

One Piccadilly, Manchester

Transport Note

Client: L&G

Date: 28 October 2025

Prepared by: LCW

Job No J325253

Approved by: ME

1.1 Introduction

1.1.1 Mode Transport Planning ('Mode') has been appointed by Legal & General (the 'Applicant') to provide transport planning and highways advice in relation to building refurbishments to One Piccadilly, Manchester.

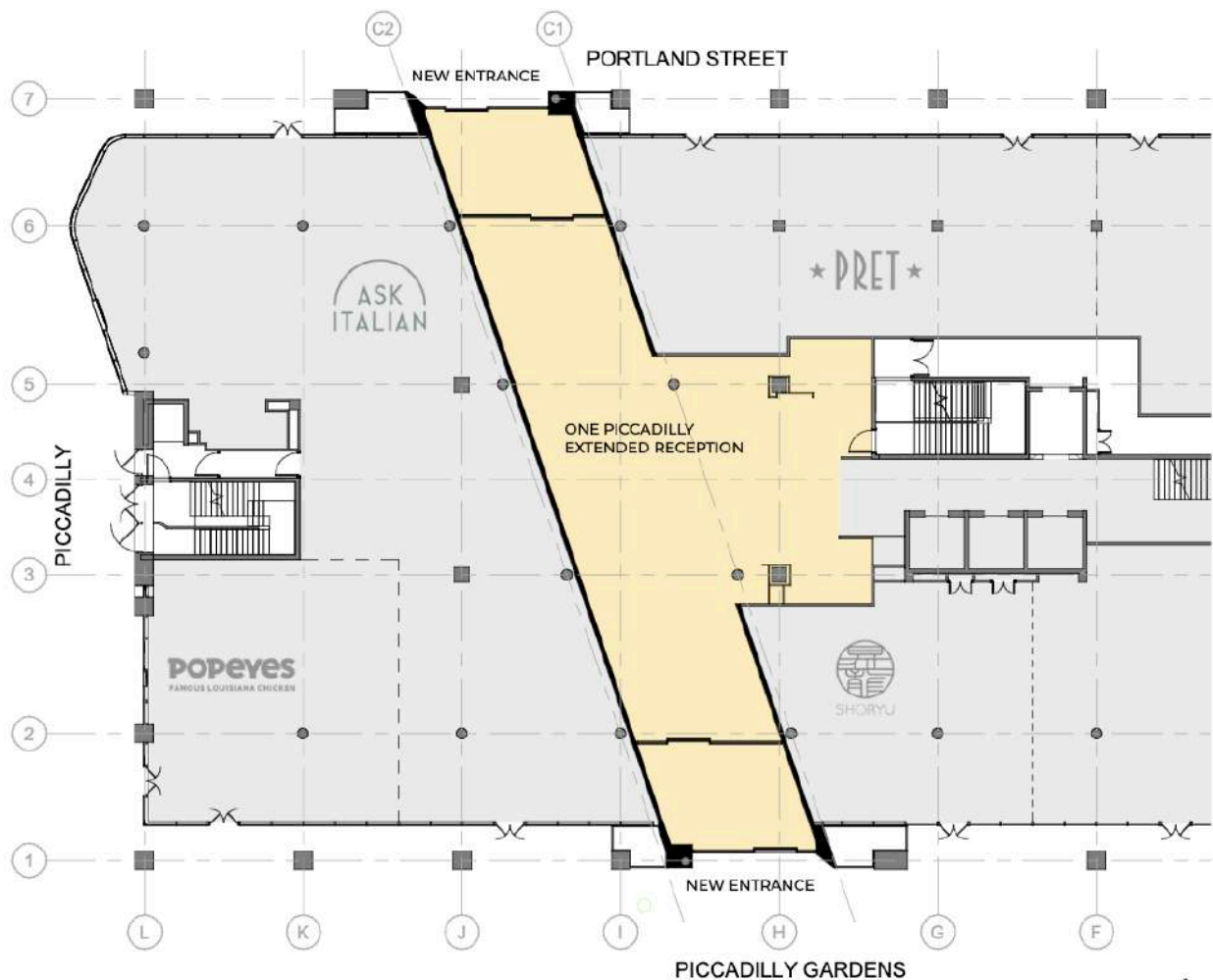
1.2 Development Proposals

1.2.1 The proposed building improvements comprise the following:

- A new rooftop extension and landscaped terrace;
- An extended and reconfigured reception area;
- Two new building entrances; and
- A new external lighting scheme.

