the site boundary is given in **Figure 1.2**.



**Figure 1.2: Aerial View of Site and Site Boundary**

- 1.6 The site is 0.56 ha and is bound by River Street and an under-construction office building (No.8 First Street) to the north, a future development site known as Plot 10A to the east, Hulme Street to the south, and Medlock Street to the west. The site currently consists of an area of hard standing that has previously been used as a surface car park.
- 1.7 The site forms part of the Central section of the First Street Strategic Regeneration Framework (SRF) area which aims to deliver flexible and generously proportioned accommodation for commercial occupiers as well as hotel accommodation. To the north lies First Street North which forms the Cultural Hub of First Street including Gtr. Manchester Arts Centre at HOME, student accommodation, a 4 star hotel a 700 space Q Park and complementary retail space. To the west of Medlock Street still within the SRF area, lies office/commercial properties including the Premier Inn Hotel and to the south and east lies a distinctive residential area that is being developed to offer a mix of residential types and including student accommodation.

## Development Proposals

- 1.8 In summary, the development proposals for the event comprise 3 key areas:
- Showground (Outdoor Theatre space) – an open air theatre programmed with live theatre performances and shows throughout the event period, with a capacity of 650;
  - The Food and Drink Terrace – a designated area to for eating and drinking with a number of food and drink concessions which will serve food and drink for consumption on site in an outdoor restaurant style set up, with a capacity of 500; and
  - The Gallery – an area for private and corporate events only and will not be open to the general public, with a capacity of 100.
- 1.9 Each of these 3 key areas within the site which will be managed separately via different management systems to allow for the relevant safety precautions to be put in the place for each area/activity.

## 2 BASELINE CONDITIONS

### Overview

- 2.1 This section of the report provides information on the baseline conditions in the vicinity of the site. It provides a detailed overview of the existing site and its accessibility by sustainable modes of transport. The section also describes the local highway network and existing car parking facilities close to the site.

### Existing Site

- 2.2 The site occupies a broadly rectangular parcel of land within the larger plot that is bounded to the north by River Street, to the east by Wilmott Street, to the south by Hulme Street and to the west by the A5103 Medlock Street. The site in the past has operated as a construction compound and a surface car park.

### Walking

- 2.3 The Institution of Highways and Transportation (IHT) document '*Guidelines for Providing for Journeys on Foot*' (2000) suggest that a desirable walking distance for commuting purposes is 800 metres with the preferred maximum distance being 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 2.4 The more recent CIHT document '*Planning for Walking*' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 km) are made wholly on foot and therefore represent a key mode to access the site either on its own or as part of a multi-modal journey.
- 2.5 In line with this guidance, **Plan VN81029-G102** represents an 800m and 2km walk catchment from the site. This plan shows that there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this the entirety of Manchester City Centre is within the 2km walk catchment. The 2km catchment also includes the residential suburbs of Castlefield, St Georges, Hulme, Brunswick and parts of Salford. The University of Manchester Campus and the Manchester Royal Infirmary sites on Oxford Road to the east of the site are also within a 2km walk.
- 2.6 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre. There are footways provided along both sides of First Street which provide east/ west connections to/ from the site. In addition to this, immediately north of the site, First Street continues as a pedestrian and cyclist only road providing a traffic free route to/ from Whitworth Street and the City Centre.
- 2.7 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200 metres north of the site. There is a signalised pedestrian crossing provided at the Medlock Street/ Whitworth Street West junction.

- 2.8 To the south of the site, pedestrian access across the A57 is currently provided by pedestrian subways running under the motorway. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester.
- 2.9 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

## Cycling

- 2.10 The Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon. Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Plan VN81092-G103**.
- 2.11 The 5km catchment 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.
- 2.12 **Plan VN81092-G103** also highlights the cycling infrastructure available within that catchment. This plan shows that there are extensive cycling routes provided in close proximity of the site this includes on-road and off-road routes, signed routes and canal towpath routes.
- 2.13 As part of the ambitions set out in the Made to Move report (2017) a proposal has been set out to improve connectivity by cycle around Greater Manchester. The new routes are referred to as Beelines and have been developed to get people from A to B with the aim of connecting up communities across the whole of Greater Manchester. This is a developing strategy which will ensure accessibility by cycle is improved.
- 2.14 The existing and proposed cycle facilities as described on the Beelines mapping is shown in **Figure 2.1**.

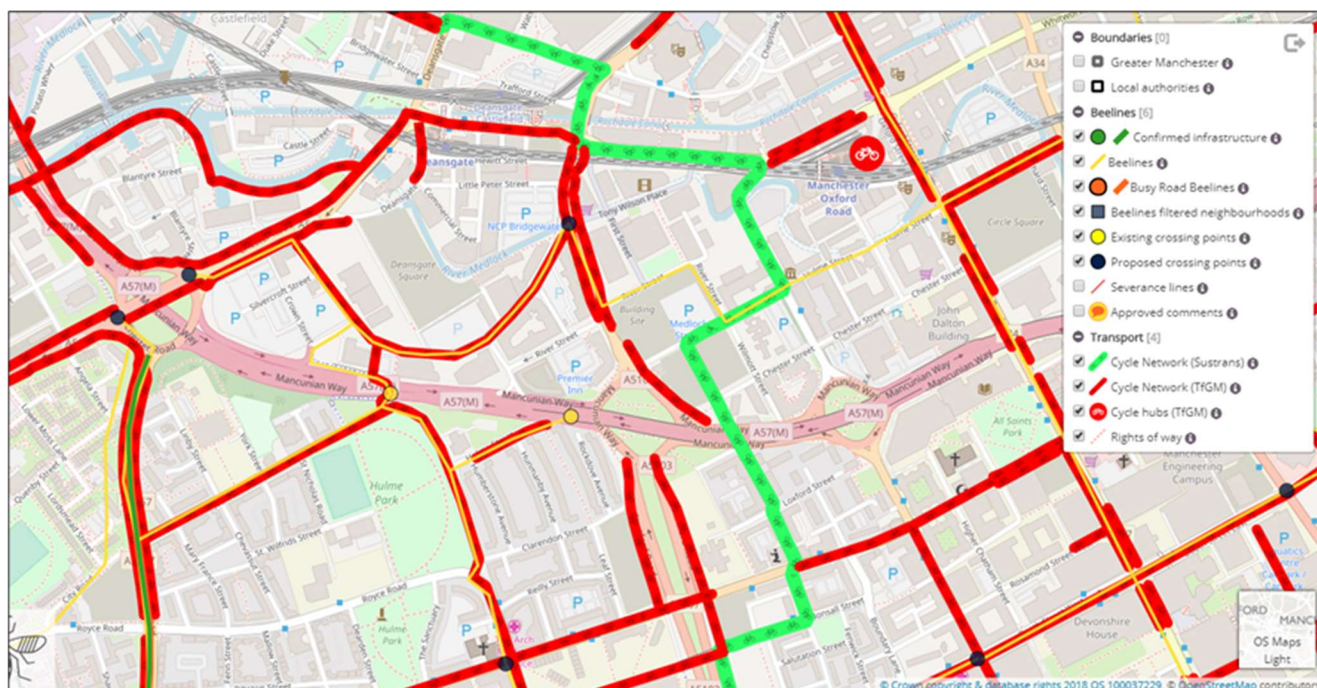


**Figure 2.1 Beelines Cycle Facilities (shown in yellow) alongside Existing Cycle Infrastructure**

- 2.15 Overall, it is considered that the cycling infrastructure in the area surrounding the site facilitates connectivity with a number of key areas and therefore ensures cycling can be actively promoted as a sustainable mode.

### Public Transport – Bus

- 2.16 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 2.17 The closest bus stops are located on Medlock Street within 200 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along First Street and Medlock Street can be used to access both bus stops.
- 2.18 A summary of the bus services that serve these stops is presented in **Table 2.1**.

