

From: Matthew Thorley <Matthew.Thorley@curtins.com>
Sent: 27 October 2022 10:44
To: Richard Dolphin; Neil Bayliss-Rowe
Cc: Carl Peers
Subject: RE: Crown Street III and Plot D - Transport Scoping

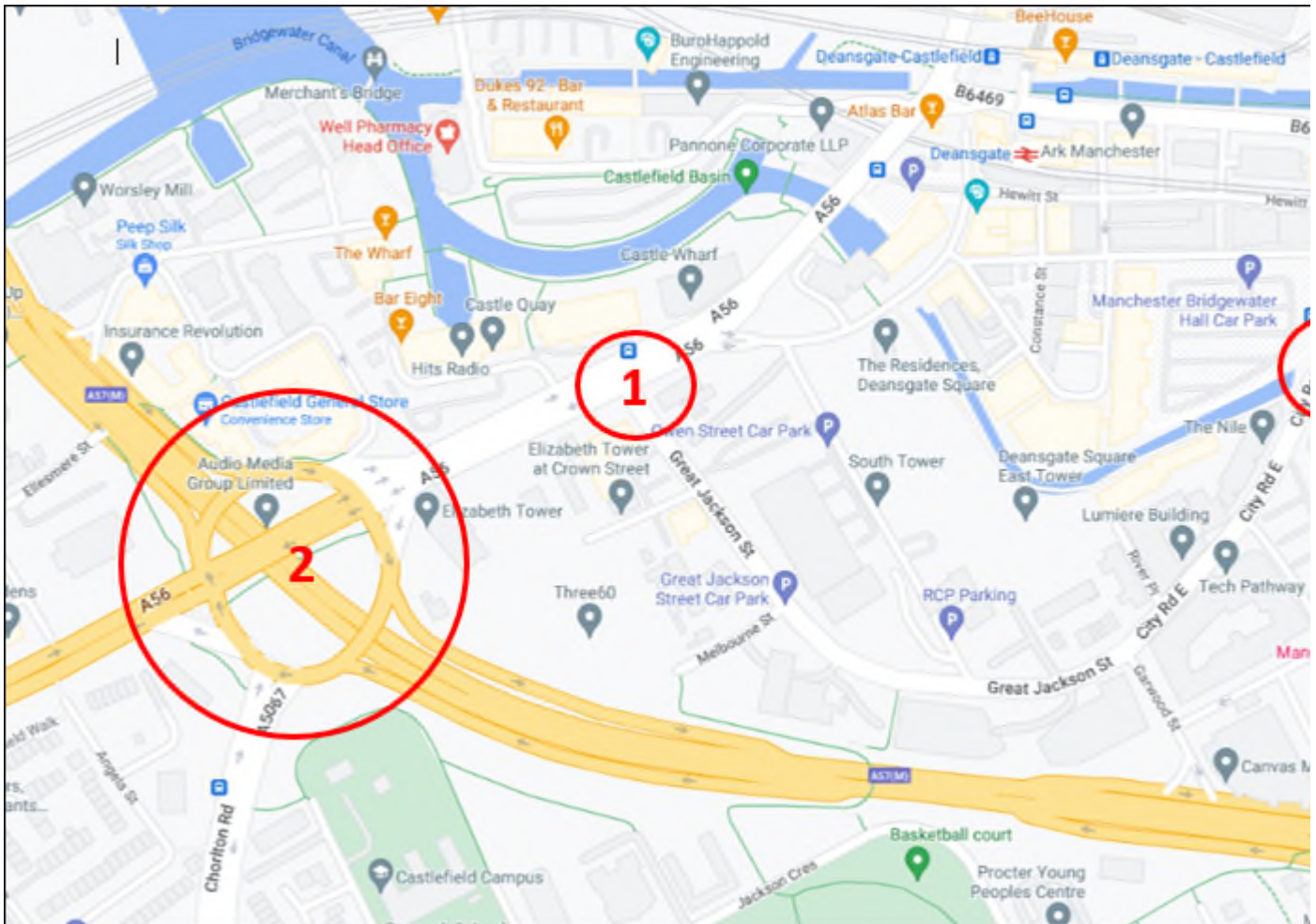
Morning Richard,

Thanks for your help.

