Victoria Exchange, Manchester - Proposed Padel Courts Transport Statement

A25060

Introduction

1.1. Astute Transport Planning Limited has been appointed by Padel Social Club to support a proposed padel court development forming an extension to the wider Victoria Exchange development.

1.2. The proposed development site is located within the jurisdiction of Manchester City Council (MCC) who act as local highway and planning authority.

1.3. This Transport Statement (TS) has been prepared to assist in the determination of the planning application from a highways and transport perspective.

Existing Site and Proposed Development

1.4. The proposed development site is located within the Victoria Exchange development and comprises an existing area of open-air car parking at roof level. This area of existing car parking forms part of the existing CitiPark AO arena multi-storey car park (MSCP).

1.5. The location of the proposed site is shown in **Figure 1**.

Figure 1: Proposed Development Site Location (Source: Google Maps)



1.6. This TS supports a planning application for the installation of five padel courts.

1.7. The proposed site forms part of the wider development of the Victoria Exchange. The development seeks to rejuvenate the vacant floors of the Victoria Exchange and bring them back into commercial use. The proposed padel courts form part of a wider development that includes a further four courts and other supporting uses.

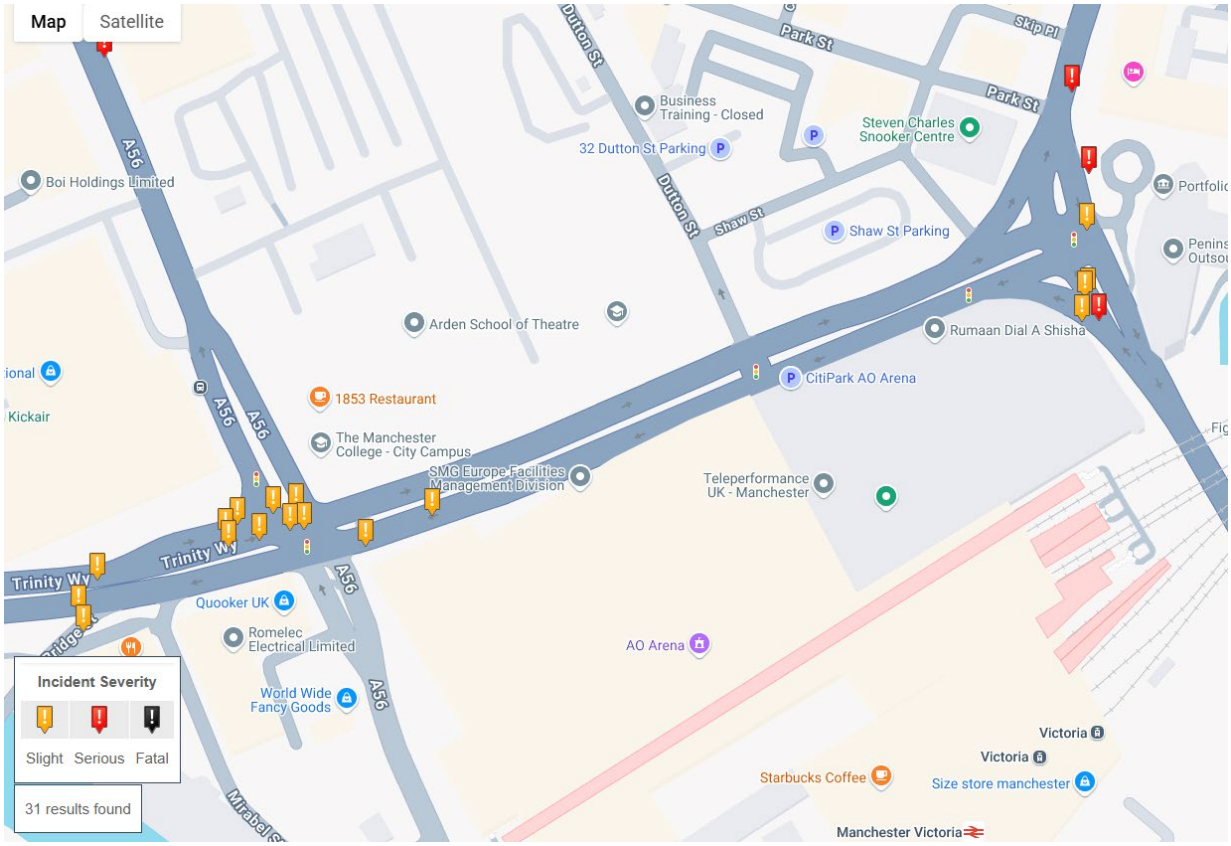
1.8. A Certificate of Lawfulness (Ref: 141894/LE/2025) has been obtained for the internal levels and this further application effectively seeks to facilitate the extension of the uses below onto the car park roof.

