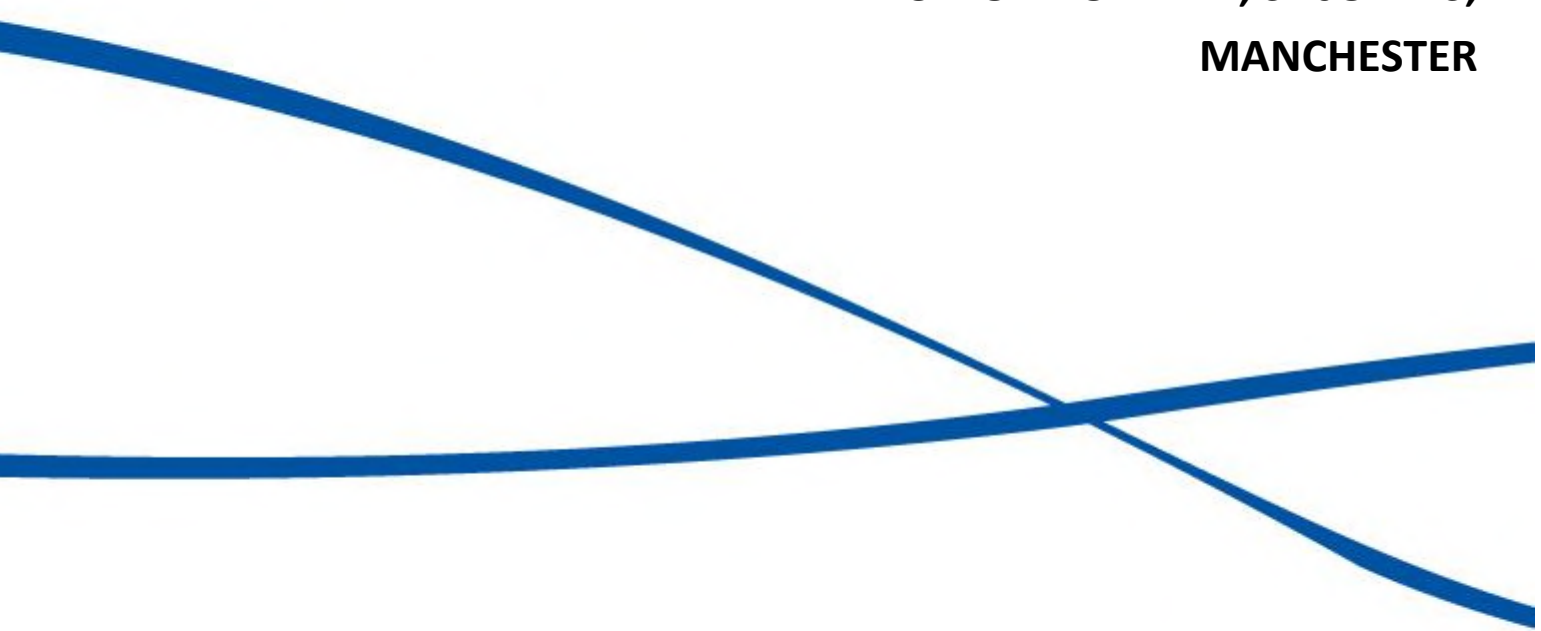


Union Living Ltd

**UNION TOWER 2, ST JOHN'S,
MANCHESTER**



TRANSPORT STATEMENT

VN201609

March 2020

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DRAWINGS

6555-P-B500-XP-00-001	Red Line Plan
VN70930-121E	Highway Layout as Presented for Tower 1
VN70930-124	Water Street Prohibition of Driving Order (for Consultation)
6555-P-B500-P-00-001	Ground Floor Layout
VN91382 - G101	Pedestrian Catchment Plan
VN91382 - G103	Cycle Catchment Plan
VN91382 - G102	Bus Route Plan

APPENDICES

Appendix A	Multi-Modal TRICS Output
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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Vectos have been commissioned by Union Living Ltd to provide highways and transport advice in support of the Union Tower 2, a development that is part of the St John's regeneration development located off Water Street in Central Manchester. Planning consent for a 36-storey tower on the site was granted in 2017 and that approved scheme proposed 305 residential apartments along with retail uses at ground floor. Accompanying Transport Assessment, Travel Plan and Waste and Servicing Strategy documents prepared by Vectos were submitted in support of that application.
- 1.1.2 This Transport Statement has been prepared to appraise the Local Authority, Manchester City Council (MCC), of the associated transport and highways implications of the Site. The Proposed Development involve the construction of a new 35 storey building with one level of basement, to accommodate 372 Co-Living units (806 beds), 2000sqm of Co-Work space over four floors, public and private amenity space and ground floor commercial space. It will have a Service Area to the north. The development does not have any parking for its occupants, so this Transport Statement focusses on the description of the servicing requirements and accessibility of the site by modes other than the car.
- 1.1.3 The Union Tower 2 largely mirrors the recently submitted application for Union Tower 1, which is immediately to the east of the proposed development site on the other side of Water Street. The main difference is the co-work space offering which is available for residents and the wider business community that will provide flexible business facilities to accommodate informal hot-desking to more formal board meetings including welcome reception, the option of a registered address with mail service, super-fast connectivity, a coffee shop, toilets, printing services, inclusive cleaning and maintenance. A further difference is extra cycle parking to support the Co-Work Space.

1.2 Site Overview

1.2.1 The Site comprises previously developed land. **Figure 1.1** illustrates the location of the Site within the context of Manchester city centre. The red line boundary plan for the application shown in **Dwg 6555-P-B500-XP-00-001**.

1.2.2 It lies to the west of Water Street and south of the Manchester & Salford Junction Canal head and to the west of the Manchester Goods Yard (MGY) development site. MGY is being developed as an eleven-storey mixed use building under planning reference 121511/FO/2018, approved in December 2018.