**Table 2.1: Sample Bus Services within 400 metres**

| Service No. | Route                                                                                   | Approximate Frequency (services per hour) |        |         |         |     |     |
|-------------|-----------------------------------------------------------------------------------------|-------------------------------------------|--------|---------|---------|-----|-----|
|             |                                                                                         | Mon-Fri                                   |        |         |         | Sat | Sun |
|             |                                                                                         | AM Peak                                   | Midday | PM Peak | Evening |     |     |
| <b>256</b>  | Piccadilly Gardens - Flixton via Hulme, Old Trafford, Stretford, Davyhulme, Calder Bank | 5                                         | 5      | 5       | 2       | 5   | 2   |

**Source:** Transport for Greater Manchester (Accessed May 2021)

- 2.19 **Table 2.1** highlights that there is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas south west of the site and can be used to access Piccadilly Gardens.
- 2.20 There are other bus services which have bus stops just over a 400m walk from the site including:
- Metroshuttle 2, the free city centre shuttle bus, every 10 minutes;
  - 255 service to Partington, every 30 minutes;
  - X50 to Trafford Centre, every 30 minutes; and
  - X58 to Flixton once a day commuter service.
- 2.21 Overall, it is considered that the bus facilities surrounding the site provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

## Public Transport – Metrolink

- 2.22 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400 metres walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.
- 2.23 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 2.2** overleaf.
- 2.24 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 2.25 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 2.26 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

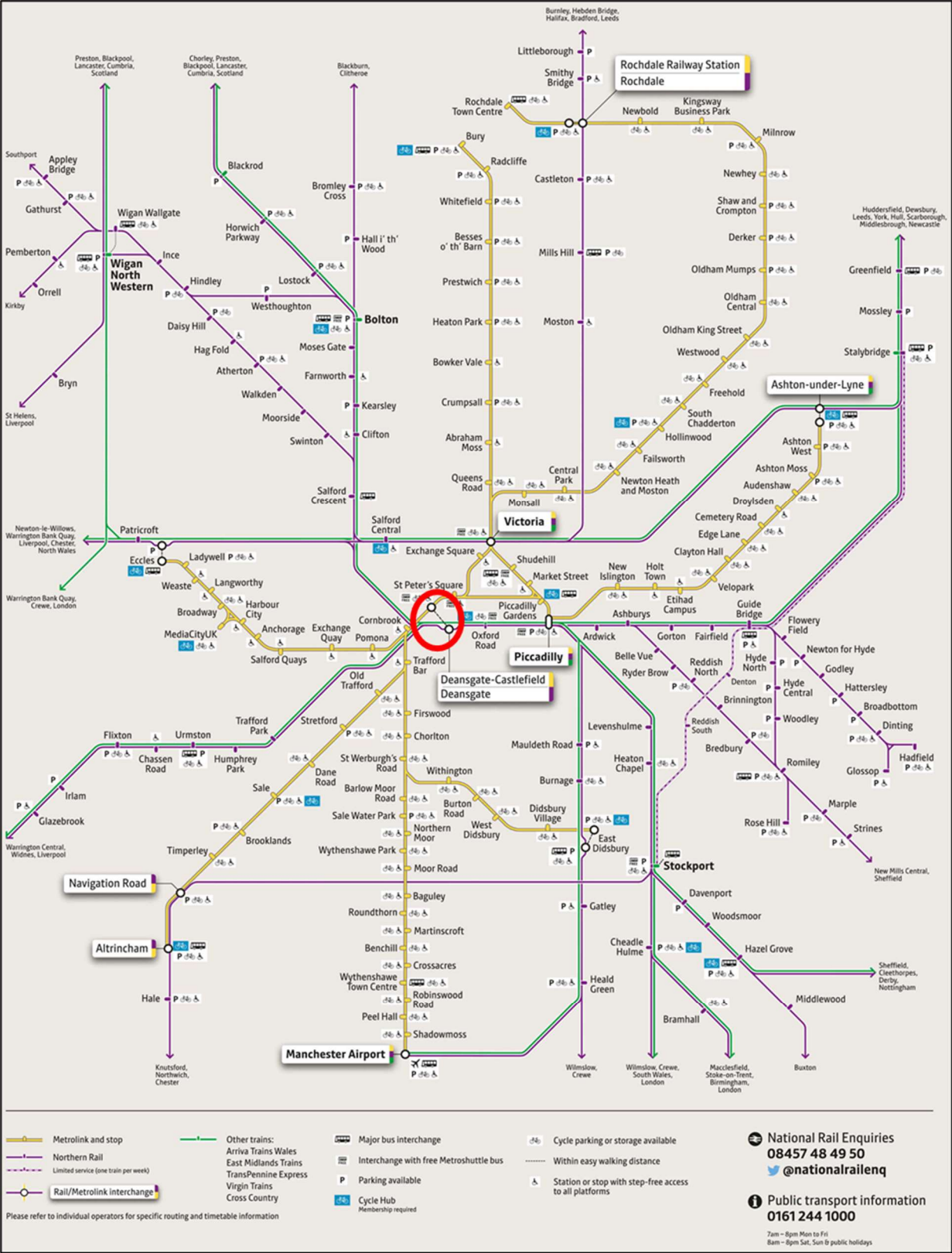


Figure 2.2: Greater Manchester Metrolink and Rail Network Map

## Public Transport – Rail

- 2.27 Deansgate railway station is the closest rail station located adjacent to the tram stop and is just under 500 metres north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 2.28 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.
- 2.29 The combined Greater Manchester Metrolink and Train Network Map is provided in **Figure 2.2** on the previous page.
- 2.30 This station can be accessed using the existing pedestrian network surrounding the site.
- 2.31 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

## Local Highway Network

### A5103 Medlock Street

- 2.32 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, the A57 Mancunian Way forms part of the Manchester and Salford Inner Relief Route (MSIRR), connecting the north and south of the city and providing strategic access to the city centre.
- 2.33 In the vicinity of the site, Medlock Street is circa. 12m in width and the southbound lane flares on approach to the roundabout to provide two lanes. Northbound, there is a right turn ghost island arrangement, providing a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit and there are footways with street lighting provided to either side of the carriageway. Mandatory cycle lanes are provided in both directions along Medlock Street. **Photo Plate 1** shows a view of Medlock Street looking north towards the City Centre.

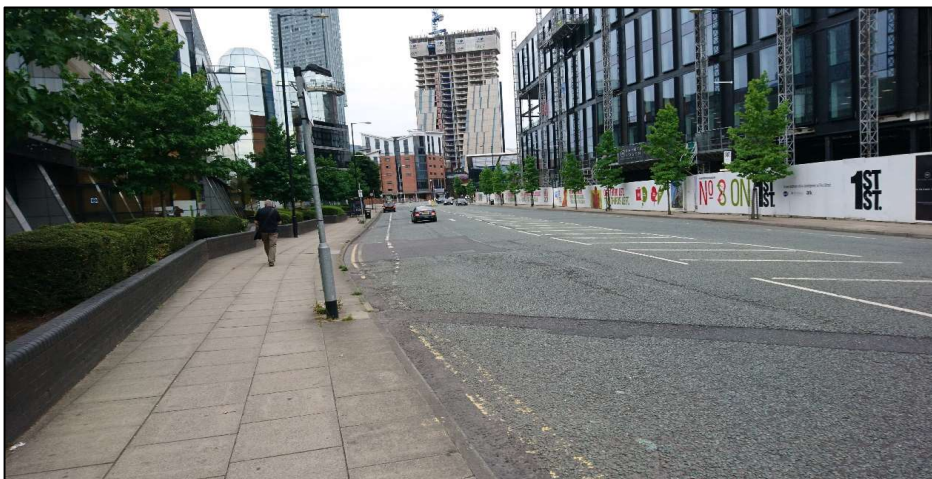


**Photo Plate 1, Medlock Street looking North towards the City Centre**

### River Street

- 2.34 River Street forms the northern boundary of the site and links to Medlock Street via an all-movement priority junction. River Street is circa. 6m in width and is subject to a 30mph speed limit. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Photo Plate 2** shows a view of River Street looking west past James Grigor Square.



**Photo Plate 2, River Street looking West past James Grigor Square**

- 2.35 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street in addition to a bus stop lay by adjacent to James Grigor Square.
- 2.36 River Street is not adopted highway nor is Wilmott Street. Therefore, the regardless of the road markings the highway is managed privately and there are signs showing no parking permitted as shown in **Photo Plate 3** below. There are staff employed to monitor on street parking and they can fine drivers for not complying with the parking notices.

- 2.37 During events, additional signing and on-site staff would ensure drivers are aware of where they can or cannot park.



**Photo Plate 3, Parking Notices on River Street/Wilmott Street**

#### Hulme Street

- 2.38 Hulme Street forms the southern boundary of the site and it is a lower priority distributor link, circa. 6m in width and providing connections to Cambridge Street and Oxford Road to the east. Footways and street lighting are provided along Hulme Street and there are some on-street parking bays along the northern side of the road, with double yellow line waiting restrictions along the southern side.
- 2.39 The on-street parking bays lie within the City Centre parking zone 4, which applies Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The bays permit parking for up to 10 hours or all weekend.
- 2.40 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area.

#### **Existing Car Parking Provision**

- 2.41 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces, the NCP Hulme Street car park with 114 spaces and the NCP Bridgewater Hall car park with 288 spaces, all within 200m of the site. **Plan VN81029-G104** shows the location of the site in relation to public car parks within an 800m of the site illustrating that there are approximately 2,296 public car parking spaces within this short walk of the site.

