Transport Technical Note

Temporary Car Park

City Road East, Manchester

Date: 1st October 2025

Our reference: TR/SCP/251053/TN01

INTRODUCTION

1. SCP have been instructed by Carpark Securities Ltd to provide transport consultancy services in support of a retrospective planning application in relation to the temporary car park at City Road East in Manchester.

2. The car park is located on the site of the former office buildings and associated car park that has been demolished pending the construction of the 'One City Road' development that has planning permission under planning reference 128002/FO/2020. The One City Road development scheme will deliver two new office buildings on the site.

3. Prior to the construction of the One City Road development, the developer is making the site available for 'pay and display' public car parking on a temporary basis, in conjunction with the car park operator Carpark Securities Ltd. The site was opened as a car park in May 2025 and the temporary permission seeks approval of the car park use up until September 2026.

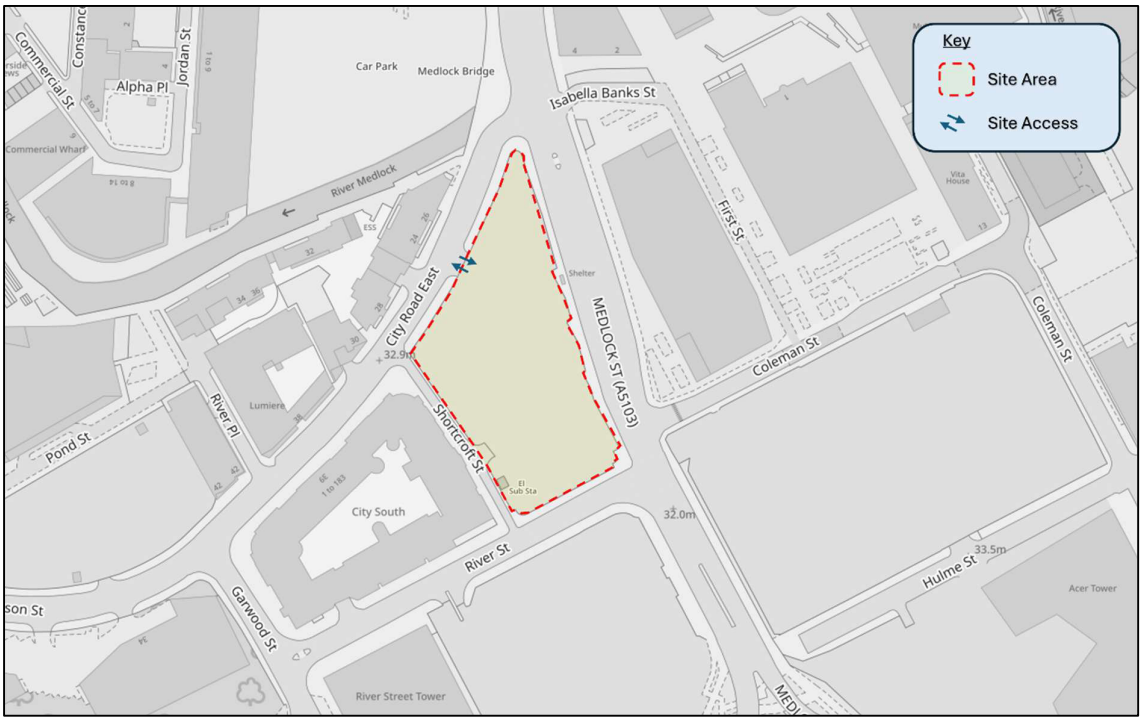
4. In consultation with Manchester City Council (MCC) it has been agreed that a retrospective planning application will be submitted for the temporary car park use of the site. This Transport Technical Note has been prepared to detail the access and transport aspects of the car park to assist MCC in the determination of the retrospective planning application. It includes detail relating to the following:

    - The site location, site access and local highway network;
    - An assessment of the traffic using the car park on a daily basis based on ticketing data;
    - The previous use of the site in terms of highways and access;
    - An assessment of the traffic generated by the previous office use of the site; and
    - A review of the car park traffic in relation to the previous office use of the site.

SITE LOCATION, ACCESS AND SURROUDING HIGHWAY NETWORK

5. The site is located on the corner of Medlock Street and City Road East as shown in **Figure 1**. The site is bound to the north by City Road East, to the east by Medlock Street, to the west by Shortcroft Street and to the south by River Street.