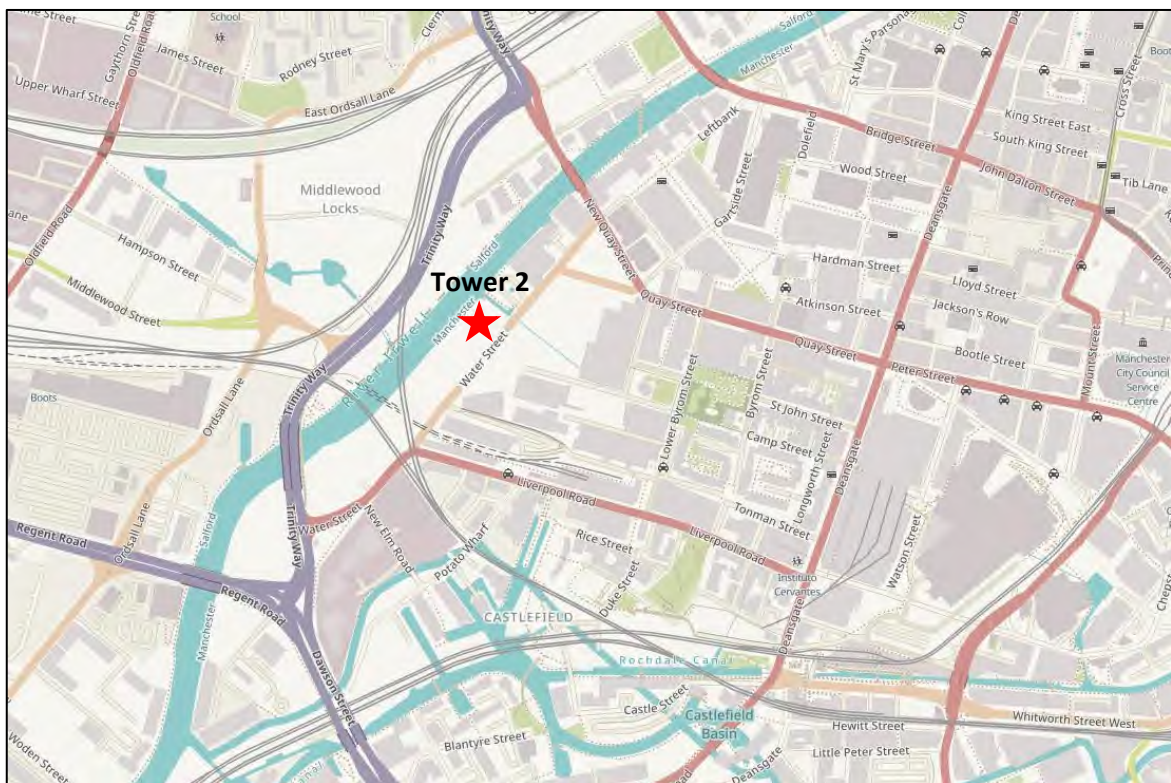
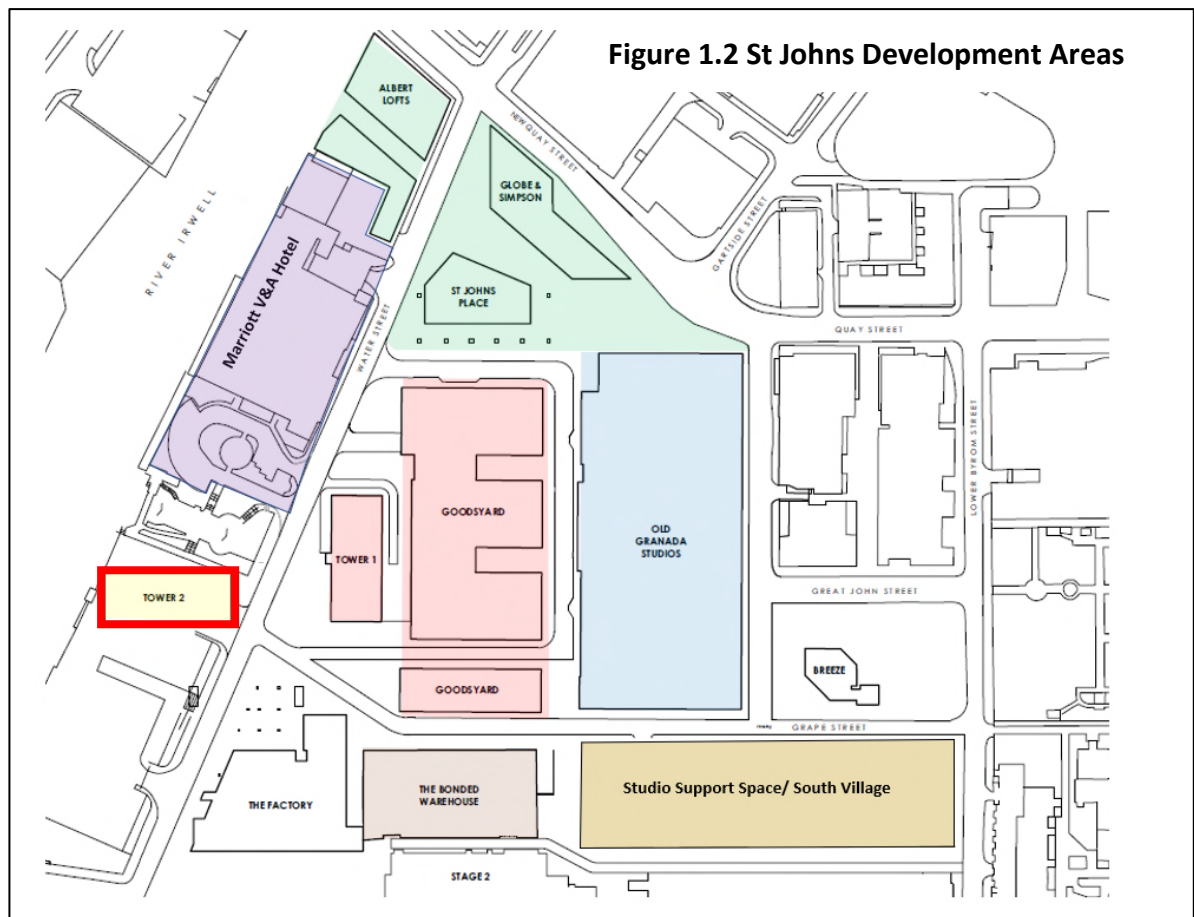


Figure 1.1. Site Location (local context)

1.2.3 St Johns includes a number of distinct areas are described in **Figure 1.2** and summarised below:



Bonded Warehouse has been reconfigured as an ‘enterprise hub for small to medium sized businesses. Over six levels the aim is for the lower levels of cafes, shops and restaurants fusing together with the creative studios/event spaces, and co-working spaces above.

Old Granada Studios (OGS) incorporates a 200 bed Hotel bars and restaurants in the renovated Granada House Building on Atherton Street, the reused Granada Studios, a New Build offering workspace and unique workspace containers at the entrance to the ‘M1 Arcade’ for small creative businesses.

St Johns Place at the North of the Masterplan incorporates Globe & Simpson, a media/technology office building of 65,000 sq ft of workspace over nine floors, along with Albert Lofts and St Johns Place Tower. These last two buildings are expected to come forward focussed on office/commercial developments rather than previously approved residential/hotel development.

Manchester Good Yard (MGY) at the heart of St Johns will provide office space for Booking.com plus ground floor restaurants and retail opportunities. South of MGY is No. 1 Grape Street with planning approval for an office development with ancillary restaurants/retail. MGY will provide parking for between c. 345-354 parking spaces including a link to Globe & Simpson basement parking and potentially in the future to St Johns Place Basement parking.

South Village has planning permission for 65 bespoke apartments but with the demand for studio space the former Coronation Street has been reused to support studio activities.

Breeze Studios is a currently used as Studio space with no development plans.

Stage 2 is occupied by the Crystal Maze and there are no development plans at present.

The Site lies adjacent to, or in close proximity to, a number of Listed structures and non-designated heritage assets, including the Grade I Listed Liverpool Road Station and Goods Warehouse, Grade II Listed Colonnaded Railway Viaduct, Grade II Listed Zig Zag Viaduct, Grade II Listed Victoria and Albert Hotel and the Bonded Warehouse.

1.3 Report Scope

1.3.1 This report considers the transport and highway implications of the proposed changes to the approved development scheme and brings the previous supporting transport analysis up to date in terms of policy guidance, site accessibility and analysing the most recent road accident data for the surrounding highway network. The report therefore specifically provides information in relation to the following:

- Access and provision for pedestrians and pedal cyclists;
- Public transport accessibility;
- Trip Generation by all transport modes;
- Parking; and
- Servicing.

1.3.2 This application is also supported by an updated Travel Plan and Waste and Servicing Strategy Report, also prepared by Vectos.

1.3.3 This report demonstrates that the proposed scheme is consistent with the wider St John's Masterplan and the Transport Strategy for the area. Consultations have been held and are ongoing with highways officers from MCC and Transport for Greater Manchester (TfGM).

1.4 Report Structure

1.4.1 Following this introductory chapter, this Transport Statement comprises a further seven chapters as follows;

- Chapter Two gives the Policy Context for development;
- Chapter Three discusses the existing nature of the Site, its access and traffic conditions;
- Chapter Four outlines the development proposals;
- Chapter Five presents the accessibility of the Site by sustainable modes of transport;
- Chapter Six forecasts the travel demands for the development; and
- Chapter Seven presents a summary and conclusions to this report.

2 POLICY CONTEXT

2.1 Revised National Planning Policy Framework 2019

- 2.1.1 The revised National Planning Policy Framework (NPPF) was published in February 2019 by the Ministry of Housing, Communities and Local Government. 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.
- 2.1.2 In accordance with national policy, it is considered that the development constitutes a sustainable form of development within walking and cycling distance of employment, retail and leisure opportunities in the city centre.
- 2.1.3 As part of promoting sustainable transport, paragraph 108 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
 - b) safe and suitable access to the site can be achieved for all users; and*
 - c) 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.*
- 2.1.4 Paragraph 109 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 would be severe*'.
- 2.1.5 Finally, the NPPF notes that all developments that will generate significant amounts of movement should be required to provide a travel plan, and a framework travel plan has been prepared in support of this scheme, to form the basis of a long-term management strategy for the Site, delivering sustainable transport objectives.

2.2 Manchester Core Strategy (2012)

2.2.1 Manchester's Core Strategy was adopted on 11 July 2012 and is the key document in the Manchester Local Plan. It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against. The relevant policies that influence transport are described below.