Injury Accident Analysis

1.9. A review of traffic collision data for the five-year period (2019-2023) has been conducted for Trinity Way in the immediate vicinity of the proposed site.

1.10. This information has been sourced from online records of incident statistics made available by UK Local Authorities on CrashMap, a national database of traffic incidents. An extract from the CrashMap website is shown in **Figure 2** which includes the highway network in the immediate vicinity of the proposed site.

Figure 2: Injury Accident Record 2019-2023 (Source: CrashMap)



1.11. As shown, the record indicates a total of 20 injury accidents occurred. Of these, three were classified as serious and the remainder as slight. No fatal incidents were reported. The rate of injury accidents equates to four incidents per annum.

1.12. Of the recorded injury accidents, four involved cyclists all which reported slight injuries. Seven incidents involved pedestrians, of which three reported serious injuries and the remainder slight injuries.

1.13. Whilst all traffic accidents are regrettable, in light of the high volume of vehicles and other road users in and around Trinity Way, the rate of accidents over the most recently available five-year period is not considered to be indicative of any underlying highway safety issues on the network. Therefore, there is no evidence to suggest that the proposed development would have any detrimental impact on highway safety.

1.14. As explored later in this report, the proposed development will remove parking stock from within the existing MSCP which will result in a correspondingly lower traffic demand for this facility. As a result, the impact of the proposed development on highway safety is likely to be beneficial as it removes vehicles from the highway network.

Accessibility by Sustainable Modes of Transport

Walking & Cycling

1.15. The site benefits from excellent walking and cycling accessibility, owing to its central location within Manchester City Centre.

1.16. Continuous footways are provided along the A6042 Trinity Way, with signalised pedestrian crossings and associated dropped kerbs, tactile paving, and refuge islands on either side of the MSCP access.

1.17. To the northeast, circa 100m from the MSCP access with Trinity Way, these footways connect with the A6042/ Cheetham Hill Road junction which provides advanced stop lines for cyclists along with a network of pedestrian crossings with the associated dropped kerbs, tactile paving, and refuge islands. From this junction footways continue north along either side of Cheetham Hill Road travelling through the Green Quarter and Cheetham Hill, and to the southeast the continued footways along either side of the A665 Ring Road provide connections to Ancoats, the Northern Quarter, New Islington, and Piccadilly Gardens.

1.18. To the southwest approximately 180m from the car park access the footways connect with the A6042/ A56 Great Ducie Street which provides advanced stop lines for cyclists along with a extensive pedestrian crossing infrastructure with the associated dropped kerbs, tactile paving, and refuge islands. From this junction footways continue north and south along either side of the A56 Street and continue west along the A6042 Trinity Way.

1.19. To the west, the A6042 Trinity Way provides access to Greengate and Salford, to the south the A56 Great Ducie Street provides links to Deansgate, Spinningfields, and Castlefield, and to the north the A56 Great Ducie Street offers connections to Charlestown and higher Broughton.

1.20. On the basis of the above, it is concluded that the proposed development connects with an extensive active travel network with immediate access to the City Centre.