1.2.2 The extended reception area and new entrances will be created by removing the existing external walkway between Portland Street and Piccadilly Gardens as shown in [Figure 1.1](#).

Figure 1.1 : Reception Reconfiguration



1.3 Parking and Servicing

- 1.3.1 Servicing is undertaken from a dedicated loading bay located in a lay-by off Portland Street.
- 1.3.2 The existing car park access is located on Portland Street which currently provides access to 122 underground car parking spaces.
- 1.3.3 There is a cycle hub containing 96 cycle parking spaces along with showers and changing facilities.
- 1.3.4 Servicing and parking arrangements will remain unchanged as part of the proposals.

1.4 Pedestrian Movements

- 1.4.1 The introduction of the reception area will remove an existing pedestrian route between Portland Street and Piccadilly Gardens.

1.4.2 The existing walking routes in the vicinity of the building and Piccadilly Gardens are shown in [Figure 1.2](#) (none of which are Public Rights of Way).

Figure 1.2 : Pedestrian Walking Routes



1.4.3 The plan shows that there are a number of routes crossing Piccadilly Gardens, however, along the eastern frontage of the building there are few onward walking connections from the exit of walkway.

1.4.4 Crossing points are located at the corners of the building which provide onward journeys to the north and east. At the point where the walkway joins Portland Street there is a busy bus stop and there are no crossing points to cross to the eastern footway in this location.

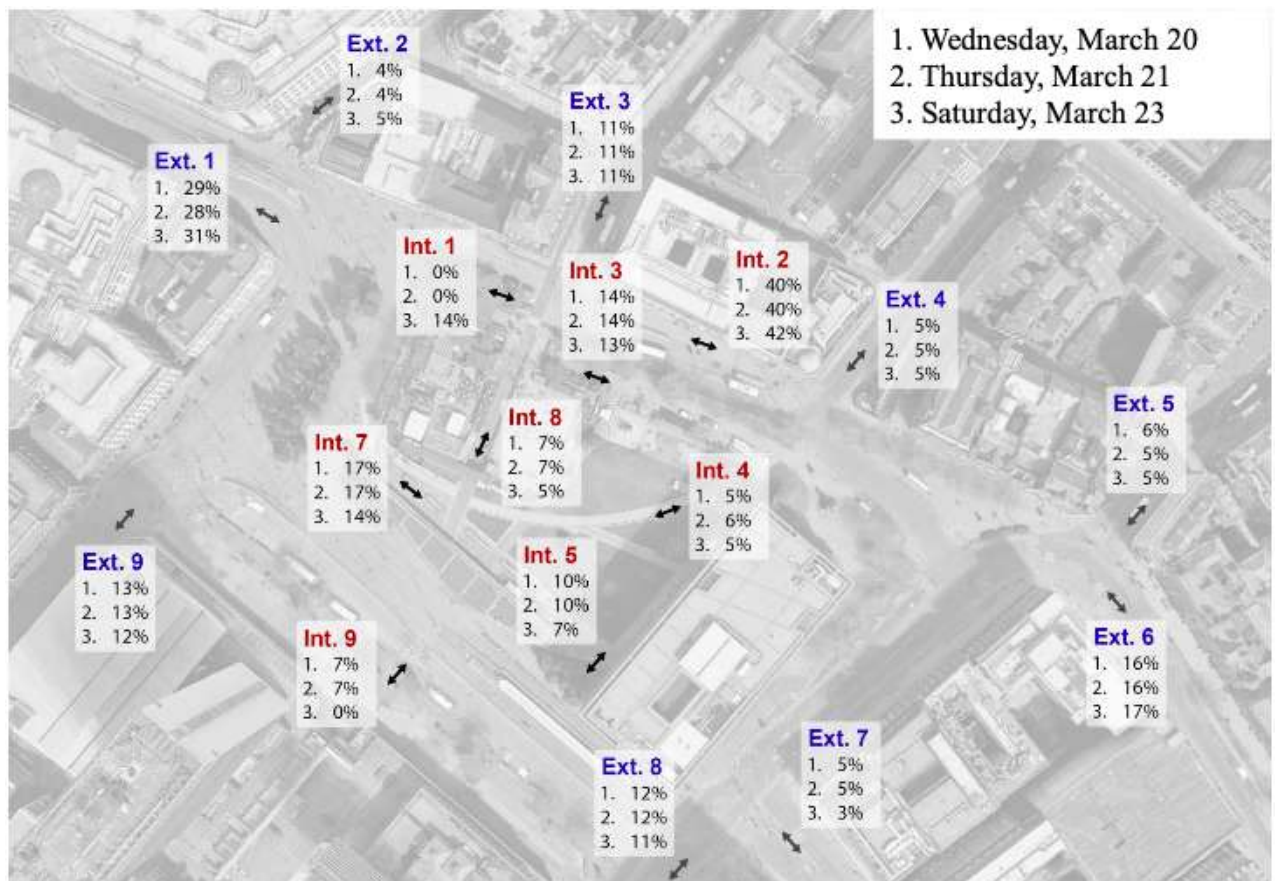
1.4.5 On this basis it is unlikely that the walkway serves a desire line for many pedestrians crossing the gardens.