### **Background Traffic Flows**

- 2.42 The nature of the proposed development means that the periods of high demand will be outside of traditional peak hour periods. Resultantly, the proposed development will have a minimal impact on the safety and operation of the local highway network.
- 2.43 Furthermore, the COVID-19 has led to flows on Medlock Street being a lot lower than before the pandemic. Vehicle, pedestrian and cyclist flows in peak hour periods have been observed by Vectos in May 2021 and it can be confirmed that they are currently considerably lower low which therefore means that the impact on the safety and operation of the local highway network will be less significant than if the proposed development were to operate before the COVID-19 pandemic.

### 3 PROPOSED DEVELOPMENT

#### Overview

3.1 This section of the report describes the development proposals, as well as the access and servicing strategy, for the site in detail.

#### Proposed Development

3.2 As described before, the development proposals for the event comprise 3 key areas:

- Showground (Outdoor Theatre space) – an open air theatre programmed with live theatre performances and shows throughout the event period;
- The Food and Drink Terrace – a designated area to for eating and drinking with a number of food and drink concessions which will serve food and drink for consumption on site in an outdoor restaurant style set up; and
- The Gallery – an area for private and corporate events only and will not be open to the general public. This area will only be open when the other two areas are not in operation.

3.3 Each of these 3 key areas within the site which will be managed separately via different management systems to allow for the relevant safety precautions to be put in the place for each area/activity.

3.4 The proposed layout of the site is shown in **Figure 3.1**.

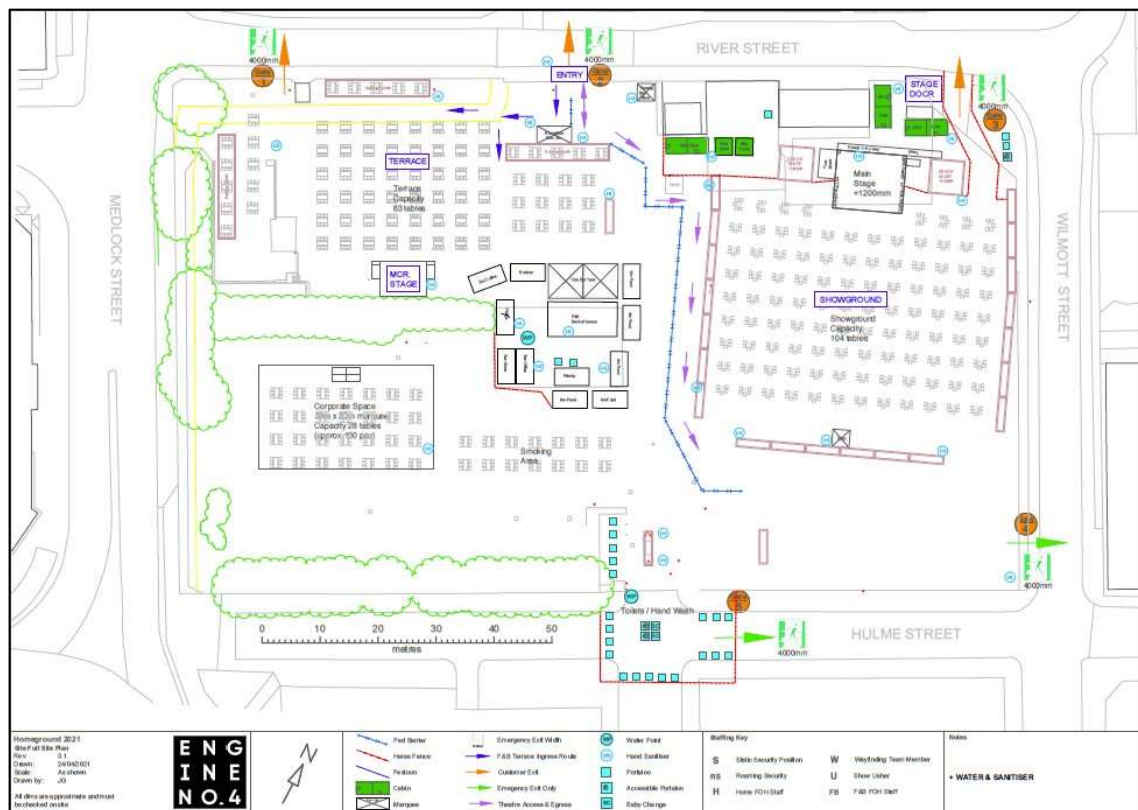


Figure 3.1: Proposed Site Layout

### Site Section 1 Overview – Showground (Outdoor Theatre space)

- The **capacity** of this area will have a **maximum of 650** on site at any one time and will be managed to ensure social distancing will be maintained;
- This section is a ticketed theatre operation where tickets will be sold in advance via an online ticketing system and on the day box office door sales;
- Each booking will be for a maximum of 6 persons per group;
- Site is designed to allow for social distancing to be maintained;
- Security staff will monitor the area;
- There will be queueing systems in place that will be incorporated into the site design and layout with separate entry and exits points;
- Hand sanitiser stations will be provided at the entrance and exit of the site;
- There will be a site central bar and a selection of street food traders serving hot for consumption on site via table service and an app ordering system; and
- All payments will be contactless.

### Site Section 2 Overview – The Food and Drink Terrace

- This area has a **capacity of 500** and the layout had been set to maintain social distancing;
- This section will be cordoned off from the theatre area;
- Table booking reservations for this area will be available for pre-book via an online platform to allow for this part of the site to be monitored/managed prior to the event;
- Each booking will be for a maximum of 6 persons per group;
- There will be a maximum of 1 hour 30 minutes per booking reservation;
- Details of all contacts will be collected and recorded for Test and Trace;
- Walk ins will also be permitted and will be greeted at the entrance on arrival and taken to an available table;
- All walk-ins in will be required to fill out scan in and register via the NHS test and trace app on arrival;
- Hand sanitiser stations will be provided at the entrance and exit of the site and inside the site;
- Tables will be sanitised between each use;
- Cleansing staff will be on duty;
- There will be sufficient seating for everyone, and all attendees will have allocated seating;
- Food and drink will only be available via table service with ordering through an app and QR code available at each table; and
- All payments will be contactless.

### The Gallery

- This is also a cordoned off area of the site which will be used for private/corporate events when shows are not in operation;
- This area has a **capacity of 100** and the layout had been designed to maintain social distancing;
- Each seated party will be for a maximum of 6 persons per group;
- There will be sufficient seating for everyone, and all attendees will have allocated seating; and
- Food and drink will only be available via table service with ordering through an app and QR code available at each table.

3.5 The site will have 1 entrance to each area / 3 exits and will be enclosed by fencing (including heras) which will be monitored by SIA certified security when the site is open. An overnight SIA security dog handler guard will patrol the site when the site is closed.

3.6 **Table 3.1** shows the opening and closing times of the entire site, encompassing all 3 areas.

**Table 3.1: Opening / Closing Times of Site**

|           | Open | Close |
|-----------|------|-------|
| Monday    | 5pm  | 10pm  |
| Tuesday   | 5pm  | 10pm  |
| Wednesday | 5pm  | 10pm  |
| Thursday  | 5pm  | 10pm  |
| Friday    | 5pm  | 11pm  |
| Saturday  | 12pm | 11pm  |
| Sunday    | 12pm | 10pm  |

3.7 The proposed structures within the entire site are as follows (sizes may change slightly):

- Main Stage;
- Reception Tent;
- F&B Marquee;
- Theatre Scan Tent;
- Foyer Tent Cover;
- Dressing Rooms;
- Green Room;
- Site Office;
- Site Store;
- Heras Fencing; and
- Food Concession Vehicles and Gazebos.

3.8 There will be no more than 1300 people on site at any one time across all sections, and the current capacity is based on current COVID-19 restrictions. This figure may change depending on any amendments to legislation or guidance. There is sufficient space across the site for the expected attendance, and security will be monitoring the capacity, entrances and exits of the site throughout.

### **Traffic Management**

- 3.9 All load in / load out and deliveries will be scheduled to avoid congestion on site. All schedules will be agreed in advance.
- 3.10 During the load in and build, only essential production vehicles will be allowed access to the event site (as per production schedule). Any vehicle movement to reach staging areas will be by prior arrangement with the site management and stewarded by trained staff.
- 3.11 The speed limit on site is 5mph. Vehicles must use flashing beacons (If equipped) at all times when travelling within the confines of the site.
- 3.12 Parking for staff, stall holders and public attending the event will be available in city centre car parks.