Public Transport

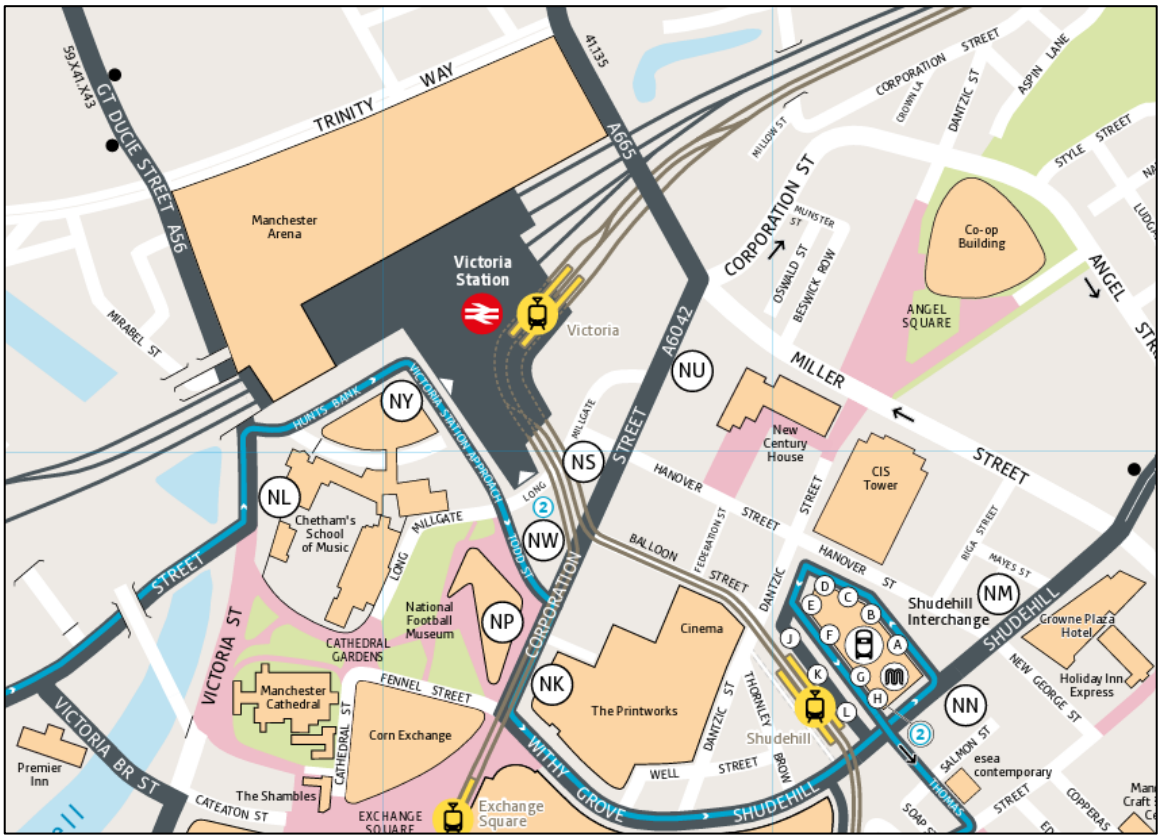
1.21. Greater Manchester Accessibility Levels (GMAL) provide an indication of the accessibility of a location via public transport, factoring in walking times and service availability.

1.22. The GMAL scale ranges from low (1) to high accessibility (8). Based on the latest June 2025 GMAL data from www.data.gov.uk/dataset, using the postcode for the CitiPark AO Arena (M3 1AR) the location has a GMAL of 8. The

proposed site's GMAL indicates a high level of accessibility to public transport services and reflecting the site's City Centre location and adjacency to Victoria station.

1.23. **Figure 3** shows the Victoria rail and Metrolink stations as well as local bus stops available within the nearby vicinity of the site.

Figure 3: Nearby Public Transport Locations (Source: tfgm.com/maps)



1.24. As shown in **Figure 3**, the proposed site is close to several bus stops (NL, NY, NP, NW, NK, NU, and NS/NR) along the adjoining streets in and around Victoria train station, as well as the Victoria Metrolink tram stop within the Victoria train station. To the southeast from the proposed site is the Shudehill Metrolink tram stop, and the Shudehill Interchange offering a range of bus services across Greater Manchester.

Bus

1.25. The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m. The proposed site is located within a 400m walking distance of five bus stops including: Chapel Street (Stop NL), Victoria Rail Station (Stop NU), Victoria Rail Station (Stop NR), Victoria Rail Station (Stop NY), and Victoria Rail Station (Stop NW). This network of bus stops provide access to around 13 bus services, five of which are high frequency services.