Figure 1: Site Location – Local Context



6. City Road East is a single carriageway two-way road approximately 9m in width and subject to a 20mph speed limit. On-street parking bays are provided along much of the road on both sides. These are subject to parking charges in accordance with the City Council's Controlled Parking Zone (CPZ) 4. Footways with street lighting are provided along both sides of the road.

7. The A5103 Medlock Street comprises a single carriageway approximately 18m in width, with central hatching, turning pockets, and on-road cycle lanes in both directions. Pedestrian infrastructure along the road is good, with footways of circa 3m in width and dropped kerbs and some tactile paving. There are also pedestrian refuge islands to the north and east of the site, signalised crossing points with tactile paving, and advanced cycle stop lanes at the junction with the B6469 Whitworth Street West. The road is subject to a speed limit of 30mph from the Medlock Street junction, however this drops to 20mph to the north of the junction with City Road East as

the road approaches Manchester City Centre. There are traffic regulation orders (TROs) in the form of double yellow parking restrictions along the entire length of the road.

8. To the south of the site, River Street comprises a single carriageway approximately 8m in width. Pedestrian infrastructure comprises footways of up to 4m in width along both sides of the carriageway, street lighting, and dropped kerbs with tactile paving at the junction with the A5103 Medlock Street. The road is subject to a 20mph speed limit and has TROs in the form of double yellow parking restrictions (where there are no parking bays). River Street is one-way in a westerly direction.

9. Shortcroft Street extends between City Road East in the north and River Street in the south. The carriageway is approximately 3m in width and has footways along both sides. The road is subject to a speed limit of 20mph and has double yellow TROs along its entire length.

10. The site is accessed via a priority access arrangement on City Road East. This is an established access point for the site, having been in use as the access for the car park associated with the previous office use of the site.

11. The current access arrangement is shown in Figure 2.

Figure 2: Current Access Arrangement



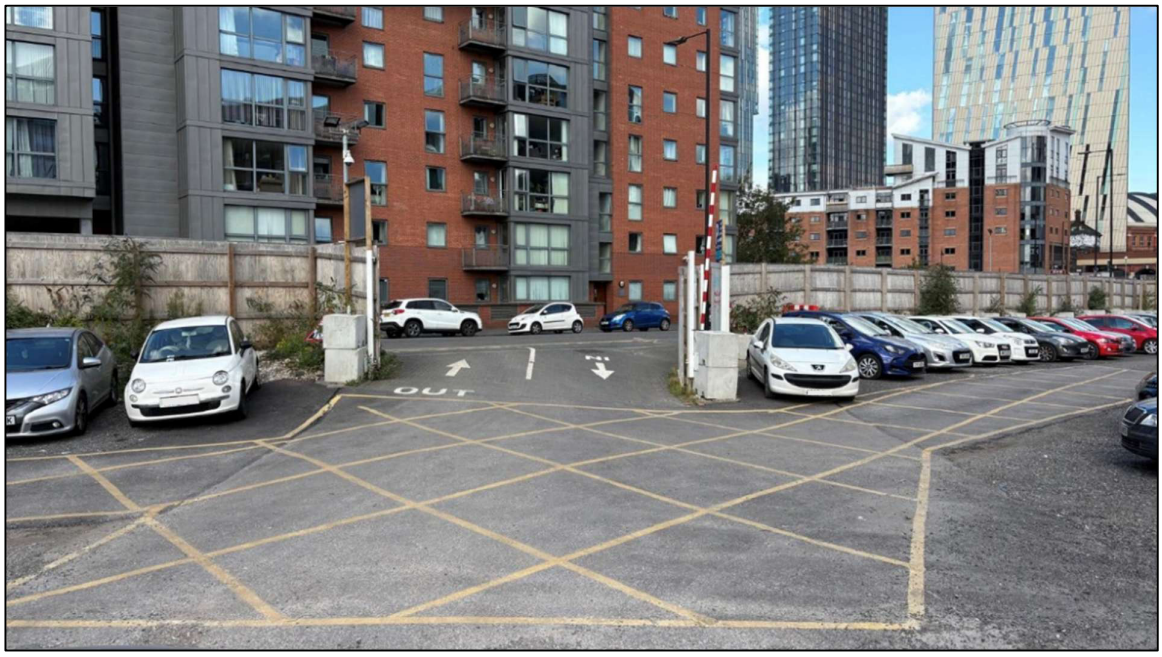
12. **Figure 2** shows that the access is suitable to accommodate two way traffic flows, and there are dropped kerbs at the bellmouth to assist pedestrians crossing.