### **Emergency Access**

- 3.13 The procedures for emergency evacuation and emergency vehicles access are described in the Event Safety management Plan (ESMP) that accompanies this application. The key points relating to access arrangements are given below.

#### Evacuation Emergency Management

- 3.14 Responsibility for the partial evacuation of the site lies with event management and will be managed by Event Security stewards, with the assistance of Greater Manchester Police if required. Information relating to incidents will be passed to representative of other emergency services through Event Management team.
- 3.15 In the event of a major incident being declared Greater Manchester Police will assume responsibility for the evacuation of the site following the Major Incident Plan. Security and management staff will assist the Police as directed.
- 3.16 Sufficient exit capacity will be available to allow for the maximum capacity to evacuate the area within 5 minutes. Staff will guide customers to leave in an orderly manor whilst maintaining social distancing as far as practicable under the circumstance to evacuate the area. Up on leaving the site guests will be asked to disperse in the wider area.

### Security Management

3.17 There will be two event security contractors responsible for the event site:

- ShowSec – Daytime pre-opening hours and live show times; and
- CBRE – Overnight security and site CCTV operatives and management company.

3.18 These event security contractors are responsible for:

- Providing SIA staff/stewards for the event;
- Entrance and exit control;
- Clearing and securing of the site;
- Management of queuing systems;
- Site patrol;
- Providing a communication system for their staff;
- Liaison with event manager and reporting all incidents;
- Controlling the event/audiences & where necessary working in-conjunction with the emergency services as required by the situation; and
- Liaison with emergency services in the event of an emergency.

## 4 TRIP GENERATION ASSESSMENT

### Overview

- 4.1 The trip forecasts for the development have been based on person trips. The nature of the site is unusual and means we have had to apply slightly different methodology for forecast the trip movements. We have divided the types of visitor between Showground event goers who have specific start and end times for events and those attending The Food and Drink Terrace/The Gallery whose arrival and departure profiles are similar to pub/restaurants.

### Showground Trip Forecasts

- 4.2 The trip forecasts for Showground event goers is derived from first principles based on a maximum capacity event of 650 persons. The modal share for these have been derived from the forecasts which Vectos used for the new Factory development in St Johns and that information was based on some TRICS Theatre sites and some bespoke Vectos research for UK theatre venues. The arrival and departure profile has assumed fixed start/end times, but we have included an allowance for some arriving late and departing early. We have assumed that there are some arrivals coming in early for pre-event drinks/food.
- 4.3 The forecast trips for a typical evening event starting at 19:30 and ending at 22:00 is given in **Table 4.1** overleaf.
- 4.4 Firstly, you can see that we have assumed a small proportion of visitors attend the event as part of an overnight stay in Manchester and stay in nearby hotels.
- 4.5 It can be seen that we forecast around 6 minibuses to arrive at the site and around 15 taxis. The number of cars is just under 140 and they are assumed to park in the nearby QPark multi-storey.
- 4.6 The excellent location for accessibility by sustainable modes means that around 30% are forecast to arrive by public transport and 10% on foot or by bicycle.

**Table 4.1 Homeground Event Forecasts**

**Evening Event Forecasts**

**Assumptions**

**Attendees**

Evening Event 650

**Total Attendees 650**

Attendees Staying Overnight 5% 33

Attendees Returning Home 95% 618

**Attendees staying in Local hotels 33**

**Attendees Needing Transport Home 618**

| Main Mode   | Assumptions      | Person Trips | Modal Share |
|-------------|------------------|--------------|-------------|
| Private car | Occupancy 2      | 278          | 45%         |
|             | No. vehicles 139 |              |             |
| Minibuses   | Occupancy 12     | 62           | 10%         |
|             | No. 6            |              |             |
| Taxi        | Occupancy 2      | 31           | 5%          |
|             | No Vehicles 15   |              |             |
| Train       |                  | 62           | 10%         |
| Bus         |                  | 31           | 5%          |
| Tram        |                  | 93           | 15%         |
| Walk, Cycle |                  | 62           | 10%         |
|             |                  | 618          | 100%        |



| Time period                         | Profile for 19:30 Start |       |       |       |       | Assumed 10:00 pm Finish |       |
|-------------------------------------|-------------------------|-------|-------|-------|-------|-------------------------|-------|
|                                     | 17:30                   | 18:00 | 18:30 | 19:00 | 19:30 | 21:30                   | 22:00 |
| Person Arrival Profile              |                         |       |       |       |       |                         |       |
| Person Departure Profile            | 31                      | 31    | 216   | 309   | 31    | 124                     | 494   |
| %Arrival Profile                    | 5%                      | 5%    | 35%   | 50%   | 5%    |                         |       |
| % Departure Profile                 |                         |       |       |       |       | 20%                     | 80%   |
| <b>Non Public Transport Profile</b> |                         |       |       |       |       |                         |       |
| <b>Cars Arriving</b>                | 7                       | 7     | 49    | 69    | 7     |                         |       |
| People Walking from Car Parks       | 14                      | 14    | 97    | 139   | 14    |                         |       |
| <b>Cars Departing</b>               |                         |       |       |       |       | 28                      | 111   |
| People Walking to Car Parks         |                         |       |       |       |       | 56                      | 222   |
| <b>Minibuses</b>                    |                         | 3     | 3     |       |       |                         | 6     |
| Taxi Profile                        | 5%                      | 5%    | 35%   | 50%   | 5%    | 20%                     | 80%   |
| <b>Taxis (Vehicles)</b>             | 1                       | 1     | 5     | 8     | 1     | 3                       | 12    |
| <b>Train (persons)</b>              | 3                       | 3     | 22    | 31    | 3     | 12                      | 49    |
| <b>Bus (persons)</b>                | 2                       | 2     | 11    | 15    | 2     | 6                       | 25    |
| <b>Tram (persons)</b>               | 5                       | 5     | 32    | 46    | 5     | 19                      | 74    |
| <b>Walk /Cycle (persons)</b>        | 3                       | 3     | 22    | 31    | 3     | 12                      | 49    |

We assume that a proportion of Attendees Arrive early for a meal/drink and a smaller proportion stay later after an event

The Food and Drink Terrace/The Gallery Trip Forecasts

4.7 The trips forecasts for the food/drink terrace or the corporate events we have used the TRICS database to derive a modal share based on the Pub/Restaurant land use. The modal share of this is given below in **Figure 4.1**.