1.26. These bus stops can be safely accessed via the high-quality pedestrian infrastructure located within the vicinity of the site. A summary of the available high frequency bus services from these bus stops is presented in **Table 1**.

Table 1: Public Bus Stops and Frequent Services in the Vicinity of the Site

Available Bus Services	Bus Stop	Weekday Frequency (Average)	Weekend Frequency (Average)
Free Bus 2 - Piccadilly station approach - Victoria station approach via Shudehill, Chinatown, and Medieval Quarter	Chapel Street (Stop NL), Victoria Rail Station (Stop NY), Victoria Rail Station (Stop NW)	Every 10 minutes	Every 10 minutes
8 - Shudehill Interchange - Bolton Interchange	Victoria Rail Station (Stop NY), Victoria Rail Station (Stop NW)	Every 12 minutes	Every 16 minutes
10 - Shudehill Interchange - Eccles Interchange via Pendleton Salford Shopping Centre and Salford Royal Hospital	Victoria Rail Station (Stop NY), Victoria Rail Station (Stop NW)	Every 12 minutes	Every 20 minutes
59 - Piccadilly Gardens - Oldham Mumps Interchange via Cheetham Hill, Higher Blackley, Middleton, and Chadderton	Victoria Rail Station (Stop NY), Victoria Rail Station (Stop NW)	Every 10 minutes	Every 10 minutes
135 - Piccadilly Gardens - Bury Interchange via Cheetham, Heaton Park, and Sunnybank.	Victoria Rail Station (Stop NR), Victoria Rail Station (Stop NU)	Every 10 minutes	Every 10 minutes

1.27. As shown in **Table 1**, the proposed site is well connected to the local bus network. The numerous and regular services available within the vicinity of the site provide access to a variety of key residential, commercial, and retail destinations within Manchester City Centre, and across Greater Manchester.

Rail and Metrolink

1.28. Victoria station provides access to numerous national rail services, with regional and local services providing access to various destinations including: Walkden, Rochdale, Todmorden, Accrington, Blackburn, Bolton, Stalybridge, Ashton-under-Lyne, Wigan, Southport, Clitheroe, Halifax, Bradford, Newcastle, Durham, York, Leeds, Liverpool, Middlesbrough, Chester, Warrington, Manchester Piccadilly and Manchester Airport.

1.29. The station offers 38 spaces for bicycles to be stored on two-tiered cycle racks next to the lifts by platform 3, and accommodate Victoria Metrolink tram stop.

1.30. Between Monday to Thursday Metrolink Tram services operate from 06:00 to 00:00 every 12 minutes. On a Friday and Saturday Metrolink Tram services operate from 06:00-00:00 every 12 minutes, and every 24 minutes from 00:00-01:00. Metrolink Tram services operate from around 07:00-00:00 every 15 minutes on a Sunday.

1.31. On the basis of the above review, the proposed development site is considered to be highly accessible by public transport.

Existing Off-Street Parking Provision

1.32. As described previously, the site is located on the upper level of the existing CitiPark AO Arena MSCP, which is accessed directly from A6042 Ring Road / Trinity Way. This car park comprises circa 970 spaces.

1.33. The proposed development site is accessible to an extensive range of other car parks. **Table 2** provides a summary of key off-street car parking facilities within a short walking distance of the proposed site.

Table 2: Public Car Parking Opportunities Within an Approximate 10-Minute Walk

Car Parking Spaces within a 10-Minute Walk of the Site	
Location	**Parking Spaces**
Shaw Street	182
Dutton Street	41
Newcombe Street	40
Celebration Village	115
Skip Place	35
Park Place	92
Southall Street	37
Breslyn Street	11
Gorton Street	160
Greengate	167
Duke Street	22
Deansgate North	455
Dantzic Street	17
Red Bank	220
Miller Street	66
Hanover Street	145
Arndale	1383
Shudehill	84
Printworks	777
Total	**4,049**

1.34. As shown in **Table 2**, there are over 4,000 car parking spaces within a short walking distance of the proposed development.