- Policy T1 Sustainable Transport aims to deliver a sustainable high quality and integrated transport system to encourage a modal shift away from the car.
- Policy T2 Accessible Areas of Opportunity & Need states that the council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers and is easily accessible by walking, cycling and public transport.
- Policy T2 also states that 'Within the City Centre, developments provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.
- Policy DM1 Development Management states that all development should be fully accessible to disabled people and access to new development should be accessible to sustainable transport modes.

2.2.2 These policies are supported by supplementary planning documents which give more detail to policies in the Core Strategy.

2.2.3 Manchester adopted its 'Guide to Development in Manchester SPD and Planning Guidance' (April 2007), 'Providing for Housing Choice SPD and Planning Guidance' (September 2008). The Guide to Development in Manchester is effectively a hybrid document acting as both a Supplementary Planning Document and planning guidance. The document sets out the City Council's stance on a wide range of issues. It provides guidance on Urban Design, Accessibility, Environmental Standards, Street Hierarchy and Parking. The development aims to conform to that guidance.

2.2.4 The National and Local Policy context as well as the Development Framework will form the basis of the Transport and Access Strategy for the Site.

2.3 Greater Manchester Transport Strategy 2040

2.3.1 The Greater Manchester Local Transport Plan 3 dates from 2011 and sets out local transport strategy and policy supported by investment and implementation programmes. However, with greater concerns over climate change there are two Draft Consultation Documents that aim to set the future transport strategy. The first document is the **Greater Manchester Transport Strategy 2040** which sets out the Vision for transport in Manchester over that period and the second document is the **Delivery Plan 1: 2016/17-2021/22**.

2.3.2 The vision is 'for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims to:

- Supporting Sustainable Economic growth
- Protecting Our Environment
- Improving Quality of Life for All
- Developing an Innovative City Region

2.3.3 **The 2040 Vision** is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around Spatial Themes. A common theme is the need to tackle congestion on our transport networks and minimise the negative impacts of traffic on our communities.

2.3.4 **The Delivery Plan 1: 2016/17-2021/22** sets out schemes and measures that are aimed to be brought forward up to 2021. It also sets out the funding availability and will provide annual updates on progress against key performance indicators.

2.3.5 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes. To deliver a quality development that enhances the environment.

2.4 Revised City Centre Transport Strategy (Oct 2019)

2.4.1 A revised City Centre transport Strategy (CCTS) has been proposed to in order to take account of the ongoing and future predicted growth of the city centre; changes in the policy context since the previous strategy was published in 2010, including the adoption of the 2040 Strategy; the ambition to be a zero carbon city by 2038 at the latest; and the outcomes of the City Centre Transport Strategy Conversation that took place in the autumn of 2018.

- 2.4.2 The vision for the revised CCTS is, therefore, for “a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”.
- 2.4.3 The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel. To achieve this, based on predicted levels of growth, the plan is for:
- almost a doubling of Rail and Metrolink trips in the morning peak;
 - a 50% increase in bus trips into the city centre in the morning peak;
 - more than doubling the number of people walking and cycling into the city in the morning peak; and
 - a reduction in car trips.
- 2.4.4 This strategy significantly changes the public transport provision and the environment for pedestrians and cyclists alongside technical innovations.
- 2.4.5 For this development we expect to see reductions in car traffic within the city, increased public transport provision and the development itself can contribute to a quality pedestrian and cycle environment.

3 EXISTING CONDITIONS

3.1 Site Context

- 3.1.1 The Union Tower 2 site has previously operated as a surface car park associated with ITV Granada Studios and is currently used as a construction site compound. An aerial view of the Site as formerly used by ITV is given in **Figure 3.1**.



Figure 3.1: Aerial View of Site While Operating as ITV Car Park (2011)

- 3.1.2 The Site comprises developed land located entirely within the Castlefield Conservation Area and forms part of a wider Masterplan and Strategic Regeneration Framework for the area, which is known as St. John's. Parts of the St John's masterplan development are being constructed at the time of writing, including the Factory development and the Manchester Goods Yard development.
- 3.1.3 The Site lies to the south of the Spinningfields commercial district of Manchester City Centre, an exemplar of City Centre economic regeneration and the largest City Centre office scheme in the UK.
- 3.1.4 Continuing south of the Site is Castlefield, an established residential district, set within the City's legacy industrial infrastructure and buildings, and infused with leisure, retail and heritage attractions.

- 3.1.5 To the east of the Site is the St. John Street district, a mixed-use district characterised by Georgian buildings used as residences and space for professional businesses including legal, accountancy and medical professions.
- 3.1.6 Immediately beyond the St. John Street district is the south Deansgate area, which comprises retail facilities, leisure attractions and the City Centre's conference facilities.
- 3.1.7 To the north of the Site lies the Grade II Listed Victoria and Albert Hotel and the River Irwell beyond, with hotels and office uses located on the western side of the river. There are a number of current mixed-use regeneration initiatives underway on the Salford side of the River Irwell, including Salford Central and Middlewood Locks (both mixed use schemes including office, retail and residential).

3.2 Local Highway Network

- 3.2.1 **Water Street** borders the Site to the east and provides a single lane in each direction, with a footway provided along either side of the road. It is subject to a 20mph speed limit and provides some on-street parking bays with double yellow parking restrictions otherwise in place. It connects New Quay Street to the north (via a signal-controlled junction) with Liverpool Road to the south (via a priority junction).
- 3.2.2 Various changes are being implemented to highways in the local area as part of the St John's masterplan works, being delivered under a Section 278 agreement. The works happening on the wider area are described below while those works on Water Street in the immediate vicinity of Tower 2 that are delivered as part of the Tower 2 application are described later in **Chapter 4**.

3.3 Local Highway Improvements

- 3.3.1 Just to the north of Tower 2, **Water Street** will be narrowed from 7.5m to 6m to provide additional trees and public realm space in front of Tower 1. In this location there are two on-street drop-off bays that are time limited to 20mins (no return within 40 mins). There will be six on-street parking bays provided on Water Street to the north of the Marriott Hotel. These pay and display parking bays are around 100m north of Tower 2 and disabled drivers can also park in these locations for free. Around 220m to the south on Water Street are 10 disabled parking bays.

- 3.3.2 To the south of Tower 2 the alignment of Water Street passes Festival Square, rising up to a raised table and access controls to manage service vehicle movements through the Square. Water Street then narrows as it passes under Factory, a major new cultural venue for Manchester. That highway layout is shown in **Dwg VN70930 – 121 E**.
- 3.3.3 There is currently a plan being consulted upon to close Water Street to through traffic under Factory with a Prohibition of Driving Order (PoD). That strategy will mean that all servicing vehicles to and from Tower 2 would arrive via the north. The proposals for the PoD are described in **Dwg VN70930-124**. This area is subject to approval by MCC detail design but would require Water Street to rise up to the level of Festival Square and footways would be maintained for pedestrians passing along Water Street. There are Automatic Bollards on Water Street to control access to the PoD. Vehicles that service MGY would egress via Festival Square onto Water Street passing through automatic bollards to head north. The principles of how this area will operate in detail is described in Chapter 4
- 3.3.4 The western section of **Quay Street** has been stopped up as part of the public realm works that are being delivered with the St John's regeneration masterplan. It has historically been the point of access into the ITV Granada Studios site. This road closure allows the creation of St Johns Place a new Square and two new commercial buildings.
- 3.3.5 **New Quay Street** As part of the St Johns improvements works the signals at Quay Street/Gartside Street will be upgraded to improve pedestrian and cycle crossing facilities and provide additional capacity.
- 3.3.6 On **Atherton Street** there is a minor change to the on-street parking in order to create a drop-off facility for the OGS hotel.
- 3.3.7 Alongside these highway works there is proposed new **footway links** along the **River Irwell** tying in with the new Factory Square and the new river crossing at the Ordsall Chord footway/cycleway bridge and Tower 2 helps facilitate that by providing the link through to the canal head to the north of the site.

3.4 Baseline Traffic Conditions

3.4.1 The implications of St Johns traffic including Factory on the local highway operation has been tested by TfGM using their PARAMICS City Centre traffic model. The City Centre is to go through some transport interventions to restrict car traffic movements through the city and this model is the best way of assessing the implications of the Prohibition of Driving Order along with the changes happening in the City Centre.