We have proposed the following study area for our assessments:

1. A56/Great Jackson Street priority junction;
2. A56/A5067/A57(M) Deansgate Interchange signalised roundabout; and
3. City Road East/Medlock Street priority junction.

See below numbered map for clarity:



Kind regards,
Matt

Matthew Thorley (He/him) Principal Transport Planner

Curtins

T. 0161 236 2394 | matthew.thorley@curtins.com

From: Richard Dolphin <Richard.Dolphin@tfgm.com>

Sent: 27 October 2022 10:00

To: Matthew Thorley <Matthew.Thorley@curtins.com>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>

Cc: Carl Peers <Carl.Peers@curtins.com>

Subject: RE: Crown Street III and Plot D - Transport Scoping

Hi Matt

We hold all the traffic information. We will check what we've got – to save me finding the study area can you please send it to me and I'll get someone to check.

Yours,

Richard

UTC Unit

Transport for Greater Manchester

2 Piccadilly Place,

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M1 3BG

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From: Matthew Thorley <Matthew.Thorley@curtins.com>

Sent: 27 October 2022 09:30

To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Richard Dolphin <Richard.Dolphin@tfgm.com>

Cc: Carl Peers <Carl.Peers@curtins.com>

Subject: RE: Crown Street III and Plot D - Transport Scoping

Morning Neil,

Hope all is well,

Further to the below email, please can you advise if you have any recent traffic data and/or junction models for the proposed study area?

If not, we will look to instruct the traffic surveys ASAP, so confirmation of the scope or any initial comments would be beneficial at this stage.

Kind regards,

Matt

Matthew Thorley (He/him) Principal Transport Planner

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T. 0161 236 2394 | matthew.thorley@curtins.com

From: Matthew Thorley

Sent: 19 October 2022 15:21

To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Richard Dolphin <Richard.Dolphin@tfgm.com>

Cc: Carl Peers <Carl.Peers@curtins.com>

Subject: RE: Crown Street III and Plot D - Transport Scoping

Good afternoon Neil/Richard,

Many thanks for your time on Friday to discuss the Crown Street Phase 3 (CSP3) and Plot D proposals as part of the wider Great Jackson Street Strategic Regeneration Framework. As a summary, c. 1,660 residential units are proposed for CSP3, c.642 units are proposed at Plot D (totalling c. 2,302 units), plus an additional c. 1,858m² of office space at Plot D. Up to 30% car parking will be provided for the residential units (c. 691 spaces) with nominal car parking for the office element. Approximately 20% of spaces will have active EV chargers, and 5% will be accessible spaces. It is envisaged that 100% cycle parking will be provided for the residential units, with additional cycle parking for the office element.

As discussed during the meeting, we have provided an overview of the proposed trip generation methodology and study area for the supporting Transport Assessment. Due to timescales to planning submission, it is vital to obtain agreement on the study area and instruct traffic surveys ASAP. Please find further details below and attached.

Trip Generation

With respect to trip generation, for the residential use, we have obtained data from the TfGM 'Greater Manchester Travel Diary Surveys 2019' (TRADS) to establish a up-to-date and localised mode share. Based on this data, it is understood that c. 27% of city centre residents commute via driving a car/van.

The TRICS Database has been utilised to establish total person trip rates for residential uses, using the following criteria:

- Residential Sites (Flats Privately Owned);
- All Sites in England excluding Greater London;
- Sites located on Edge of Town Centre location;
- Removed sites surveyed during COVID; and
- Removed sites where parking spaces per dwelling exceeds 1.

With respect to the total unit numbers, this TRICS analysis has established that there is predicted to be 4,931 person arrivals and 5,295 person departures throughout the day (10,225 two-way person trips). When the vehicle mode share obtained via TRADS is applied, this equates to 1,331 vehicular arrivals and 1,430 vehicular departures throughout the day (2,761 two-way vehicular movements).

Using the same TRICS criteria as noted above, vehicular trip rates were also obtained to establish an hourly profile of vehicular trips. The AM peak hour is noted to include 3% of daily vehicular arrivals and 19% of daily vehicular departures, whilst the PM peak hour is noted to include 17% of daily vehicular arrivals and 7% of daily vehicular departures. This equates to 34 vehicular arrivals and 268 vehicular departures during the AM peak hour (302 two-way trips) and 229 vehicular arrivals and 100 vehicular departures during the PM peak hour (329 two-way trips). The above figures are approximate; the detail is set out within the '**Crown Street Development - Trip Generation**' spreadsheet attached – please note that these spreadsheets are presented in draft.