Development Proposals

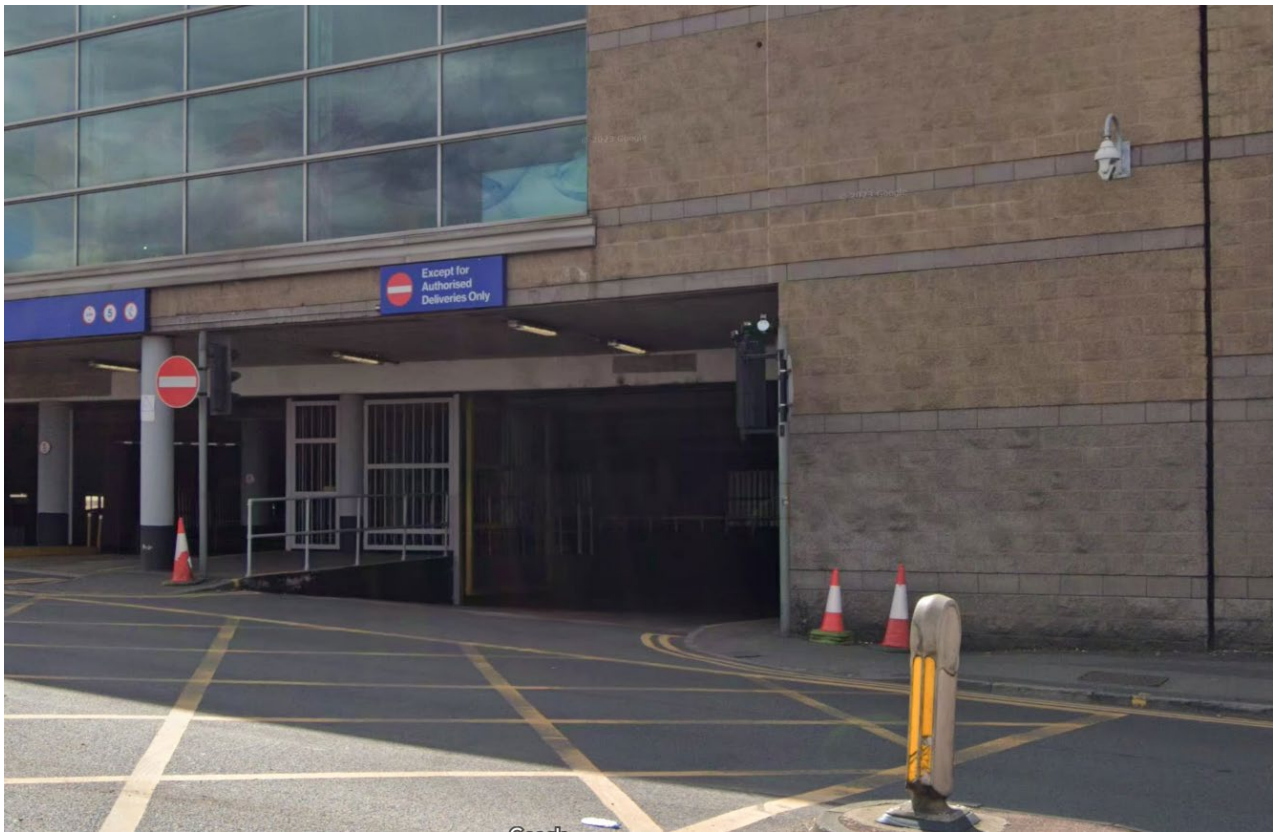
1.35. As previously detailed, the proposed development forms part of wider redevelopment of Victoria Exchange, for which a Certificate of Lawfulness has been obtained. The planning application to which this TS relates is for five additional padel courts at roof level. The courts will be supplemented by ancillary food & beverage offerings, changing facilities and a social zone.

1.36. The proposed site plan for the development has been included as **Appendix A** of this report. The delivery of the proposed padel courts will result in a net loss of 121 car parking spaces from the CitiPark AO Arena MSCP.