3.4.2 This model includes the likely transport interventions coming forward:

- Deansgate closed from Bridge St to Blackfriars;
- New Bailey closed;
- Changes to Chapel St East;
- Gyratory around Bridge St / Blackfriars;
- New Bailey St bus gate;
- Albert Square closure;
- Regent Road works complete;

3.4.3 In addition, the baseline model includes the closure of Quay Street between Gartside Street and Water Street which has been stopped up and will create a new Public Square at St Johns Place.

3.4.4 The model includes the following committed developments:

- Deansgate Square on City Road East;
- Circle Square on Oxford Road;
- Trinity Islands on Water Street;
- First Street South;
- St. Michaels, Jackson's Row;
- Ramada Hotel site on Deansgate (north);
- Great Northern Warehouse, Peter Street/ Deansgate.

- 3.4.5 The model is what TfGM use to test future development and transport scenarios for the city centre. It is a PARAMICS model that covers the City Centre including Inner Relief Road, Regent Road and Liverpool Road out to the M602 as well as the Oxford Road corridor as described in **Figure 3.2**.

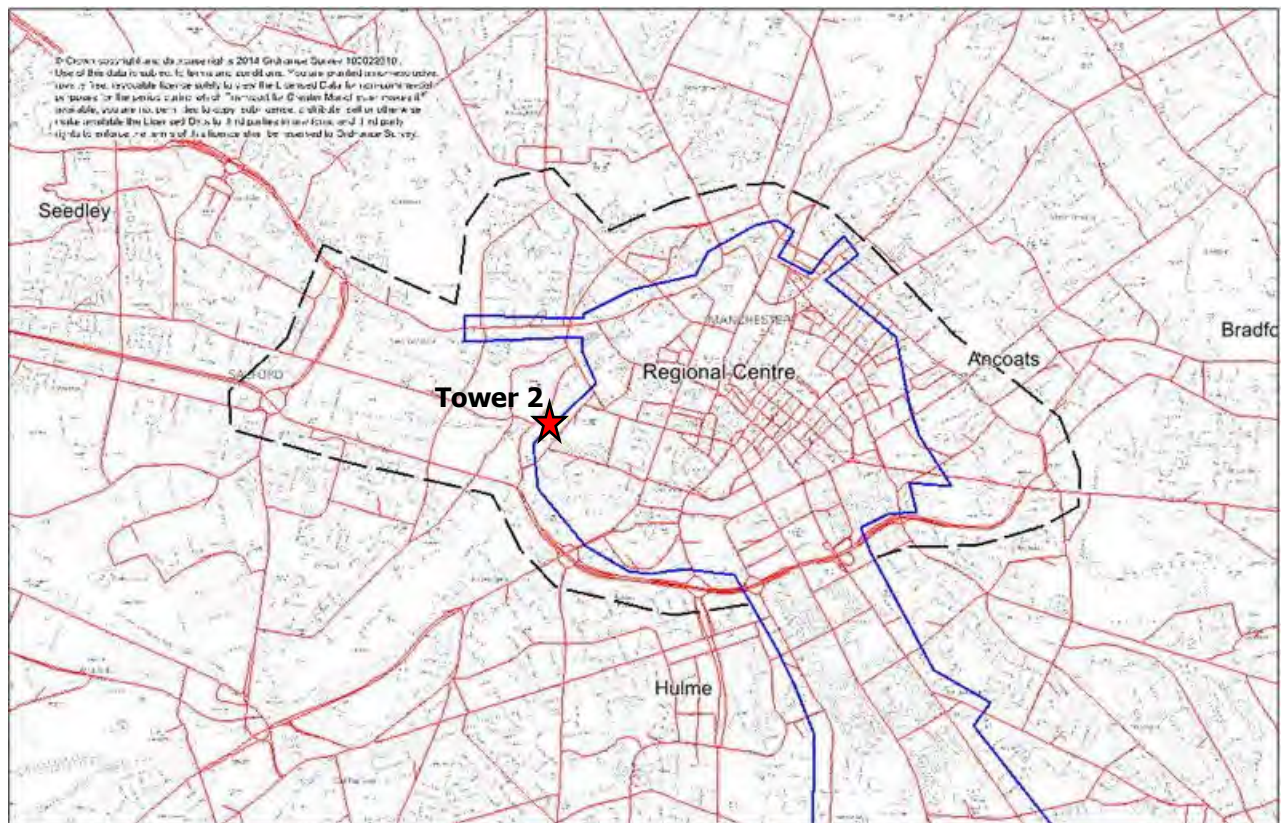


Figure 3.2 TfGM PARAMICS Traffic Model Extent

- 3.4.6 It is validated to a 2017 baseline and is used by TfGM/MCC to test the operation of Manchester City Centre under future transport and development scenarios and is an appropriate tool to test the highway implications of St Johns.
- 3.4.7 The Baseline peak hour traffic flows from the City Centre traffic model including the St Johns traffic flows and highway changes including the closure of Quay Street west of the Gartside Street junction are shown in **Figure 3.3** overleaf. It can be seen that the traffic flows on Water Street are relatively modest. At the northern end of Water Street the flows are busiest in the AM with 360 two way movements or six vehicles per minute. This flow is influenced by the large MGY car park that is accessed off there. To the south the flows passing Tower 2 are less than half that. Quay Street carries the largest traffic flows in the peak hours at around 1300 two way movements.

Fig 3.3

3.5 Review of Personal Injury Accident Data

3.5.1 The previous assessment of road traffic accidents in the area to support the Factory planning application concluded that there were few accidents in the immediate area which would indicate an accident blackspot. The latest accident data over the last three years has been examined and presented in **Figure 3.4** below.

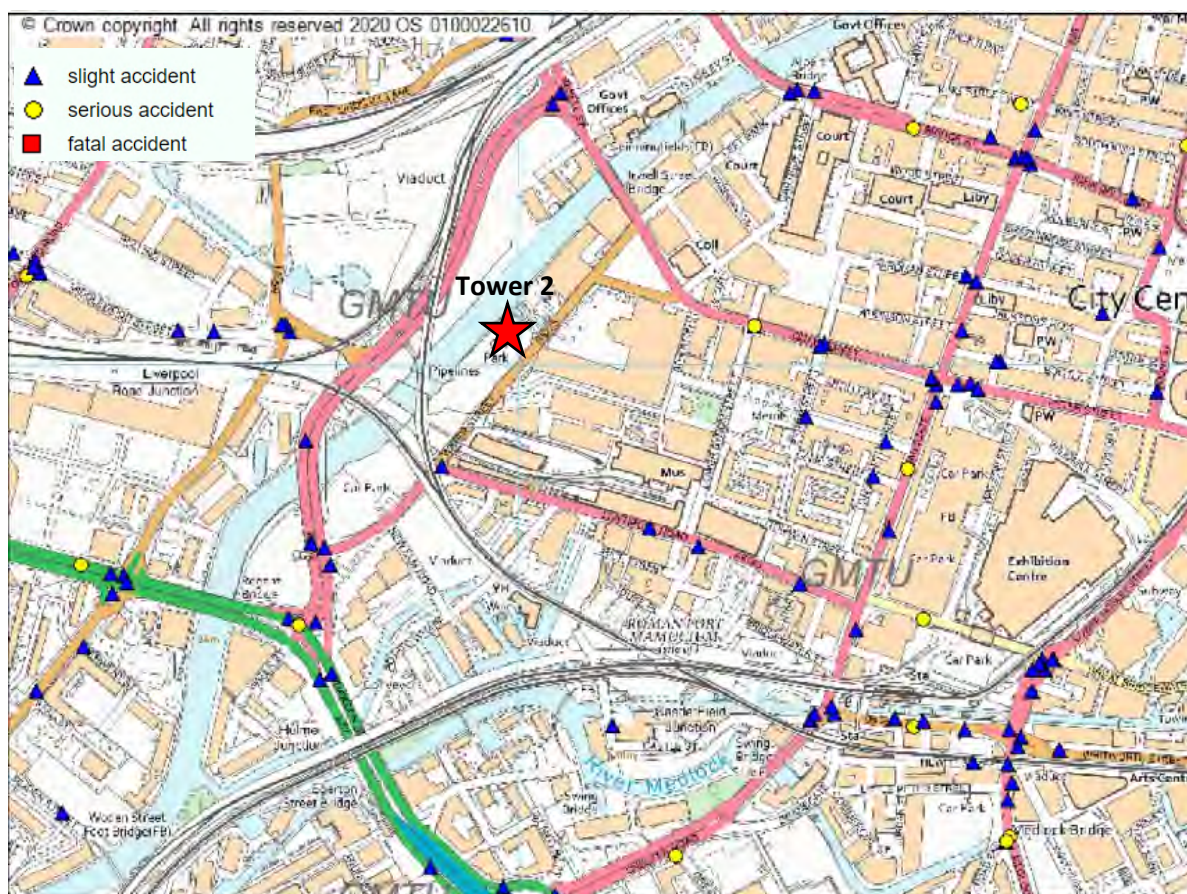


Figure 3.4 Recent 3 Year Traffic Accident Plot (source gmtu.gov.uk)

3.5.2 There was one slight accident at the junction of Liverpool Road and Water Street and three more slight accidents on Liverpool Road. One serious accident was recorded at the junction of Quay Street with Lower Byrom Street, two further accidents on Quay Street with Byrom Street and one at the junction of Byrom Street and St John Street. Elsewhere there are clusters of accidents at the junctions of major roads such as at Trinity Way/Regent Road and at Deansgate junctions with Quay Street, Whitworth Street and Bridge Street. There were no fatal accidents in the area in this time period.