For the office use, a similar approach to trip generation has been undertaken. Whilst it is noted that a nominal number of car parking spaces will be provided for the office (likely for disabled or visitor use), it is acknowledged that some employees may choose to drive and park locally.

With respect to car mode share, the TRADS data does not include information about the travel of non-residents who commute into the city centre, therefore analysis of the 2011 Census Journey to Work dataset has been undertaken. This shows that in 2011, c. 39% of commuters travelling to Manchester O60 (the Middle Super Output area where Plot D is located) travelled by driving a car/van. Whilst this appears to be high, considering improvements to active and sustainable in recent years, and the aspirations of the City Centre Transport Strategy to significantly reduce commuting trips to the city centre by car, this mode share has been utilised for robustness.

The TRICS Database has been utilised to establish total person trip rates for office uses, using the following criteria:

- Employment – Office use;
- All Sites excluding Greater London and Ireland;
- Sites located on Edge of Town Centre location;
- Range up to 5,000m² GFA.

With respect to the c. 1,850m² of office space proposed, the TRICS analysis has established that there is predicted to be 221 person arrivals and 219 person departures throughout the day (440 two-way person trips). When considered in conjunction with the 2011 Census vehicle modal share, this equates to 85 vehicular arrivals and 85 vehicular departures throughout the day (170 two-way vehicular movements).

As per the residential trip generation, the vehicular trip rates were obtained using the same TRICS criteria to establish an hourly profile of vehicular trips. The AM peak hour is noted to include 31% of daily vehicular arrivals and 4% of daily vehicular departures, whilst the PM peak hour is noted to include 2% of daily vehicular arrivals and 22% of daily vehicular departures. This equates to 26 vehicular arrivals and 4 vehicular departures during the AM peak hour (30 two-way trips) and 2 vehicular arrivals and 19 vehicular departures during the PM peak hour (21 two-way trips). The above figures are approximate; the detail is set out within the '**Crown Street Development - Trip Generation**' spreadsheet attached.

Proposed Study Area

A trip distribution exercise has been undertaken for both residential and employment uses based on the 2011 Census Journey to Work dataset, in combination with route planning software and localised factors. This is shown the attached '**Crown Street Development – Distribution & Generation**' spreadsheet, with all development trips for the AM and PM peak hours distributed for both uses and combined into total tabs.

On this basis, we propose the study area of assessment is centred on the following key junctions:

- A56/Great Jackson Street priority junction;
- A56/A5067/A57(M) Deansgate Interchange signalised roundabout; and
- City Road East/Medlock Street priority junction.

These junctions would be assessed for the application year and future assessment year (5 years post application year). Whilst development flows travel through the Medlock Street/Princess Road signalised junction to the south-east of the development, it is recognised that significant improvements have recently been undertaken at this junction in recent years, therefore additional analysis is not required.

We will also be surveying the existing uses at CSP3 and Plot D and propose to net these trips from the proposed development generation; as such, the development flows will be reduced within the Transport Assessment.

We will be reviewing the Committed Developments to be included and will share this with you for agreement shortly.

We would envisage that the above proposed study area is suitable for the Transport Assessment and accompanying Traffic & Transport Chapter of the Environmental Statement. A Framework Travel Plan will also be produced to support the planning application.

We trust this is of use and in line with what was discussed last Friday. If possible, we would appreciate confirmation of acceptability at the earliest opportunity, so we can instruct traffic surveys ASAP. With this in mind, please can you confirm whether you already hold any recent traffic data and junction models for the proposed study area.

Kind regards,
Matt

Matthew Thorley (He/him) Principal Transport Planner

Curtins

T. 0161 236 2394 | matthew.thorley@curtins.com

From: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Sent: 05 October 2022 13:49
To: Carl Peers <Carl.Peers@curtins.com>; Andy Connell <andy.connell@manchester.gov.uk>
Cc: Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: Re: Crown Street III and Plot D - Transport Scoping

Hi Carl,

I can attend 1-2pm on Friday.