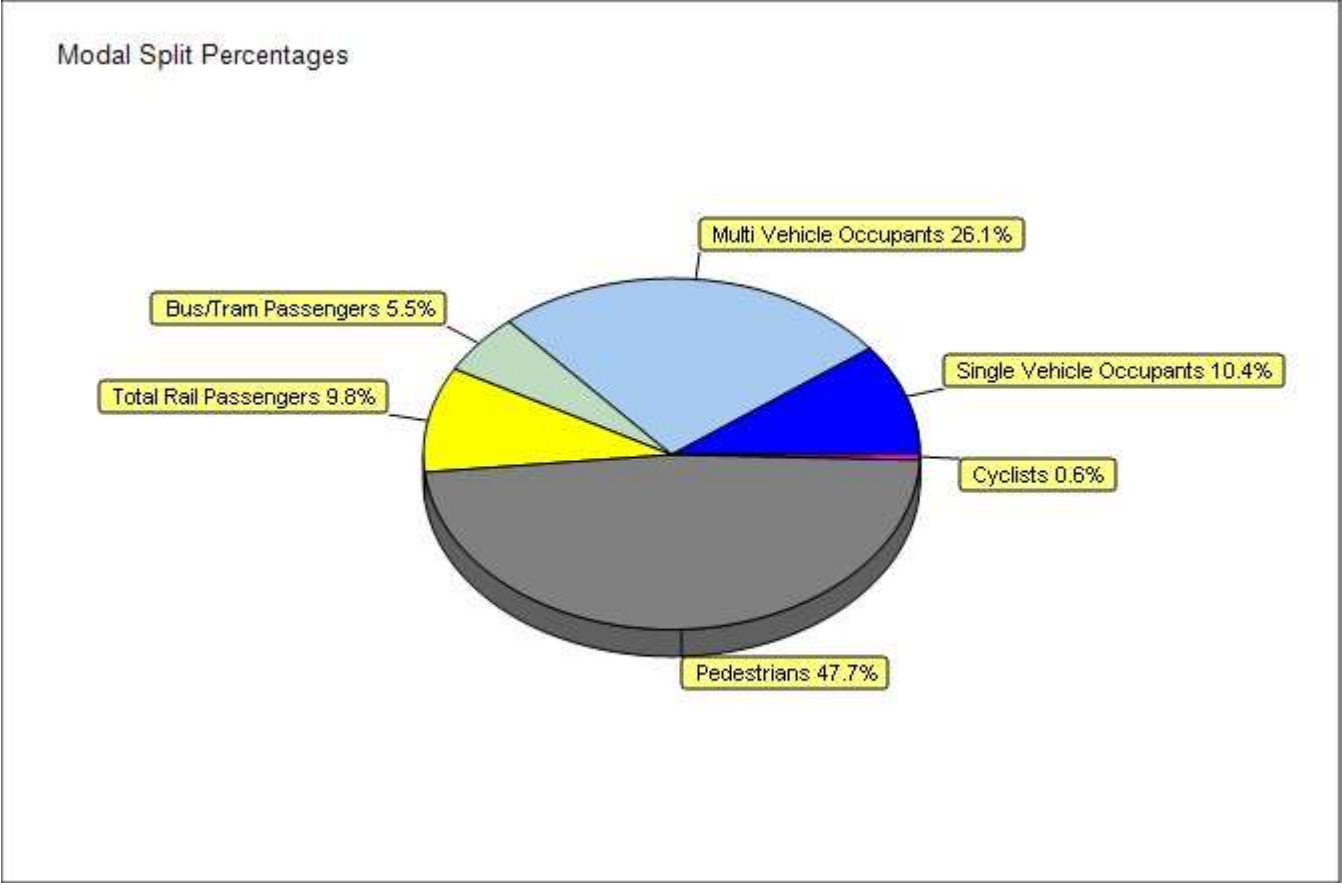


Figure 4.1 Food and Beverage Land Use Modal Share

- 4.8 Using the TRICS database to examine Pub/Restaurants land uses we have derived and arrival and departure profile for person trips. These profiles have had to be amended to reflect the hours of operation. This is described in **Tables 4.2** and **4.3** below.

**Table 4.2: Friday Pub/Restaurant Person Trip Profile**

| TRICS          | FRIDAY   |            |
|----------------|----------|------------|
| Pub Restaurant | ARRIVALS | DEPARTURES |
| Person Trips   | PROFILE  | PROFILE    |
| Time Range     |          |            |
| 16:00-17:00    |          |            |
| 17:00-18:00    | 18%      | 4%         |
| 18:00-19:00    | 22%      | 17%        |
| 19:00-20:00    | 23%      | 19%        |
| 20:00-21:00    | 16%      | 18%        |
| 21:00-22:00    | 13%      | 15%        |
| 22:00-23:00    | 8%       | 16%        |
| 23:00-24:00    | 0%       | 12%        |

**Table 4.3: Saturday Pub/Restaurant Person Trip Profile**

| TRICS          | SATURDAY |            |
|----------------|----------|------------|
| Pub Restaurant | ARRIVALS | DEPARTURES |
| Person Trips   | PROFILE  | PROFILE    |
| Time Range     |          |            |
| 11:00-12:00    |          |            |
| 12:00-13:00    | 18%      | 4%         |
| 13:00-14:00    | 16%      | 11%        |
| 14:00-15:00    | 8%       | 15%        |
| 15:00-16:00    | 12%      | 10%        |
| 16:00-17:00    | 13%      | 10%        |
| 17:00-18:00    | 13%      | 11%        |
| 18:00-19:00    | 10%      | 11%        |
| 19:00-20:00    | 5%       | 12%        |
| 20:00-21:00    | 2%       | 8%         |
| 21:00-22:00    | 2%       | 6%         |
| 22:00-23:00    | 0%       | 2%         |
| 23:00-24:00    | 0%       | 1%         |

- 4.9 We then apply that profile to the 600 person maximum occupancy on the site. When the modal share as described in **Figure 4.1** is applied we can derive the arrivals and departures for the key transport modes across the session opening hours. These trips forecasts by mode are given in **Table 4.4** overleaf.
- 4.10 It is demonstrated in both **Table 4.2** and **Table 4.3** that arrivals and departures will be spread out across the hours of operation, with a maximum of 23% of arrivals occurring in any one hour (19:00-20:00) on Friday and 18% of arrivals occurring in any one hour (12:00-13:00) on a Saturday. This will minimise the strain on the highway and transport network during any one hourly period. Additionally, there will be a maximum of 19% of departures occurring in any one hour (19:00-20:00) on Friday and 15% of departures occurring in any one hour (14:00-15:00) on a Saturday.
- 4.11 **Table 4.4** demonstrates that the peak number of arrivals in any one hour on Friday is forecasted to be a maximum of 140 (19:00-20:00), and 111 on Saturday (12:00-13:00). The peak number of departures in any one hour on Friday is forecasted to be a maximum of 112 (19:00-20:00), and 87 on Saturday (14:00-15:00).
- 4.12 Finally, these trips forecasts are added together to give a total person trip forecast, car trips, access on foot/cycle and by public transport and this is shown in **Table 4.5**.
- 4.13 Over the course of the day there is activity of people arriving by different modes with a fairly broad arrival and departure profile. Prior to a performance starting the number of cars arriving equates to just over a car per minute and within this there may be peaks of activity but in general terms the numbers arriving do not exceed the capacity of the local highway or the First Street QPark.
- 4.14 The location of the venue and nature of the venue means that many people will access the site by means other than the car so they can have an alcoholic drink. This increases the numbers arriving on foot and by public transport.
- 4.15 The busiest period is around 23:00 on a Friday /Saturday when the performance has finished and the venue closes. At this time there is forecast 112 cars departing. We also expect around 12 taxis per hour picking up passengers and around 6 minibuses. This volume of activity is not expected to cause any adverse effects on highway operation.
- 4.16 Given the proposed development is located within the city centre and also in a highly sustainable location in transport terms, the estimated arrivals and departures detailed in **Table 4.5** are deemed to be low when considering the context of the surrounding area.
- 4.17 Based on the assessment above the volume of pedestrians accessing the site, the number vehicle, it is therefore considered that pedestrian movements and the vehicle flows can operate in a safe and efficient manner and will have minimal impact on highway safety, highway operation and demand for access to public transport.

| TRICS           |  | FRIDAY   |            |          |            |                          |            |          |            |          |            |
|-----------------|--|----------|------------|----------|------------|--------------------------|------------|----------|------------|----------|------------|
| Pub Restaurant  |  | PERSONS  |            | CARS     |            | ACTIVE MODES (foot/bike) |            | BUS/TRAM |            | TRAIN    |            |
| Amended Profile |  | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS                 | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES |
| Time Range      |  |          |            |          |            |                          |            |          |            |          |            |
| 16:00-17:00     |  |          |            |          |            |                          |            |          |            |          |            |
| 17:00-18:00     |  | 108      | 22         | 11       | 2          | 52                       | 11         | 6        | 1          | 11       | 2          |
| 18:00-19:00     |  | 132      | 101        | 14       | 10         | 64                       | 49         | 7        | 6          | 13       | 10         |
| 19:00-20:00     |  | 140      | 112        | 15       | 12         | 68                       | 54         | 8        | 6          | 14       | 11         |
| 20:00-21:00     |  | 96       | 110        | 10       | 11         | 46                       | 53         | 5        | 6          | 9        | 11         |
| 21:00-22:00     |  | 79       | 90         | 8        | 9          | 38                       | 44         | 4        | 5          | 8        | 9          |
| 22:00-23:00     |  | 46       | 94         | 5        | 10         | 22                       | 45         | 3        | 5          | 4        | 9          |
| 23:00-24:00     |  | 0        | 72         | 0        | 7          | 0                        | 35         | 0        | 4          | 0        | 7          |

| TRICS           |  | SATURDAY |            |          |            |                          |            |          |            |          |            |
|-----------------|--|----------|------------|----------|------------|--------------------------|------------|----------|------------|----------|------------|
| Pub Restaurant  |  | PERSONS  |            | CARS     |            | ACTIVE MODES (foot/bike) |            | BUS/TRAM |            | TRAIN    |            |
| Amended Profile |  | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS                 | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES |
| Time Range      |  |          |            |          |            |                          |            |          |            |          |            |
| 11:00-12:00     |  |          |            |          |            |                          |            |          |            |          |            |
| 12:00-13:00     |  | 111      | 24         | 11       | 2          | 53                       | 11         | 6        | 1          | 11       | 2          |
| 13:00-14:00     |  | 98       | 66         | 10       | 7          | 47                       | 32         | 5        | 4          | 10       | 6          |
| 14:00-15:00     |  | 49       | 87         | 5        | 9          | 24                       | 42         | 3        | 5          | 5        | 9          |
| 15:00-16:00     |  | 72       | 59         | 7        | 6          | 35                       | 28         | 4        | 3          | 7        | 6          |
| 16:00-17:00     |  | 76       | 61         | 8        | 6          | 37                       | 29         | 4        | 3          | 7        | 6          |
| 17:00-18:00     |  | 78       | 67         | 8        | 7          | 37                       | 32         | 4        | 4          | 8        | 7          |
| 18:00-19:00     |  | 59       | 65         | 6        | 7          | 28                       | 31         | 3        | 4          | 6        | 6          |
| 19:00-20:00     |  | 33       | 73         | 3        | 8          | 16                       | 35         | 2        | 4          | 3        | 7          |
| 20:00-21:00     |  | 11       | 48         | 1        | 5          | 5                        | 23         | 1        | 3          | 1        | 5          |
| 21:00-22:00     |  | 14       | 35         | 1        | 4          | 7                        | 17         | 1        | 2          | 1        | 3          |
| 22:00-23:00     |  | 1        | 13         | 0        | 1          | 0                        | 6          | 0        | 1          | 0        | 1          |
| 23:00-24:00     |  | 0        | 4          | 0        | 0          | 0                        | 2          | 0        | 0          | 0        | 0          |