13. There are no barriers on entry to the car park, therefore drivers are free to proceed into the car park to find a parking space. This avoids potential blocking back onto the highway at busy times.

14. A vehicle swept path assessment has been undertaken to demonstrate that cars are able to access and egress the site safely, and this is shown in the drawing at Appendix A.

15. The car park has been surfaced to ensure it is suitable for the intended use, and an area of more formal tarmac has been laid close to the site entrance as shown in Figure 3. Yellow box markings have also been provided to keep the entrance clear from obstruction, helping to avoid potential blocking back onto the highway.

Figure 3: Internal Surfacing at the Site Entrance



16. The car park operates via Ring Go app or telephone payments. The car park is open 24 hours a day. Lighting is provided within the car park to assist drivers in the hours of darkness.

17. There are no other vehicle or pedestrian access points to the car park other than the City Road East access.

18. There are no marked spaces within the car park and drivers are encouraged to park considerately and this is well observed. The capacity of the car park is approximately 180 cars/vans, with fluctuations around this number depending upon the arrangement of parked vehicles on the day.

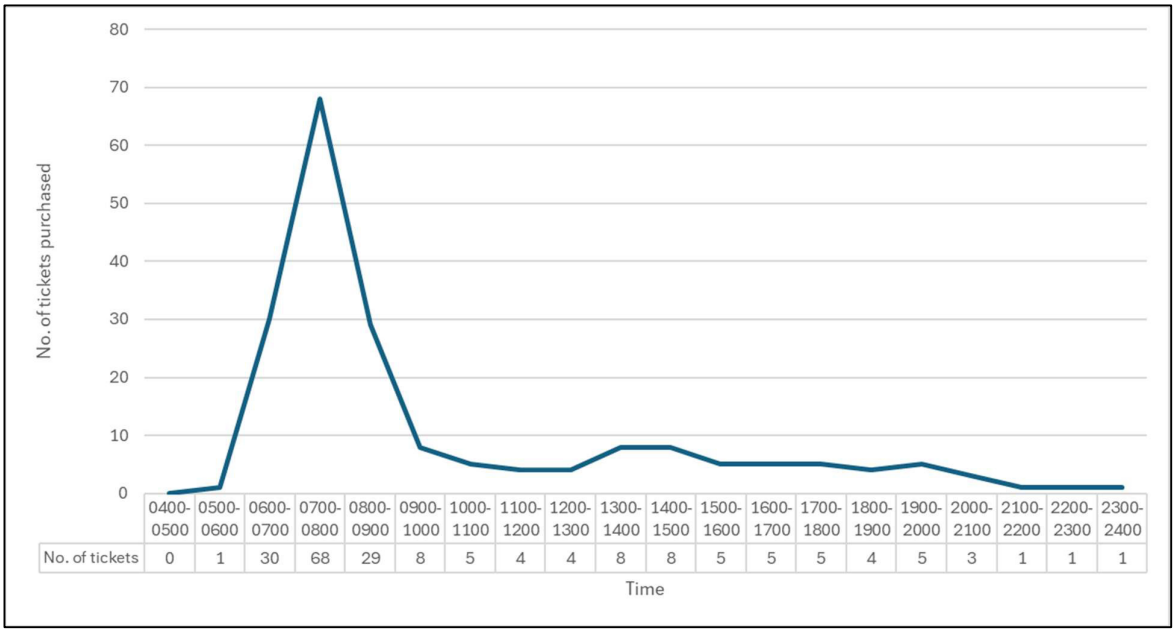
CAR PARK UTILISATION

19. Carpark Securities Ltd has provided ticketing data for the car park, collected between June and the end of August 2025, allowing the utilisation of the car park to be assessed.

20. The data shows that for weekdays during the three-month period that the data covers, the average number of 'tickets' sold during the day is 190. On a weekend day the average is lower at 137.

21. The data also allows a typical daily vehicle arrival profile to be generated. Taking a Tuesday in June (17th) as a representative weekday (total daily tickets just above the average at 195), the below graph shows the hourly arrivals determined by the time at which parking was paid for. The full data for the day is provided at Appendix B.