3.5.3 In summary, the review of accident data reveals no evidence of underlying highway safety issues. It is therefore concluded that there are no existing accident blackspots on the highway network in the vicinity of the site.

3.6 Car Parking

3.6.1 Should occupants require parking, there are more than 3,300 spaces of public parking available within a 10-minute walk of the Site and over 5,500 spaces within a 15-minute walk, as detailed in **Table 3.1**:

Car Parking Spaces within a 10 Minute Walk of the Site	
Spinningfields NCP	680
New Bailey, Salford NCP	605
Great Northern 1&2 NCP	1200
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Total	3338
Additional Car Parking Spaces within a 15 Minute Walk of the Site	
Chapel Wharf	208
King Street	554
Deansgate (Blackfriars Street)	340
Blackfriars	200
M&S	155
Cleminson Street	70
Wilton Space	140
Stone Street	12
Bridgewater Hall	288
Park Avenue	112
Silvercroft Street	83
Total	5530

Table 3.1 Car parking Spaces within a 10 & 15-minute walk of the Site

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 Full planning permission is being sought for the erection of a 35-storey building plus basement, comprising 372 co-living units and studios (806 beds) mixed use building (Sui Generis), comprising Co-Living units, amenity space, 2000 sqm of Co-Working space, gym and flexible commercial space, landscaping, access and other associated works.
- 4.1.2 The scheme will be car-free with no car parking provided. 336 cycle parking spaces will be provided in the basement with an extra 12 cycle parking spaces in the public realm.
- 4.1.3 The scheme will include larger apartments which are considered most likely to form a primary residence and will only be available on tenancies from 6-months upwards in length. They will be attractive to new city residents who want to build a friendship and professional network so prefer co-living; to larger groups of friends who want to move in as a collective; and city corporates who want to house graduate scheme staff in the same location.
- 4.1.4 The Studios and 1 bed apartments are expected to attract more short-term demand and will be available on short term lets up to a maximum stay of 6-months. These will be targeted at businesses and institutions looking to house employees and contractors who may only be in Manchester for a short period of time and want a more social experience than a hotel or aparthotel; project workers on fixed-term contracts (particularly characteristic of the creative industries), travelling lecturers and academics, and city workers who want private space but want to be part of the wider Union community.
- 4.1.5 Tower 2 will also provide 3 and 4 bed shared apartments (Trios and Duos) which are aimed at long-term residential occupation with minimum 6 months tenancies.
- 4.1.6 The Co-Work space offering of 2000sqm will be available for residents and the wider business community that will provide flexible business facilities to accommodate informal hot-desking to more formal board meetings including welcome reception, the option of a registered address with mail service, super-fast connectivity, a coffee shop, toilets, printing services, inclusive cleaning and maintenance.

4.3 Cycle Strategy

- 4.3.1 Cycle parking demand generated by the proposed development is expected to be lower than a typical residential development due to the shorter term of tenancies. Notwithstanding this, the proposed development will provide 336 secure cycle parking spaces for use by occupants. The cycle parking spaces will be located within the basement of the building and will comprise of a two-tier rack system to maximise the provision within the available space. 326 Cycle spaces will be allocated for residential occupiers and 10 Spaces for the Co-Work occupiers. This split will be kept under review via the Travel Plan as there will be overlap between the Residential and Co-Work occupiers.
- 4.3.2 Occupants can simply go to their apartment to access shower and changing facilities, therefore no separate changing / shower provision is required for residents. Shower and changing facilities will be provided for the occupiers of the Co-Work Space.

- Increased permeability of the area for cyclists, through new public squares and traffic calmed streets.

4.4 Improvements to the Pedestrian Environment and External Areas

4.4.1 The St John's Masterplan will deliver a quality pedestrian environment. Priority will be given to pedestrians through the provision of shared streets. There will be pedestrian alleyways and courtyards which will provide access without restricting movement. A permeable street pattern will aid pedestrian movement and promote meandering. There will be pedestrian linkages to connect to the wider area and also the waterfront areas. The overall landscaping plan for St Johns is shown below in.

4.4.2 In the vicinity of the Site, there will be significant enhancements to pedestrian accessibility including:

- A new raised table crossing facility on Water Street at the south-western corner of the Site;
- New public squares, Festival Square & Factory Square to the south of the Site; and
- Landscaping and street lighting to create safe and pleasant pedestrian spaces.

4.4.3 Within the wider St John's area, improvements to the pedestrian environment will include increased permeability of the area through new traffic-calmed routes and public spaces and crossing facilities at the New Quay Street / Gartside Street junction.

4.4.4 The external areas are also subject to this application and these have been designed in coordination with the wider masterplan. The external layout is shown in the Design and Access Statement and would be of a high quality considering the needs of all users including those that are visually or mobility impaired.

4.5 Car Parking

4.5.1 No car parking will be provided within the Site. As described in the following section, the site is located in a highly accessible location for rail, tram, bus, cycling and walking.

4.5.2 It is considered that young professionals choosing to live in the city centre will not expect to have a car parking space and will therefore choose to live in this location with the expectation of using sustainable modes of travel rather than a private car. Providing a zero-car development for these tenure types is therefore considered appropriate for this location.

- 4.5.3 This car-free strategy accords with Policy T2 of the Manchester City Council Core Strategy, which states that new development within the city centre, should provide *'a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.'*
- 4.5.4 If needed, we have shown in Section 3 that considerable public parking is available within a short walk of the Site offering the chance for occupants to lease from NCP or other providers a long-term parking space. If short term access to a car is required, then there a number of Enterprise Car Club cars are also located within an easy walk of the Site.

5 ACCESS BY SUSTAINABLE TRANSPORT MODES

5.1 Introduction

5.1.1 The Site benefits from good levels of accessibility and this is considered in detail within this section.

5.2 Accessibility by Walking

5.2.1 The Site is very well located for access to all the amenities of the Regional Centre on foot. Industry guidance gives a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk) while an 800-metre walking distance is given as the preferred maximum distance for shopping trips. A 2km walk covers all of the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield. The retail areas of The Avenue, King Street and St Anne's Square are within an 800m catchment.

5.2.2 Given the city centre location, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the Site which lead to the primary routes towards the centre of Manchester along Liverpool Road and Quay Street. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

5.2.3 Many local facilities are situated within the immediate vicinity of the Site, including a Sainsbury's and Tesco Local store, banking facilities and a wide range of retail, cafes and restaurants allowing occupiers and visitors to access a wide range of services and amenities without the need to travel elsewhere. The range of amenities located within a 10-minute walk of the Site is given in **Dwg VN91382-G101**. Within a 20-minute walk, practically all of the city centre can be reached.

5.2.4 Water Street will be traffic-calmed with a raised pedestrian crossing table to the south and road narrowings under the Factory and in the vicinity of the Union Service Access. Pedestrians benefit from a minimum of 2m of adopted footway plus extra public realm space. Heading north, pedestrians can cross Quay Street at the existing crossing facility and head north along Left Bank where a recently built footbridge offers a link across the River Irwell to Salford Central (see **Figure 5.1**). This footbridge provides a direct and accessible link from the Site to the major transport hub of Salford Central which will be described in more detail later.