**Table 4.4 Food/Drink Terrace/Corporate Events Trip forecasts**

| Trip Forecast<br>HOMEGROUND<br>Amended Profile<br>Time Range | FRIDAY   |            |          |            |                          |            |          |            |          |            |
|--------------------------------------------------------------|----------|------------|----------|------------|--------------------------|------------|----------|------------|----------|------------|
|                                                              | PERSONS  |            | CARS     |            | ACTIVE MODES (foot/bike) |            | BUS/TRAM |            | TRAIN    |            |
|                                                              | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS                 | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES |
| 16:00-17:00                                                  |          |            |          |            |                          |            |          |            |          |            |
| 17:00-18:00                                                  | 139      | 22         | 18       | 2          | 55                       | 11         | 12       | 1          | 14       | 2          |
| 18:00-19:00                                                  | 379      | 101        | 69       | 10         | 88                       | 49         | 57       | 6          | 38       | 10         |
| 19:00-20:00                                                  | 479      | 112        | 91       | 12         | 101                      | 54         | 76       | 6          | 48       | 11         |
| 20:00-21:00                                                  | 96       | 110        | 10       | 11         | 46                       | 53         | 5        | 6          | 9        | 11         |
| 21:00-22:00                                                  | 79       | 214        | 8        | 37         | 38                       | 56         | 4        | 30         | 8        | 21         |
| 22:00-23:00                                                  | 46       | 588        | 5        | 121        | 22                       | 95         | 3        | 104        | 4        | 83         |
| 23:00-24:00                                                  | 0        | 72         | 0        | 7          | 0                        | 35         | 0        | 4          | 0        | 7          |

| Trip Forecast<br>HOMEGROUND<br>Amended Profile<br>Time Range | SATURDAY |            |          |            |                          |            |          |            |          |            |
|--------------------------------------------------------------|----------|------------|----------|------------|--------------------------|------------|----------|------------|----------|------------|
|                                                              | PERSONS  |            | CARS     |            | ACTIVE MODES (foot/bike) |            | BUS/TRAM |            | TRAIN    |            |
|                                                              | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS                 | DEPARTURES | ARRIVALS | DEPARTURES | ARRIVALS | DEPARTURES |
| 11:00-12:00                                                  |          |            |          |            |                          |            |          |            |          |            |
| 12:00-13:00                                                  | 111      | 24         | 11       | 2          | 53                       | 11         | 6        | 1          | 11       | 2          |
| 13:00-14:00                                                  | 98       | 66         | 10       | 7          | 47                       | 32         | 5        | 4          | 10       | 6          |
| 14:00-15:00                                                  | 49       | 87         | 5        | 9          | 24                       | 42         | 3        | 5          | 5        | 9          |
| 15:00-16:00                                                  | 72       | 59         | 7        | 6          | 35                       | 28         | 4        | 3          | 7        | 6          |
| 16:00-17:00                                                  | 76       | 61         | 8        | 6          | 37                       | 29         | 4        | 3          | 7        | 6          |
| 17:00-18:00                                                  | 109      | 67         | 15       | 7          | 41                       | 32         | 10       | 4          | 11       | 7          |
| 18:00-19:00                                                  | 306      | 65         | 62       | 7          | 53                       | 31         | 53       | 4          | 30       | 6          |
| 19:00-20:00                                                  | 373      | 73         | 80       | 8          | 50                       | 35         | 70       | 4          | 37       | 7          |
| 20:00-21:00                                                  | 11       | 48         | 1        | 5          | 5                        | 23         | 1        | 3          | 1        | 5          |
| 21:00-22:00                                                  | 14       | 158        | 1        | 31         | 7                        | 29         | 1        | 27         | 1        | 16         |
| 22:00-23:00                                                  | 1        | 507        | 0        | 112        | 0                        | 55         | 0        | 99         | 0        | 75         |
| 23:00-24:00                                                  | 0        | 4          | 0        | 0          | 0                        | 2          | 0        | 0          | 0        | 0          |

Table 4.5 HOMEGROUND Trip forecasts

## 5 SUMMARY AND CONCLUSION

### Summary

- 5.1 Vectos have been commissioned by Greater Manchester Arts Centre Ltd T/A Home to produce a Transport Statement for HOMEGROUND 2021, which is a proposed temporary outdoor theatre and cultural event space, located on a plot of open land at First Street, Manchester, M15 4FN.
- 5.2 HOMEGROUND, is a temporary events space located on a privately owned site at First Street, Manchester that will operate between the 28<sup>th</sup> May and 15<sup>th</sup> August 2021. The venue will be open to the public 7 days a week.
- 5.3 The proposed development is in-keeping with the principles set out in the First Street Strategic Regeneration Framework, seeking to mitigate vehicular impacts by prioritising pedestrian and cycle access wherever possible, introducing traffic calming alignments/features and minimising the dominance of the private car. It is also considered to align well with the government's prioritisation of sustainable development.
- 5.4 The site has been shown to benefit from excellent levels of accessibility by sustainable transport modes, with good levels of existing sustainable transport infrastructure in the vicinity of the site. There is also a significant amount of public car parking nearby. Therefore, it is considered that the proposed development is located in a highly sustainable location in transport terms.
- 5.5 A trip generation assessment has been conducted, forecasting both vehicle flows, and also person trips associated with the proposed development. Both of these are forecasted to be low and it is therefore considered that there will be no adverse impacts on the highway and transport network in the vicinity of the site.

### Conclusion

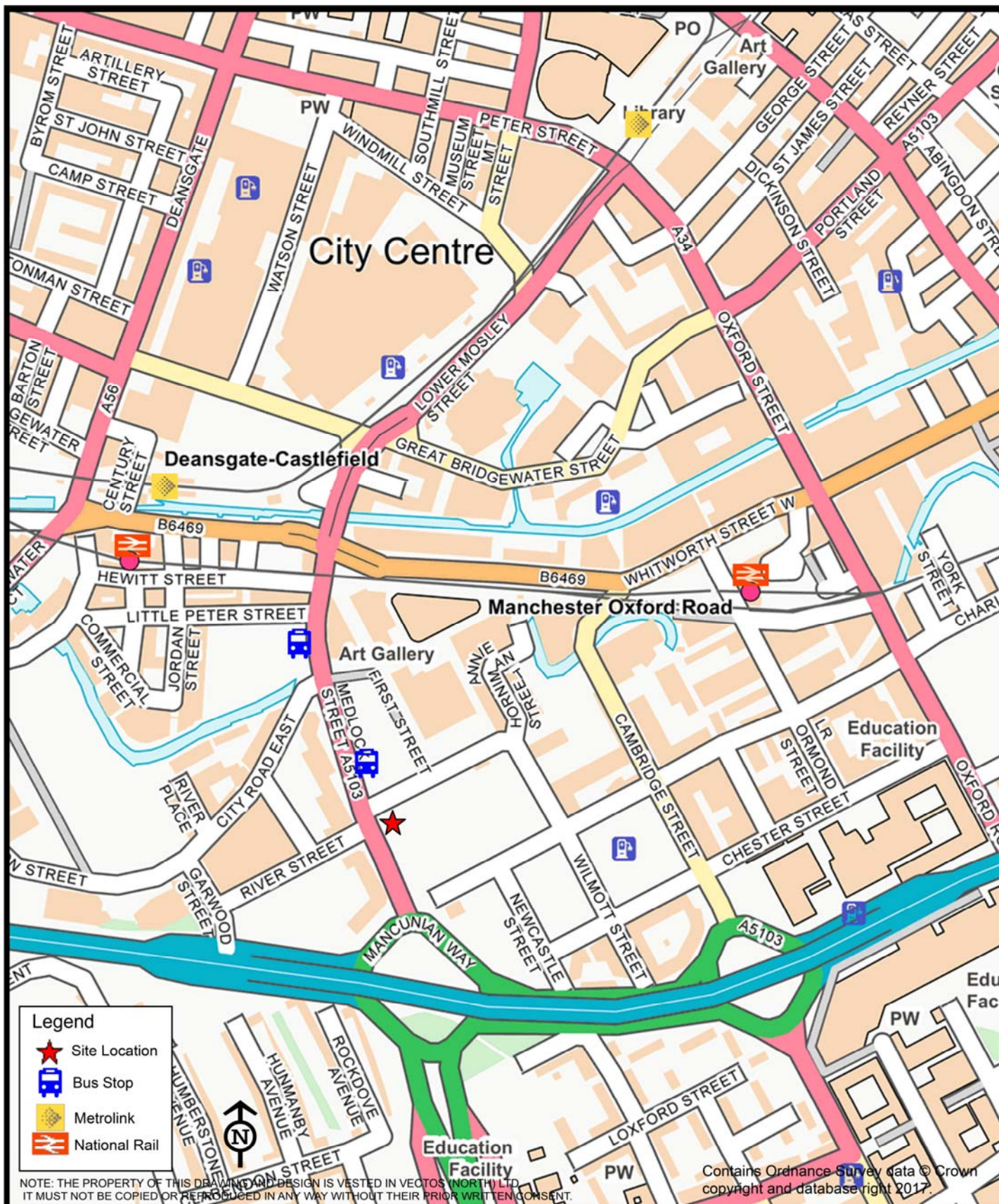
- 5.6 This proposal does not adversely affect the operation of the highway or transport network, and it is therefore considered that the scheme is acceptable in highways and transportation terms.