1.37. The proposed development is to be accessed from the lower levels and the wider scheme, with access to these achieved via either the pedestrian bridge through Manchester Victoria Station or from Trinity Way through Trinity Tunnel. Lifts are also available to assist site users in accessing the proposed development.

1.38. Servicing of the proposed development will be achieved via an existing service bay located within the MSCP accessed from Trinity Way. An image of the existing access from Trinity Way is shown in **Figure 4.**

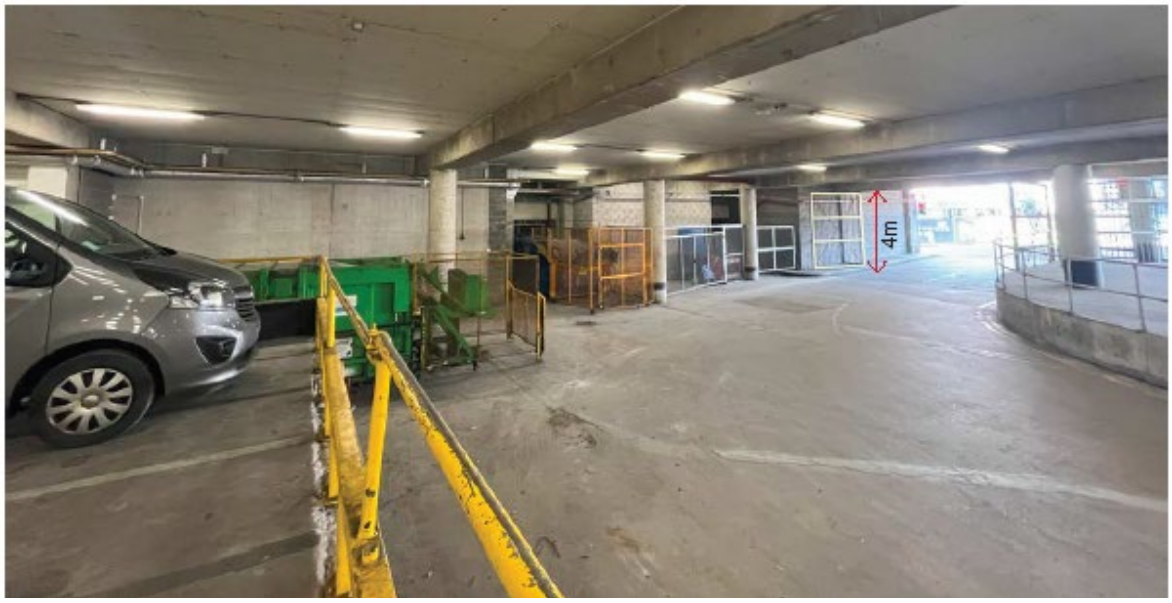
Figure 4: Existing Access to Service Area from Trinity Way (Source: Google Maps)



1.39. As shown in **Figure 4**, this access restricts entry to general traffic but permits authorised service vehicles to both enter and exit the highway via this location.

1.40. **Figure 4** shows an image of the existing service area within the car park.

Figure 4: Existing Service Area



1.41. The proposed operating hours of the proposed development are outlined below:

- Monday to Saturday - 6am-12am
- Sunday's – 6am-11pm
- Sundays before a public holiday – 6am-12am.

1.42. In consultation with the proposed operator, it is expected that a maximum of 10 members of staff will be on site at any one time. Typical shift patterns will be between 06:00-14:00 and 14:00-00:00 and as such, staff arrivals and departures from the site will fall outside the typical weekday AM and PM peak periods.

1.43. Peak times for attendees are expected to be at lunchtime (12:00-14:00), evenings (16:30-20:00) and on weekends.

1.44. Each padel court accommodates a maximum of four players, equating to 20 individuals across five courts. Assuming some limited overlap between the booked sessions, a maximum of 40 players would be expected to be on site at any one time.

1.45. As detailed in this report, the proposed development is situated within a highly accessible location with a large potential customer base. As a result, the large majority of trips will be achieved by sustainable modes if transport.

1.46. It is also anticipated that, particularly during the weekday peaks, many users of the courts will link their journey with another journey purposes such as commuting, particularly in the case of the evening sessions where individuals will attend the courts after a work.