Figure 5.1 Irwell Pedestrian Footbridge

- 5.2.5 To the south a replacement footbridge for Princes Bridge has been constructed and once Factory is complete, it will connect St John's with Salford including the Middlewood Locks development and the Regent Road Retail Park.
- 5.2.6 Access to the River Irwell will be opened up with a riverside walkway and an aspiration to connect Spinningfields all the way south to the Trinity Islands development by Regent Road. Tower 2 provides a key link in that route.
- 5.2.7 The area will benefit from quality signage to direct pedestrians on the most appropriate route.
- 5.2.8 High quality public realm will be provided for pedestrians around the Site. There will be a core network of traffic free streets, alleys and courtyards both at ground floor and at higher levels offering quality permeability through the public realm space throughout the St John's masterplan area.

5.3 Accessibility by Cycle

5.3.1 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes covering the whole of the City Centre and much of the surrounding conurbation. The extent of the 25-minute cycle isochrone is shown in **Dwg VN91382-G103**.

5.3.2 There are a number of designated cycle routes and facilities in the area as well as a network of quiet streets which are convenient for cyclists and these are shown in **Figure 5.2**.

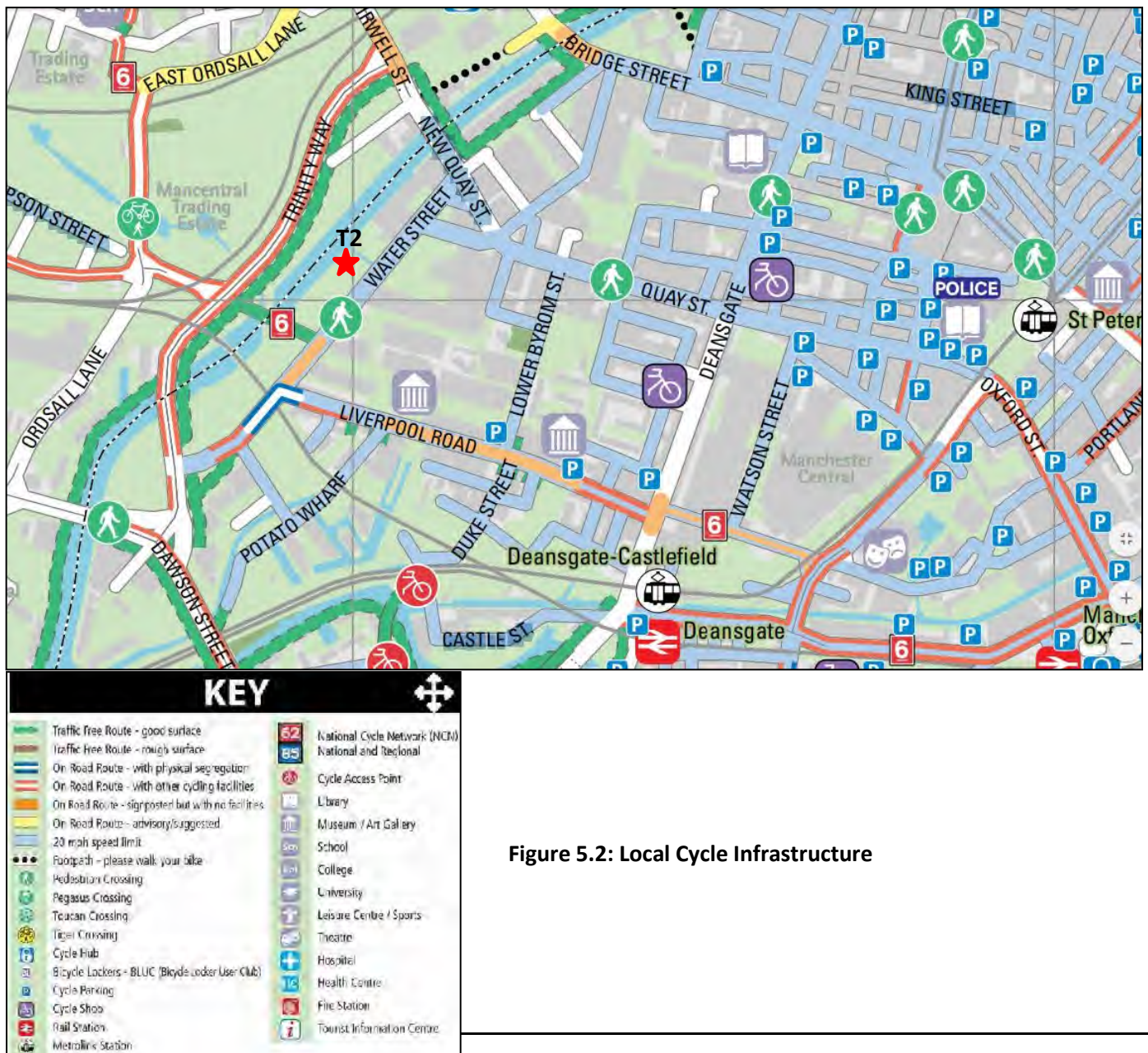


Figure 5.2: Local Cycle Infrastructure

- 5.3.3 It can be seen from **Figure 5.2** that the Site is well located in relation to existing cycle routes and facilities. The 20mph speed limit in place along surrounding roads in the city centre help to create a more cycle-friendly environment, and National Cycle Network Route 6 passes close to the Site along Liverpool Road, which provides an on-road cycle route.
- 5.3.4 Part of Water Street is also designated as an on-road route, and this will be extended past the Site as part of the St John's redevelopment works, as described in the previous chapter. There is also a traffic-free cycle route with a good surface running broadly parallel to the River Irwell, which will provide a convenient route for occupants and visitors to the proposed development.
- 5.3.5 Salford Central, Piccadilly and Victoria Rail Stations are located within a short cycle from the Site which makes it possible for multi modal journeys by bicycle and train.

5.4 Bee Network Proposals

- 5.4.1 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed. The network will consist of signed routes 'beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 5.4.2 There are proposals to create a network of Beeways linking the site with the rest of the City Centre as shown in **Figure 5.3**. It is expected that these will tackle issues of severance for cyclists in particular.

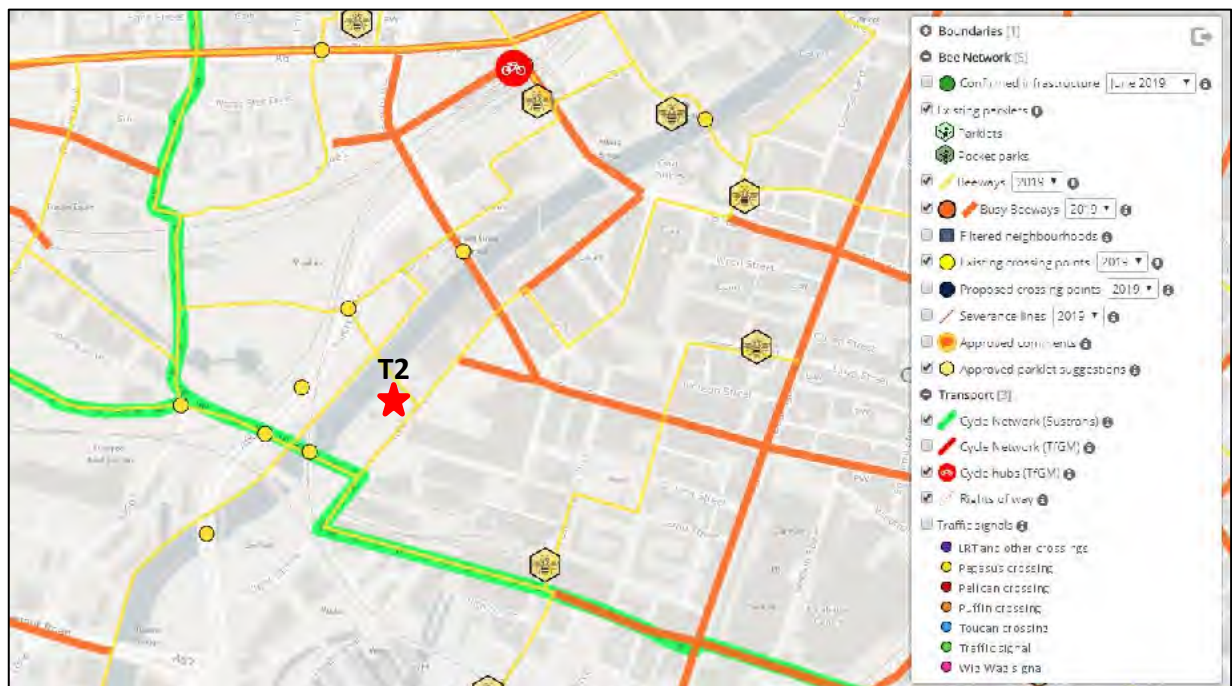


Figure 5.3. Bee Network Proposals

5.5 Enterprise Car Club

5.5.1 Enterprise Car Club operates all over Manchester and offers a low-cost alternative to owning a car. There are two Enterprise Car Club cars located on Duke Street, just a five-minute walk from the Site, and two at St Mary's Parsonage, around 8 minutes' walk from the Site. There are numerous other Enterprise Car Club locations conveniently located within the city centre. Users pay a modest up-front annual fee then an hourly charge from £5.20 per hour plus a fuel charge. There are other discounts available subject to age, usage and type of vehicle required.