# Plans



REVISION:





CLIENT:  
Gtr Manchester Arts Centre Ltd T/A Home

HOMEGROUND

DRAWING TITLE:

Site Location (Local Context)

DRAWN: TA  
CHECKED: OM  
DATE: July 2018

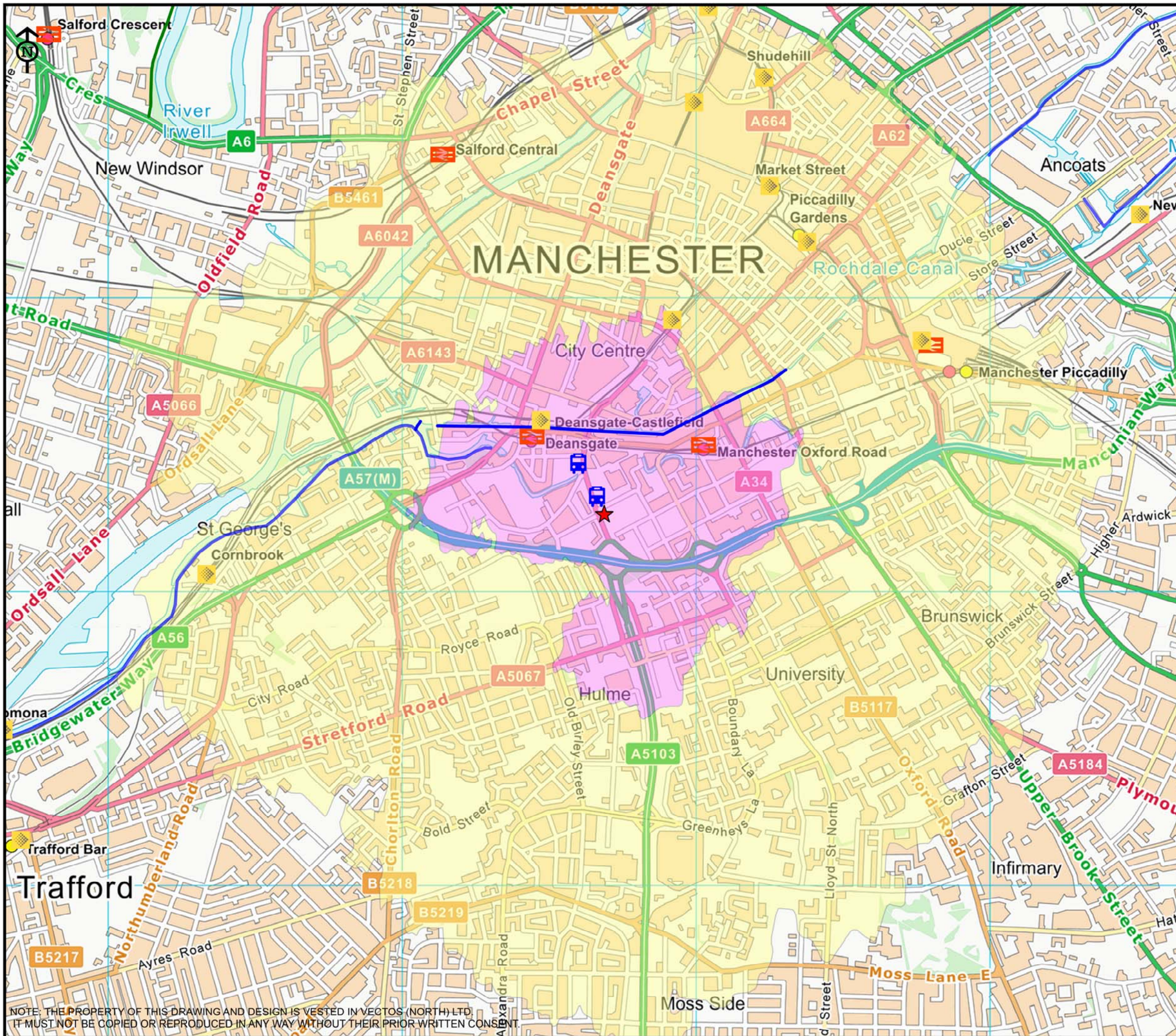
SCALE:  
1:5,000 at A4

DRAWING NO:  
VN81029-G101



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

REVISION:



- Legend
- ★ Site Location
  - Bus Stop
  - Metrolink
  - National Rail
  - Canal Tow Path
- Pedestrian Walking Catchment
- 0 - 800m
  - 800m - 2km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2017.

CLIENT:  
Gtr Manchester Arts  
Centre Ltd T/A Home

PROJECT TITLE:  
HOMEGROUND

DRAWING TITLE:  
Pedestrian Walking  
Catchment

SCALE:  
N.T.S

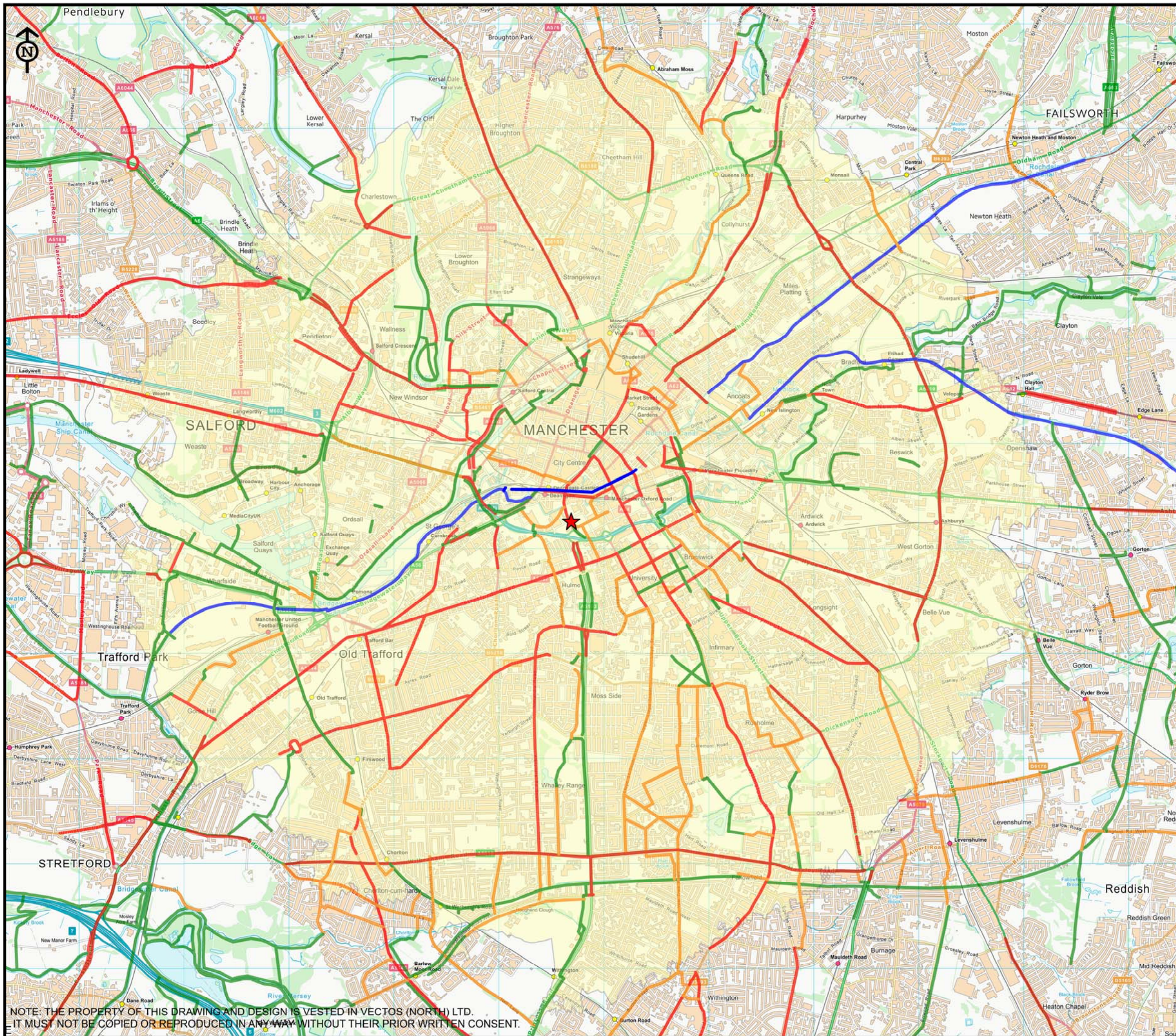
|           |             |                 |
|-----------|-------------|-----------------|
| DRAWN: TA | CHECKED: OM | DATE: July 2018 |
|-----------|-------------|-----------------|