Car Parking Demand and Forecast Development Trips

Existing MSCP

1.47. As detailed above, the proposed development will occupy existing car parking spaces of the CitiPark AO Arena car park and will result in an overall reduction in car parking at the site of 121 car parking spaces. This equates to an overall net reduction of around 12% from 970 to circa 870 car parking spaces.

1.48. The car park is known to experience occasional peaks in demand typically occurring during large events.

1.49. To further explore this and any potential impact of the net loss in parking provision, car parking arrival and departure data for the period July 2024 to March 2025 (nine months) has been obtained from operator CitiPark and interrogated to understand trends in existing parking demand for this period.

1.50. This data confirmed that throughout a typical weekday the existing MSCP operates with considerable spare capacity and the area in which the proposed development is to be situated is generally underutilised.

1.51. However, it was recorded that the occupancy of the proposed car park often operates at or close to capacity during periods that typically coincide with the events at the adjacent AO Arena. However, as explored previously in this report, there is considerable available off-carriageway parking available to absorb any potential displaced demand.

1.52. Notwithstanding the above, a reduction in City Centre car parking provision is considered to comply with the Greater Manchester Transport Strategy 2040 and the supporting 'Right Mix' vision that seeks to significantly reduce car use, particularly within central Manchester where active and shared transport options prevail.

Forecast Traffic Demand

1.53. As previously detailed, the proposed development is not expected to generate any material level of traffic due to its highly sustainable City Centre location and potential for linked journeys. However, to assist the reviewer in understanding a worst-case peak hour vehicle trip generation scenario, an exercise has been undertaken combining the forecast attendees and staff numbers with local mode share characteristics.

1.54. As previously detailed within this report, it is expected that a total of 50 individuals, comprising both staff and players, would be on site at any one time.

1.55. 2011 Census Journey to Work mode share data for usual residents of Middle Layer Super Output Area Manchester 054 confirms a mode share of 18% for car drivers. This would equate to a maximum of nine additional vehicles on

the local highway network on the basis of the above. This would be imperceptible to other road users and have no material impact on the operation of the local highway network or parking capacity in the City Centre.

Summary

1.56. In summary, whilst the proposed development would remove some parking capacity within the City Centre, in the context of the extensive available provision, this proposed reduction is insignificant and would have no discernible impact. Any potential displaced or new parking demand would be accommodated within these other parking facilities.

1.57. Furthermore, it is noted that parking on surrounding streets is currently controlled through extensive Traffic Regulation Orders (TROs) and as a result the risk of any impact of on-street parking demand on amenity or safety is considered to be very low.