Thanks,

Neil

Neil Bayliss-Rowe
Highways Development Control & Flood Risk Manager
Internal Tel: 801 31171
External Tel: 0161 234 1171
Mobile: 07971384537
Email: neil.bayliss-rowe@manchester.gov.uk

Highways Service,
Growth and Neighbourhoods Directorate
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From: Carl Peers <Carl.Peers@curtins.com>
Sent: 05 October 2022 10:56
To: Andy Connell <andy.connell@manchester.gov.uk>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: RE: Crown Street III and Plot D - Transport Scoping

Thanks Andy.

Richard is available Wednesday (12th) 10am-11am, Thursday (13th) 10am-11am and Friday (14th) afternoon.
Unfortunately no overlap with your and Neil's availability.

Neil – would you be willing to join a meeting next Friday (without Andy), or is there any chance one of your other meetings could be rescheduled to work with Richard's availability?

Many thanks,
Carl.

Carl Peers Business Unit Director
Curtins
T. 0161 236 2394 | M. 07734 788 024 | carl.peers@curtins.com

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 05 October 2022 10:39
To: Carl Peers <Carl.Peers@curtins.com>; Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: Re: Crown Street III and Plot D - Transport Scoping

Hi Carl, Friday is out - I don't do these!

I can view mine and Neil's diaries, so these are the slots that currently appear to be free.

Tues 11th 0930-1100 and 1300-1500

Weds 12th 1300-1500

Thurs 13th 1100-1200 and 1400-1500

Regards,

Andy Connell.

Traffic Engineer, Highways Service, Neighbourhoods Directorate

(Working Times Monday to Thursday 0700 - 1600)

CURRENTLY WORKING FROM HOME

Works mobile: 07949 611265

E-mail: andy.connell@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

From: Carl Peers <Carl.Peers@curtins.com>
Sent: 05 October 2022 10:34 AM
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Andy Connell <andy.connell@manchester.gov.uk>; Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: RE: Crown Street III and Plot D - Transport Scoping

Hi Neil,

Richard Dolphin at TfGM is on leave this week, therefore it would be sensible to postpone our meeting to next week so that we can cover the approach to the Transport Assessment, notably the consideration of traffic impacts. What is your and Andy's availability next week (Tuesday to Friday)? Please provide a few options as I'm also liaising with Wai Ling at TfGM re Richard's calendar.

Thanks,
Carl.

Carl Peers Business Unit Director

Curtins

T. 0161 236 2394 | M. 07734 788 024 | carl.peers@curtins.com

From: Carl Peers
Sent: 04 October 2022 16:53
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Andy Connell <andy.connell@manchester.gov.uk>; Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: RE: Crown Street III and Plot D - Transport Scoping

Thanks Neil, that's great, I'll send a Teams invitation.

Carl Peers Business Unit Director

Curtins

T. 0161 236 2394 | M. 07734 788 024 | carl.peers@curtins.com

From: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Sent: 04 October 2022 14:14
To: Carl Peers <Carl.Peers@curtins.com>
Cc: Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: Re: Crown Street III and Plot D - Transport Scoping

Hi Carl,

I'm free at 11am on Thursday if that's suitable?

Could you please also invite Andy Connell - andy.connell@manchester.gov.uk

Thanks,

Neil

Neil Bayliss-Rowe
Highways Development Control & Flood Risk Manager
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External Tel: 0161 234 1171
Mobile: 07971384537
Email: neil.bayliss-rowe@manchester.gov.uk

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From: Carl Peers <Carl.Peers@curtins.com>
Sent: 03 October 2022 10:40
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Cc: Matthew Thorley <Matthew.Thorley@curtins.com>
Subject: Crown Street III and Plot D - Transport Scoping

Hi Neil,

We have been appointed by Renaker to provide highways and transport advice in connection with the above development plots which form part of the wider Great Jackson Street Strategic Regeneration Framework in Manchester city centre. The development proposals comprise circa. 2,300 apartments across 5 towers, with associated parking and landscaping.

We would like to arrange an initial scoping meeting to introduce the proposals and discuss key input parameters to the Transport Assessment, such as trip rates, study area, and surveys. I have good availability on Thursday and Friday this week if you can join a Teams call?

Many thanks,
Carl.

Carl Peers
Business Unit Director
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carl.peers@curtins.com



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