1.4.6 The adjacent bus stop on Portland Street is an alighting only stop and is located just to the north of the walkway. Whilst this may serve a desire line for bus patrons alighting in this location, the route around the northern frontage is c.85m compared with c.70m currently and is therefore not considered to inconvenience pedestrian journeys significantly.

1.4.7 A Piccadilly Gardens Movement Study was undertaken by Arup to review the existing pedestrian movements in and around the gardens to inform the proposed gardens improvement scheme.

Figure 1.3 shows the results of the pedestrian survey.

Figure 1.3 : Pedestrian Survey



1.4.8 The results of the survey align with the assumed pedestrian desire lines with movements to the northwest accounting for an average of 21% of movements and movements southwest of the building accounting for an average of 17% of total movement.

1.4.9 Whilst there is no clear figure on the east to west link adjoining the walkway, the nearest route across the gardens accounts for an average of only 5% of movements and generally the pattern of movements shows a higher concentration of movements along the northern edge of the gardens.

1.4.10 The preliminary improvement scheme for the gardens is shown in Figure 1.4 and Figure 1.5. It is understood that as part of this scheme the existing east to west link adjoining the walkway will be removed meaning that the walkway will no longer be part of a continuous link.

1.4.11 With the loss of this adjoining link, diverted routes around the edge of building will become the preferred routes and, in most cases, would be the same distance or shorter than using the walkway.

Figure 1.4 : Preliminary Piccadilly Gardens Improvement Scheme



Figure 1.5 : Preliminary Piccadilly Gardens Improvement Scheme



1.5 Trip Generation

- 1.5.1 The proposed increase to the net floor area is in communal areas of the building in order to improve facilities for existing occupants.
- 1.5.2 As a result of the proposals there will be no increase to the leasable floor area and therefore there is expected to be no increase in vehicular trips as a result of the proposals.

1.6 Summary

- 1.6.1 The proposed improvements to the building will not impact existing vehicular access, servicing or parking provision at the site.
- 1.6.2 The increase in net floor area is in communal areas of the building to improve facilities for existing tenants and is therefore not expected to increase vehicular trips to the site.
- 1.6.3 The proposed closure of the walkway will have minimal impact on existing pedestrian desire lines whilst the preliminary Picadilly Gardens improvement scheme shows the removal of the adjoining east to west link thereby further reducing the impact on future desire lines.
- 1.6.4 In planning terms, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.