Figure 4: Typical Weekday Daily Car Park Arrival Profile

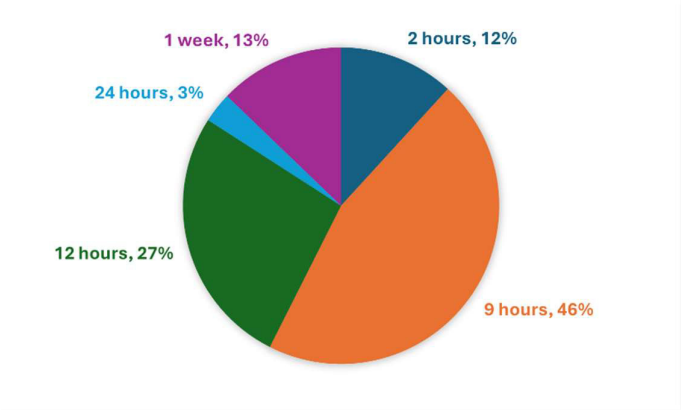


	0400-0500	0500-0600	0600-0700	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	1900-2000	2000-2100	2100-2200	2200-2300	2300-2400
No. of tickets	0	1	30	68	29	8	5	4	4	8	8	5	5	5	4	5	3	1	1	1

22. It can be seen that the majority of arrivals are in the morning between 06:00 and 09:00 with the peak between 07:00 and 08:00. This is typical of a city centre car park during the working week when parking demand is generally associated with working hours.

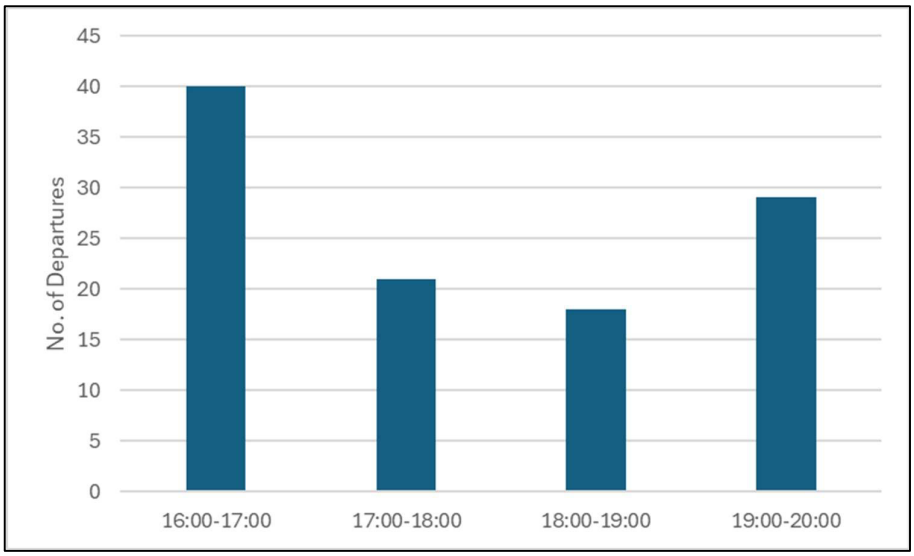
23. The ticketing data also shows the length of stay that people paid for. The charging schedule is split into five different time periods: 2 hours, 9 hours, 12 hours, 24 hours and 1 week. On the 17th June the data showed the following proportions of tickets.

Figure 5: Typical Weekday Parking Duration



24. It can be seen from Figure 5 that the majority of people (84%) park for up to 12 hours, which further supports the notion that much of the parking activity is associated with work. This could for example be people working in offices in the city centre or people working on construction sites nearby. The majority of departures from the car park are between 16:00 and 19:00. The number of departures in these hours can be estimated from the ticket expiry times on this day, which are summarised in Figure 6.