5.6 Accessibility by Public Transport

5.6.1 Access by public transport represents a key mode choice to the Site. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM's Travel Choices website and include extra discounts on season tickets, 'Get Me There', Journey Planning Apps and use of the Personalised Travel Planning service.

5.7 Free Bus

- 5.7.1 The Freebus services cover most of the city centre and provide convenient access to major destinations in the city. Its bus services cover most of the city centre and provide convenient access to major activity centres in the City. The buses are highly branded and are instantly recognisable and run on a 10 or 12 minute frequency. High quality stops are provided along the service routes with clear branded images on bus stop plates.
- 5.7.2 All Freebus services connect to the main transport interchanges and the routes are shown overleaf in **Figure 5.4**. It can be seen that **Route 1** gets close to Tower 2, stopping on Gartside Street with a loop in the peak hours to serve Salford Central and at weekends it travels along Lower Byrom Street with a stop on Liverpool Road for the Museum of Science and Industry.

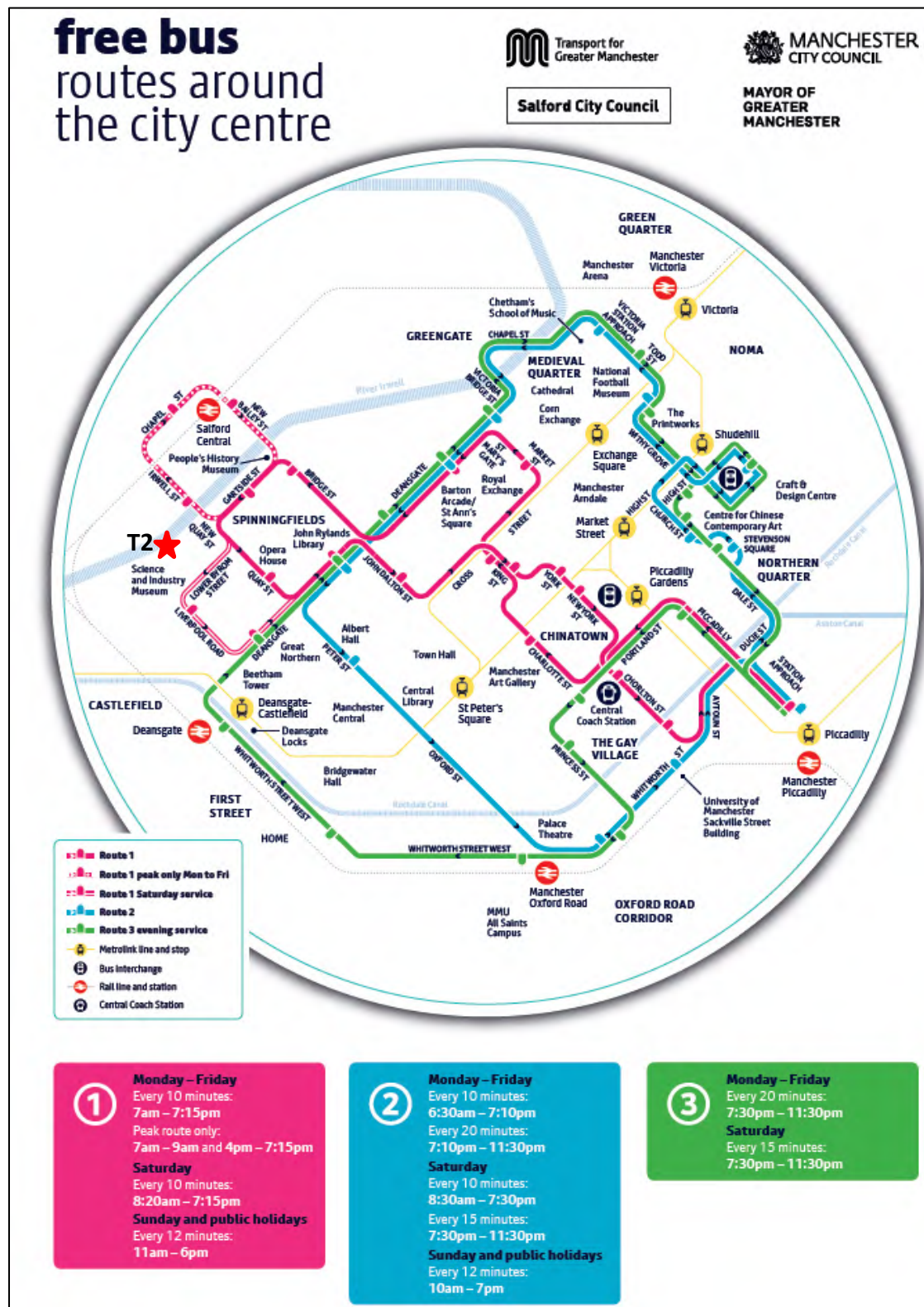


Figure 5.4: Free Bus Route Map

5.8 Scheduled Bus Services

- 5.8.1 Other significant bus services are available within a short walk of the Site. On Liverpool Road there are two bus services the 33 and 63 that serve Salford, Eccles and Brookhouse/Worsley every 15-20 minutes with evening services finishing at 23:08. There are a considerable number of bus services within 400m of the Site on Bridge Street running past every few minutes including the new Leigh Guided Busway part of the Cross City Bus package that connects Leigh, Salford and passing through the city centre along Oxford Road to terminate at Manchester Central Hospital. There are more services on Deansgate and more still just beyond a 400m walk from the Site.
- 5.8.2 The routes of all those bus services within 400m are shown in **Dwg VN201609-G102**.
- 5.8.3 It can therefore be concluded that the existing bus services operating in the vicinity of the Site provide the opportunity for many trips between the Site and the surrounding area to be made by bus. The development is therefore considered to be accessible by this mode of travel.

5.9 Accessibility by Rail

- 5.9.1 The Site is conveniently located for access to a number of rail stations. Salford Central Station is the closest, located immediately to the northwest of the development, just a 5-minute walk away. As described previously, Salford Central station is now much more accessible on foot via the new footbridge across the River Irwell from Spinningfields. Services from Salford connect to local and regional destinations including Leeds, Rochdale, Wigan, Stalybridge, Blackburn and Manchester Victoria.
- 5.9.2 Deansgate Railway Station is located to the south, a 7-8 minute walk away and its last service is at 23:31 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes. Manchester Piccadilly Station is accessible by a longer walk but is readily accessible by Fee Bus and access to further regional and national services is provided from this station. The comprehensive network by Rail for the Manchester Conurbation is given in **Figure 5.5** overleaf.



Figure 5.5: Rail & Metrolink Network Map

5.10 Accessibility by Metrolink

5.10.1 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops are also shown in **Figure 5.5**. Deansgate Castlefield is the closest Metrolink stop for access to the Site, and this stop has been upgraded to allow for the Second City Crossing and is around an 880m walk from the site.

5.10.2 Circa. fifteen trams in each direction stop at Deansgate-Castlefield and also at St Peter's Square (1000m away) and in the peak hour, including the following services:

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Altrincham;
- Eccles and Media City.

5.10.3 The Metrolink will offer excellent public transport connectivity for occupants and visitors to the Site.

5.11 Summary

5.11.1 The Site occupies a highly sustainable location, accessible by a range of sustainable travel modes, and well-placed to facilitate access on foot to a wide variety of everyday facilities, amenities, employment locations, leisure destinations and transport hubs.

