

UNION TOWER 1

TRANSPORT ADDENDUM

1 INTRODUCTION

- 1.1 This Transport Addendum presents a clarification of parking provision for disabled users living at Tower 1, St Johns.

2 BASELINE PARKING PROVISION

- 2.1 Tower 1 is offered to most occupants as a car free development. The proposed Development would involve the construction of a new 32 storey building with two levels of basement, to accommodate 390 co-living units (870 beds), public and private amenity space and ground floor commercial space.
- 2.2 Should occupants require parking, there are more than 3,300 spaces of public parking available within a 10-minute walk of the Site. These are primarily in multi-storey car parks which have 163 disabled parking bays available. In the NCP car parks, disabled users pay the same amount as standard spaces.
- 2.3 The site has (or will have) a number of on street pay and display parking bays within a short walk of the site as below:
- Water Street 6 bays
 - Atherton Street 9 bays
 - Great John Street 16 Bays
 - Lower Byrom Street 18 Bays
- 49 bays
- 2.4 While these parking bays are not marked out for disabled users, a disabled blue badge holder can park there without charge or time limit.
- 2.5 In addition, Manchester has over 5,500 spaces within a 15-minute walk of the site.

3 ACCESSIBILITY LEVELS

- 3.1.1 The market for people to live in this type of accommodation is aimed at young professionals choosing to live in the city centre. Many of these target occupiers do not expect to have a car parking space and they choose to live in this location with the expectation of accessing their day to day activities without the need for their own car.
- 3.1.2 The key to zero car living is to have employment, retail, and leisure opportunities available within a short walk, to have convenient taxi access and public transport readily available to make less frequent longer journeys. Cycling is a key sustainable mode for journeys across the city centre or for longer leisure trips and with a relatively modest cycle ride of 20-minute ride you can access much of the conurbation. The development will offer 152 cycle parking spaces in the basement and 40 within the public realm.
- 3.1.3 In this location the TA describes the wide range of employment opportunities, retail and leisure amenities that are within a 5 walk of the site, including 3 foodstores, banking facilities, many restaurants, leisure, and entertainment venues.
- 3.1.4 The site is located in the city centre and has the highest accessibility level as described in the Greater Manchester Accessibility Level. The nearest Freebus Service bus stop on Irwell Street for the weekday peak service is 240m (3mins) from the site route with two all day routes available from Gartside Street which is 375m (5mins) from the site. Freebus can then access the main rail stations of Piccadilly and Victoria as well as Salford Central. Salford Central has Transpennine Services to Leeds and Wigan and is 575m (8 mins) from Union Tower 1.
- 3.1.5 In the area most bus services heading west run along Bridge Street to the north with one service using Liverpool Road. Route choices are often made on commercial grounds and it is expected that with development of St Johns the large population that will live and work there will encourage bus operators to have more services using Quay Street as a route option.
- 3.1.6 If users want to make journeys that are not practical on foot or by public transport, then access by taxi is readily available and convenient.

4 DISABLED ACCESS STRATEGY

4.1.1 Considering the needs of disabled users, the Freebus and other buses are accessible as are taxis and trains including rail stations. St Johns public realm has been designed to be accessible for disabled users as a quality space to enjoy. Consequently, there is no need for a disabled person to have a car. If a disabled person did want to park a car then we set out below the disabled parking provision in the area and the walk time for someone who is mobility impaired.

Car Parking Spaces within a 10 Minute Walk of the Site	Spaces	Disabled Spaces	Distance from Union Tower 1	Walk Time
Water Street P&D Bays	6	6*	75m	1 minute
Atherton Street P&D Bays	9	9*	200m	3 minutes
Great John Street P&D Bays	16	16*	250m	3.5 minutes
Spinningfields NCP	680	35	200m	3 minutes
New Bailey, Salford NCP	620	33	330m	5 minutes
Stanley Street NCP	635	20	350m	5 minutes
Great Northern 1&2 NCP	1248	60	750m	10 minutes
Manchester Central NCP	643	15	950m	13 minutes
Total	5530			

Table 3.2 Car parking Spaces within a 10 & 15-minute walk of the Site

*On street P&D bays can be used by Blue Badge Holders without charge and without time limit

5 DISABLED PARKING PROVISION

- 5.1 The Union T1 and T2 proposals (the latter having been approved by the planning committee on 27.07.20) are focused on promoting cycling, walking and other sustainable travel modes, taking advantage of the site's excellent access to public transport. This is further supported by the fact that the proposals do not provide car parking spaces but also recognises that the site falls within easy access of a number of multi storey car parks, providing the opportunity to lease spaces as described above.
- 5.2 In relation to car parking for disabled people, Vita is able to draw on an agreement to use 35 spaces within the adjoining Manchester Goods Yard basement car park (currently under construction), and will commit through their operational management strategy to only allocate those car parking spaces to residents where they are required to meet their disabled access needs.
- 5.3 The Travel Plan will be the means by which the access needs of disabled users will be monitored, and spaces allocated.