Figure 6: 'Ticket' Expiry Time - Weekday Evening Peak



25. Figure 6 shows that 40 tickets expired between 16:00 and 17:00, 21 between 17:00 and 18:00, 18 between 18:00-19:00 and 29 between 19:00-20:00. Robustly assuming that 25% of those that expired between 18:00 and 20:00 actually departed in the hour 17:00-18:00 then the actual departures in the peak hour of 17:00-18:00 could be estimated at 33. Based on the above data, the typical weekday peak hour vehicle trip generation associated with car park is estimated as follows:

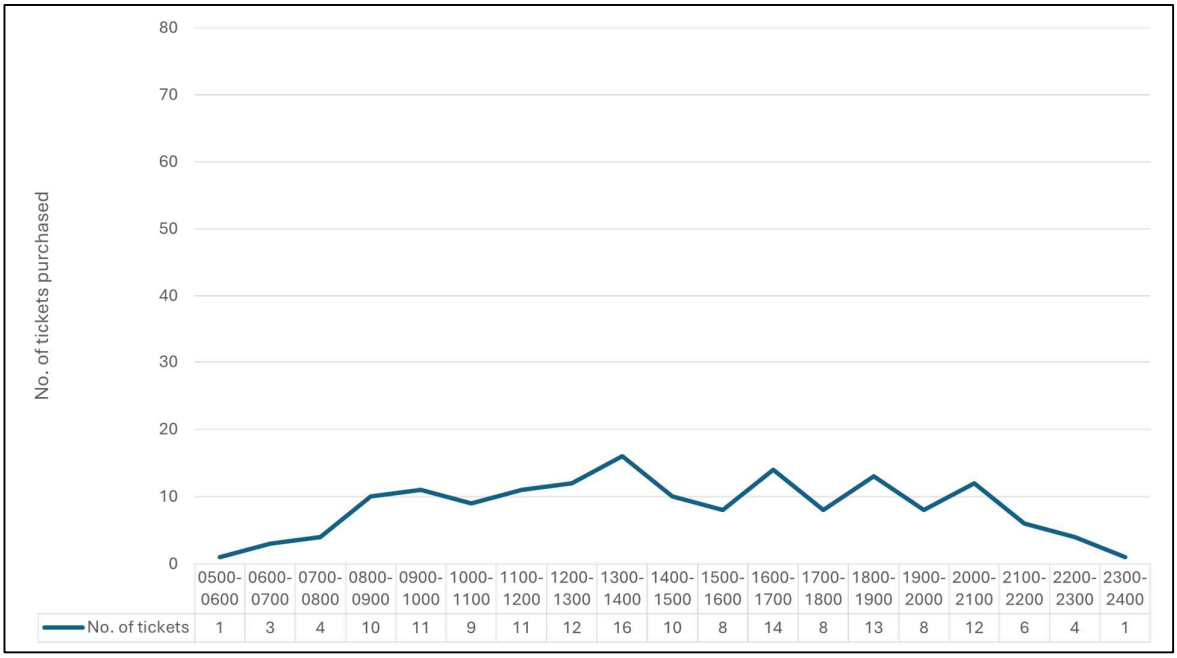
Table 1: Car Park Use Estimated Typical Weekday Peak Hour Trip Generation

	Trip Generation AM Peak (0800-0900)			Trip Generation PM Peak (1700-1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	29	0	29	5	33	38

26. It can be seen from Table 1 that the car park use of the site typically generates 29 vehicle trips in the morning peak hour and 38 in the evening peak hour.

27. At the weekends, Saturdays are consistently busier than Sundays. The profile for a typical Saturday (28th June) is shown in Figure 7, with the full day's data provided at Appendix B.

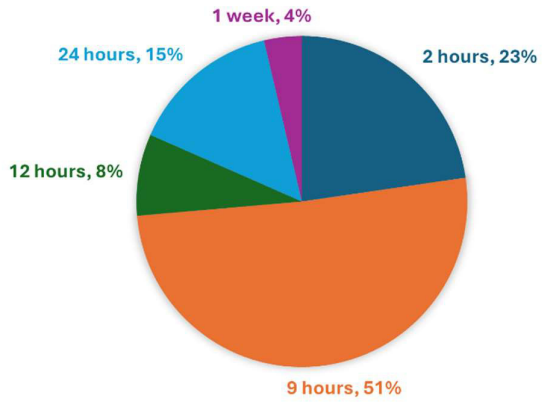
Figure 7: Typical Saturday Car Park Arrival Profile



28. It can be seen from a comparison of Figure 4 and Figure 7 that the arrival profile on a Saturday is much flatter than for a weekday. The busiest hour for arrivals is 13:00-14:00, with 16. The

duration of stay for a Saturday also shows a different profile than for the weekday, with a lower proportion of 12 hour stays, but a higher proportion of 2 hour, 9 hour and 24 hour stays.