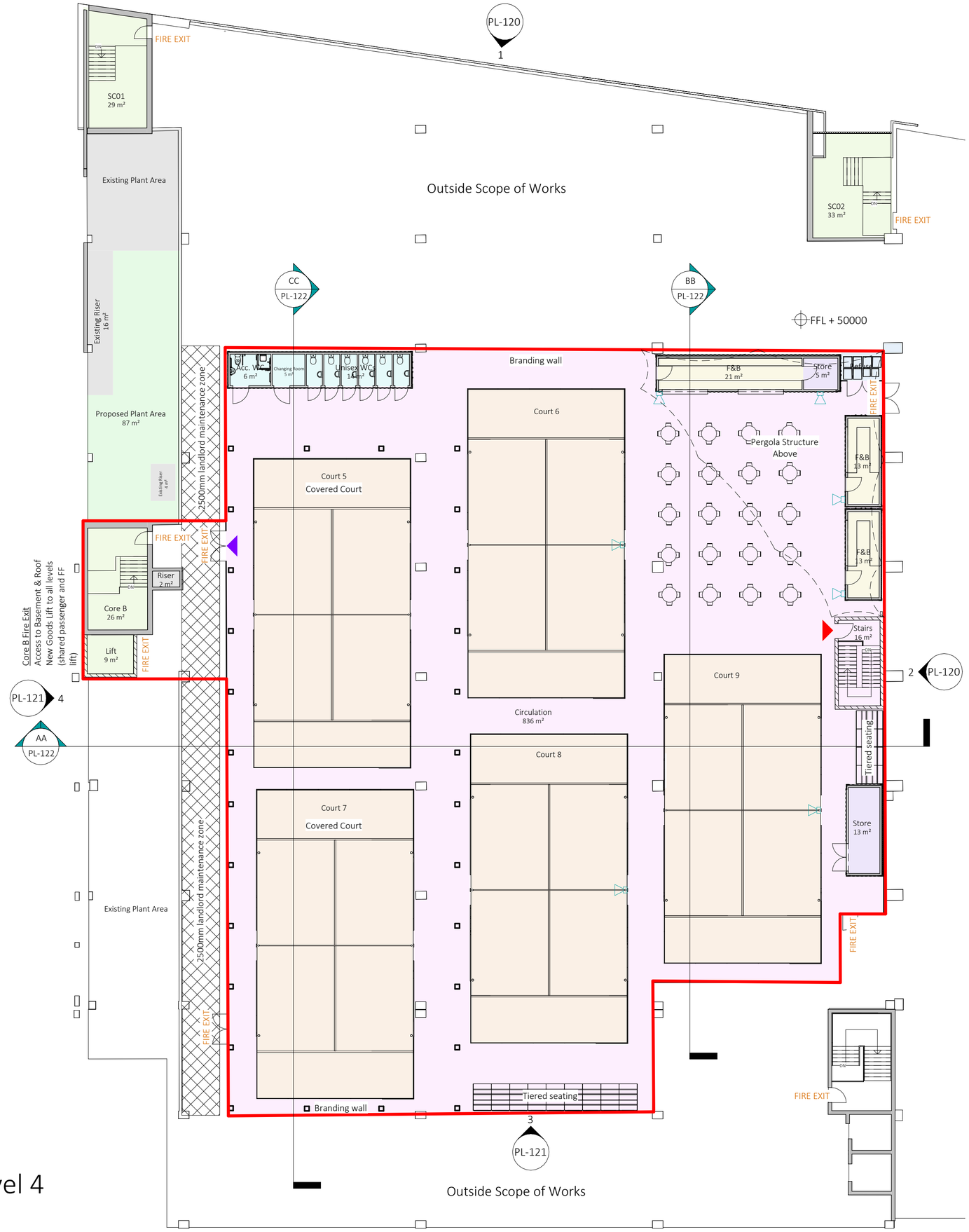
Summary

1.58. On the basis of the above, it is concluded that the proposed development will only result in a minimal reduction in overall parking that will have no material impact on the operation of the existing MSCP or wider transport infrastructure.

1.59. It is therefore concluded that the proposed development would not have any severe impact on highway capacity or safety and as such, the proposals are acceptable in planning terms from a highways and transport perspective.

Appendix A

Proposed Site Plan



Proposed Level 4

1 : 200

zebra ARCHITECTS

PADEL SOCIAL CLUB

zeb2110

PSC Manchester

Victoria Exchange, Manchester

PL-112

Proposed GA Plan

Level 4 - Car Park Plan

Date 13/03/25

Status Planning

rev **L**

Rev No.	Rev Description	Rev Date
-	Draft Planning GA Drawings	14/03/25
A	Updated to client comments	31/03/25
B	Ramps added to raised courts.	03/04/25
C	Ramps amended to client comments.	10/04/25
D	Draft Planning Pack	24/04/25
E	Updated to client and LL comments	17/07/25
F	Final Planning Issue	24/07/25
G	Elevations added and Existing Elevations and Sections added	11/08/25
H	Revised to planning comments	29/10/25
J	Updated to client, LL and planning consulant's comments	15/12/25
K	Updated to comments	22/01/26
L	Red Line and Proposal Amended to Comments	16/07/26

KEY:

- Planning Red Line Boundary
- Denotes speaker location. Refer to specification.
- Main Entrance Access
- Primary Access Between Floors
- Accessible Access Between Floors

NOTE: Levels information obtained from CW's drawings issued by Savills on 25/06/25 and historic structural information issued on 14/07/25

Scale As indicated @A2

0 2 4 6 8 m

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