6 DEVELOPMENT TRIP FORECASTS

6.1 Union Tower 2, St John's Trip Forecasts

6.1.1 Given the absence of car parking spaces for occupiers of Union Tower 2 and the highly sustainable city centre location, the scheme is unlikely to generate a significant number of vehicle trips to the Site except for waste and servicing trips and pick up / drop off activity e.g. taxi trips.

6.1.2 To forecast the trip movements expected to arise from the development, TRICS multi-modal trip rates have been utilised. As there are no co-living schemes in the TRICS database, private apartment trip rates have been assessed as a proxy. The trip rates have been derived from a sample of sites within the database that were derived using the following search criteria:

- Land use: Residential, Flats Privately Owned
- Regions: UK excluding London
- Location: Town Centre and Edge of Town Centre
- Weekday surveys only

6.1.3 The resulting total person trip rates and trip forecasts are presented in **Table 6.1**, with the full TRICS outputs provided at **Appendix A**.

Mode	Peak Hour	Proposed Apartments Total Person Trips					
		Trip Rates			Trip Generation (372 units)		
		Arr	Dep	2-Way	Arr	Dep	2-Way
Total People	AM	0.100	0.526	0.626	37	196	233
	PM	0.489	0.220	0.709	182	82	264

Table 6.1 Total Person Peak Hour Trip Forecasts

6.1.4 Established city centre mode share data from the 2011 Census has then been considered in the assessment of the potential number of trips generated by the development for each travel mode, although as these generic modal share figures do not reflect the car-free nature of the scheme, an adjustment has been applied to account for the much lower share of car trips at the proposed development.

6.1.5 The modal share values from the 2011 Census are presented in **Table 6.2**, along with the adjusted figures for the Site.

Mode	City Centre Share	Union Tower 2 Modal Share	Union Tower 2 Trips
Pedestrian	49%	52%	1116
Tram	4%	7%	150
Train	11%	14%	301
Bus	12%	15%	322
Car (Driver)	19%	1%	21
Car (Passenger)	1%	4%	86
Cycle	3%	6%	129
Other	1%	1%	21

Table 6.2 Modal Share Forecasts

6.1.6 It can be seen from **Table 6.2** that the great majority of trips by people at the development are forecast to be undertaken via sustainable travel modes, with just 5% of people travelling either as a driver in a car (and parking off site) or a passenger e.g. taxi.

6.1.7 In practice, any vehicle trips would be expected to comprise servicing trips utilising the service road to the rear, and taxi / drop off and pick up trips. There may also be an element of car club trips generated by the occupants.

6.1.8 The proposed commercial floorspace on the ground floor of the development will be ancillary to the co-living scheme, and a number of potential uses could occupy the space. Any trips generated by the commercial use will be ancillary to the main co-living element of the development and, given the car-free nature of the development, would be predominantly trips by sustainable travel modes.

6.2 Service Vehicle Forecasts

6.2.1 A forecast of servicing vehicles has been calculated separately, consistent with the trip rates used to inform the wider St John's servicing strategy. A summary of service vehicle trip forecasts is provided in **Table 6.3**.

	Tower 2 Light Vehicles		Tower 2 Heavy Goods Vehicles	
Time Range	ARR	DEP	ARR	DEP
00:00-01:00	0.0	0.0	0.0	0.0
01:00-02:00	0.0	0.0	0.0	0.0
02:00-03:00	0.0	0.0	0.0	0.0
03:00-04:00	0.0	0.0	0.0	0.0
04:00-05:00	0.0	0.0	0.0	0.0
05:00-06:00	0.0	0.0	0.0	0.0
06:00-07:00	0.0	0.0	0.0	0.0
07:00-08:00	2.4	1.7	0.6	0.6
08:00-09:00	4.5	4.3	0.4	0.5
09:00-10:00	3.1	3.3	0.2	0.4
10:00-11:00	2.4	2.7	0.5	0.3
11:00-12:00	2.7	2.9	0.2	0.2
12:00-13:00	3.1	2.8	0.3	0.3
13:00-14:00	1.6	1.2	0.1	0.1
14:00-15:00	2.4	1.6	0.4	0.2
15:00-16:00	2.7	3.0	0.5	0.5
16:00-17:00	3.2	3.5	0.3	0.5
17:00-18:00	2.6	2.3	0.2	0.4
18:00-19:00	0.7	1.3	0.1	0.0
19:00-20:00	0.2	0.1	0.0	0.0
20:00-21:00	0.0	0.2	0.0	0.0
21:00-22:00	0.0	0.0	0.0	0.0
22:00-23:00	0.0	0.0	0.0	0.0
23:00-24:00	0.0	0.0	0.0	0.0
Daily Trip Rates:	31.7	31.0	3.7	4.0

Table 6.3. Servicing Trip Forecasts – Union Tower 2, St John's

6.2.2 In this assessment, account has been taken of the likelihood of efficiencies in deliveries that result from the co-location of the two tower developments and the neighbouring complementary St Johns land uses, with a 33% discount being applied to the overall numbers of servicing vehicles accessing the Tower 2.

- 6.2.3 These trips have been quantified for the AM, PM and Daily flows and presented in **Figures 6.1, 6.2 and 6.3**. These trips are negligible in relation to the vehicle flows on the wider highway network and do not require specific assessment of the traffic implications of Tower 2. As such, no further highway capacity assessments are necessary for this development.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This Transport Statement has been prepared by Vectos in support of the Union Tower 2, St John's development at Water Street, part of the St John's regeneration development located in Manchester City Centre. It outlines the changes to the previously permitted scheme on the Site and provides an up-to-date assessment of the transport implications of the development. The site previously had planning consent for a 36-storey tower, granted in 2017 and that approved scheme proposed 305 residential apartments along with retail uses at ground floor.
- 7.1.2 The proposed development involves the construction of a new 35 storey building with one level of basement, to accommodate 372 co-living units (806 beds), 2000sqm of Co-Work space over four floors, public and private amenity space and ground floor commercial space. It will have a Service Area to the north. The development does not have any parking for its occupants.
- 7.1.3 The Union Tower 2 living concept will provide a mix of apartment types with Studios and 1 bed apartments which are expected to attract more short-term demand and will be available on short term lets up to a maximum stay of 6-months. These will be targeted at businesses and institutions looking to house employees and contractors who may only be in Manchester for a short period of time and want a more social experience as part of the wider Union community. Tower 2 will also provide 3 and 4 bed shared apartments (Trios and Duos) which are aimed at long-term residential occupation with minimum 6 months tenancies.
- 7.1.4 The Co-Work space offering will be available for residents and the wider business community and this will provide flexible business facilities to accommodate informal hot-desking to more formal board meetings with quality office services, a coffee shop, toilets as well as inclusive cleaning and maintenance.
- 7.1.5 The development will provide 326 cycle parking spaces for Co-Living occupiers and 10 cycle parking spaces for the Co-Work occupiers and 12 cycle parking spaces located in the public realm.
- 7.1.6 The baseline transport conditions in the vicinity of the Site have been reviewed including an updated assessment of the road safety record. This has concluded that there are no highway safety issues in the vicinity of the site that would need to be addressed as part of this scheme.

- 7.1.7 The site is located in a highly accessible location within the city centre and is well-placed to facilitate access on foot/bicycle to a wide variety of everyday facilities, amenities, employment locations, leisure destinations and public transport hubs including Salford Central and Deansgate Castlefield.
- 7.1.8 Given the absence of car parking spaces within the proposed development, and the highly sustainable city centre location, the scheme is not forecast to generate many vehicle trips except for waste and servicing trips and pick up / drop off activity e.g. taxi trips.
- 7.1.9 A trip forecasting exercise has been undertaken, and the great majority of trips by people at the development are forecast to be undertaken via sustainable travel modes. The small number of vehicle trips generated by the proposed development will be negligible in the context of the vehicle flows on the surrounding streets.

7.2 Conclusion

- 7.2.1 It is considered that the proposed development is consistent with aspirations for the St John's Masterplan. It is in a sustainable location and the transport and public realm measures implemented with the development will enhance the sustainable transport outcomes for those accessing the development.
- 7.2.2 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, and therefore it is considered that the scheme is acceptable in highways and transportation terms.

PLANS

APPENDIX A Multi Modal Residential TRICS Forecast