Figure 7: Typical Saturday Parking Duration



PREVIOUS SITE USE AND ACCESS ARRANGEMENT

29. The site was previously occupied by office buildings with an approximate Gross Floor Area (GFA) of 4,400 sqm. There was also a private car park within the site for use by employees and visitors of the office buildings. The car park provided circa 87 spaces.

30. Access to the car park was via City Road East, with barrier control at the access.

PREVIOUS SITE USE TRIP GENERATION

31. The Transport Statement submitted in support of the 'One City Road' development detailed the peak hour trip generation that could be expected to be generated by the previous office use of the site. This is as shown in Table 1.

Table 2: Previous Site Use Trip Generation

	Trip Generation AM Peak			Trip Generation PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	42	5	47	4	36	40

32. It can be seen from Table 2 that the previous site use could have been expected to generate 47 vehicle trips to the site in the morning peak hour and 40 in the evening peak hour.

NET TRIP ATTRACTION

33. Based on the previous site use peak hour trips as presented in Table 2 and the temporary car park trips as presented in Table 1, a comparison of peak hour trip movements at the site can be undertaken, as presented in Table 3.

Table 3: Net Trip Attraction

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Previous Office Use	42	5	47	4	36	40
Car Park Use	29	0	29	5	33	38
Vehicles	-13	-5	-18	1	-3	-2

34. As shown in Table 3, the car park use of the site does not generate any more trips at the site in the morning or evening peak hours than was estimated for the previous office use. This is not unexpected as the previous car park on the site was specifically for the office buildings on the site, which would likely have had a traditional 9-5 work pattern, meaning a high proportion of people would have arrived in the hour before 9am and departed between 5pm and 6pm. For the current temporary car park use however, those using it on a weekday morning will not only be office workers who start at 9am but for example could be construction workers who need to be on site well before 9am, and in the evening they may finish earlier. Additionally, people parking in the current temporary car park for work will not necessarily work directly adjacent to the car park, as was the case for the previous site car park, therefore additional travel time between the car park and the place of work would need to be accounted for.

35. It should also be noted that, as the temporary car park is not the final destination of the driver, it does not generate vehicle trips in its own right. Those parking in the car park would most likely have made their trip to this area in any event, but would have parked in a different car park, of which there are many nearby. Some of these are listed in Table 4.

Table 4: Selected other Public Car Parks Nearby

Car Park	Approximate distance from site	Approximate no. of spaces
Q-Park, First Street	300m	700
MCC Bridgewater Hall	350m	288
MCC Hulme Street	500m	92
NCP Manchester Central	600m	643
NCP Oxford Street	650m	443
NCP Great Northern	700m	1,248

36. These selected car parks combined provide nearly 3,500 car parking spaces within a 700m distance of the site, demonstrating that there are many opportunities for alternative city centre parking that those using the temporary car park would otherwise be able to use.

SUMMARY AND CONCLUSION

37. In summary, the temporary car park has a safe and suitable access which does not cause any operational problems for the local highway network. The temporary car park use of the site does not generate peak hour vehicle trips that are materially different to those generated by the previous office use at the site, therefore does not cause any notable change in peak hour traffic patterns in the local area to those that prevailed under it's previous use. Furthermore, the car park does not generate vehicle trips in its own right as those parking in the car park would most likely have made their trip to this area in any event, but would have parked in a different car park, of which there are many nearby.

38. It is also noted that the car park use of the site is only for a temporary period which could last up until September 2026 but not beyond.

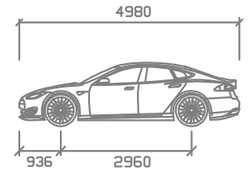
39. It is therefore concluded that the temporary car park use of the site is acceptable in transport and highways terms.

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APPENDIX A



NOTES



Tesla Model S

mm

Width : 1963
Track : 1945
Lock to Lock Time 6.0
Steering Angle : 33.4

REV	DESCRIPTION	DATE	BY
-	-	-	-

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

CARPARK SECURITIES LIMITED

Project Title:

CITY ROAD EAST CAR PARK

Drawing Title:

SWEPT PATH ANALYSIS - CAR

Drawn By:	Date:
OP	29.09.2025
Checked:	Scale@A3:
TR	1 : 250
Approved:	Status:
TR	PLANNING

Drawing No.	Rev.
SCP/251053/ATR01	-

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APPENDIX B

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