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

|                             |           |
|-----------------------------|-----------|
| DRAWING NO:<br>VN81029-G102 | REVISION: |
|-----------------------------|-----------|

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.  
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



### Legend

★ Site Location

### Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

### Cycling Catchment

0 - 5km

This is not a construction drawing  
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown  
copyright and database right 2017.

CLIENT:

Gtr Manchester Arts  
Centre Ltd T/A Home

PROJECT TITLE:

HOMEGROUND

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

OM

DATE:

July 2018



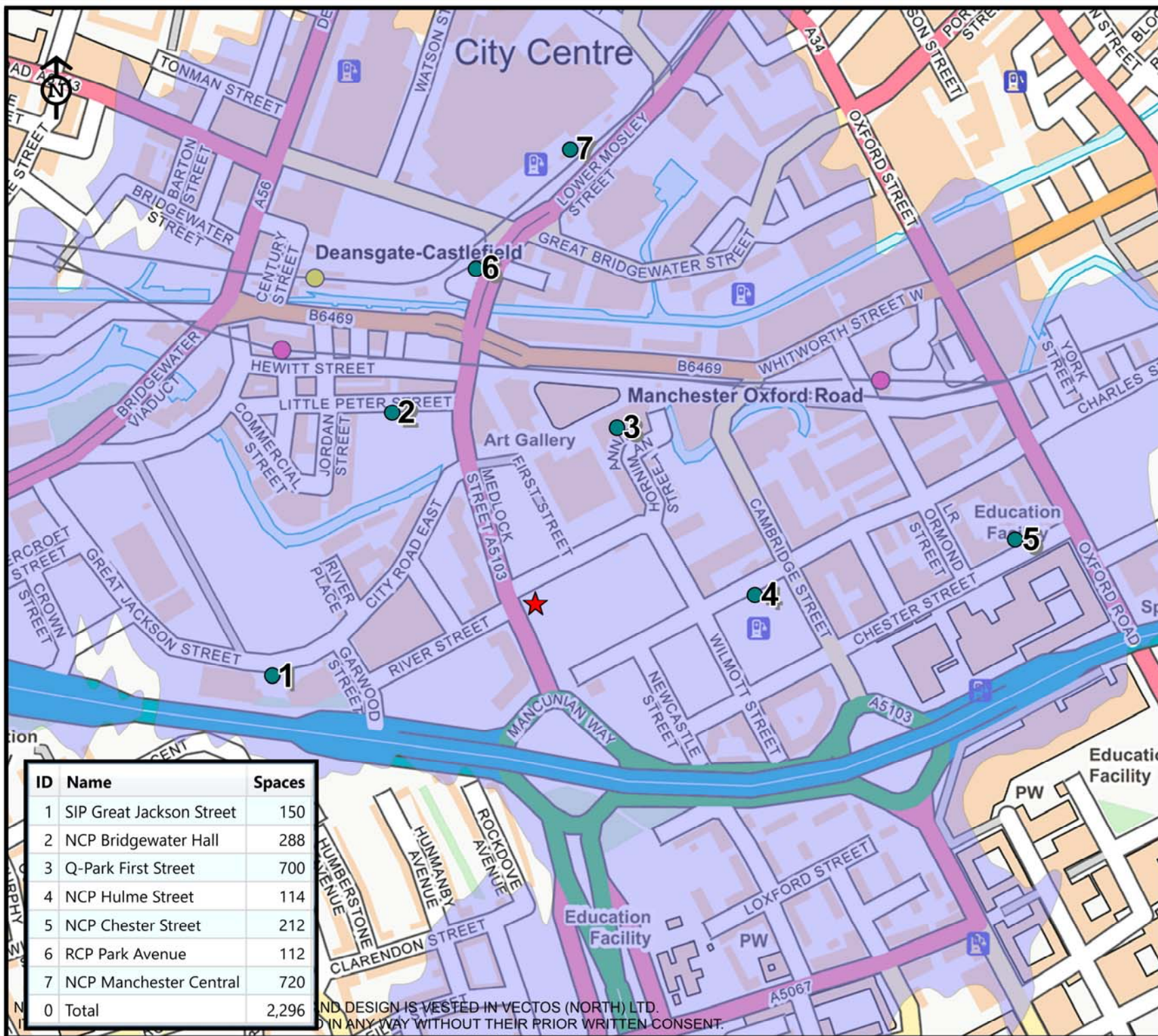
Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN81029-G103

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.  
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



- Legend**
- ★ Site Location
  - Car Park
  - 800m Walk Catchment

This is not a construction drawing and is intended for illustrative purposes only.  
Contains Ordnance Survey data © Crown copyright and database right 2017.

CLIENT:  
Gtr Manchester Arts Centre Ltd T/A Home

PROJECT TITLE:  
**HOMEGROUND**

DRAWING TITLE:  
**Public Car Park within 800m Catchment**

SCALE:  
**N.T.S**

|           |             |                 |
|-----------|-------------|-----------------|
| DRAWN: TA | CHECKED: TO | DATE: July 2018 |
|-----------|-------------|-----------------|



transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectoros.co.uk

DRAWING NO: **VN81029-G104** REVISION:

| ID | Name                     | Spaces |
|----|--------------------------|--------|
| 1  | SIP Great Jackson Street | 150    |
| 2  | NCP Bridgewater Hall     | 288    |
| 3  | Q-Park First Street      | 700    |
| 4  | NCP Hulme Street         | 114    |
| 5  | NCP Chester Street       | 212    |
| 6  | RCP Park Avenue          | 112    |
| 7  | NCP Manchester Central   | 720    |
| 0  | Total                    | 2,296  |

ND DESIGN IS VESTED IN VECTOS (NORTH) LTD.  
IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

## Contact

---

### **London**

Network Building,  
97 Tottenham Court Road,  
London W1T 4TP.  
Tel: 020 7580 7373

### **Bristol**

5th Floor, 4 Colston Avenue,  
Bristol BS1 4ST  
Tel: 0117 203 5240

### **Cardiff**

Helmont House, Churchill Way,  
Cardiff CF10 2HE  
Tel: 029 2072 0860

### **Exeter**

6 Victory House,  
Dean Clarke Gardens,  
Exeter EX2 4AA  
Tel: 01392 422 315

### **Birmingham**

Great Charles Street,  
Birmingham B3 3JY  
Tel: 0121 2895 624

### **Manchester**

Oxford Place, 61 Oxford Street,  
Manchester M1 6EQ.  
Tel: 0161 228 1008

### **Leeds**

7 Park Row, Leeds LS1 5HD  
Tel: 0113 512 0293

### **Bonn**

Stockenstrasse 5, 53113,  
Bonn, Germany  
Tel: +49 176 8609 1360  
[www.vectos.eu](http://www.vectos.eu)

### **Registered Office**

**Vectos (North) Limited**  
**Oxford Place**  
**61 Oxford Street**  
**Manchester M1 6EQ.**  
**Company no. 07794057**