

Ancoats Works, Pollard Street, Manchester

Transport Statement

220117/SK22125/TS01(-03)

Contents

	Page
1 Introduction	1
2 Existing Situation	1
3 Proposed Development	4
4 Accessibility Impact	5
5 Traffic & Parking Impact	10
6 Conclusions	15

Appendices

- A Proposed Site Layout
- B Scoping Correspondence
- C Traffic Regulation Orders
- D Swept Path Analysis
- E Interim Travel Plan

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22125	TS01	00	Draft	L Speers	LGS	21/09/2021
SK22125	TS01	01	Final Draft	L Speers	LGS	09/11/2021
SK22125	TS01	02	Submission	L Speers	LGS	09/12/2021
SK22125	TS01	03	Updated layout	L Speers	LGS	17/01/2022

1 Introduction

- 1.1 SK has been appointed by Banidev Limited to prepare a Transport Statement (TS) to accompany a planning application for a residential-led development to provide 183 apartments, 10 duplex apartments (Use Class C3) and flexible commercial space (Use Class E / Sui Generis) at the site of Ancoats Works on Pollard Street, Manchester.
- 1.2 The TS has been prepared in line with standard appraisal methods and in line with the following guidance:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - MCC (2019), Eastlands Strategic Regeneration Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2007), Guidance on Transport Assessment
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- 1.3 A scoping report was issued to Manchester City Council (MCC), the Local Highway Authority, in August 2021 and a meeting was held the same month to discuss the development proposal. The minutes of the meeting are attached at Appendix B.

2 Existing Situation

Site Location

- 2.1 Figure 2.1 shows that the site is located on the eastern edge of the city centre, in the New Islington residential area. The site sits in the Holt Town Central area of Manchester in MCC's Eastlands SRF. The SRF identifies the area as suitable for high density development, similar to that in Ancoats.
- 2.2 The site is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site, and also includes the former Bank of England pub, both of which are now vacant. The main Ancoats Works building is of three storey height, with a floor area of circa 3,566sqm, and occupies the north-eastern half of the site, with car parking toward the Carruthers Street boundary. The existing building is a traditional and substantial industrial unit with a double-gabled roof.
- 2.3 In March 2019 planning consent was granted for the change of use and expansion of the building to provide 6,000sqm of office floor space (ref: 122809). The consented proposal includes the use of the north gate on Pollard Street for vehicle access. Refuse collection and service activity for the consent was kerbside on Pollard Street, with vehicles using the Crossley Court access junction for turning manoeuvres.

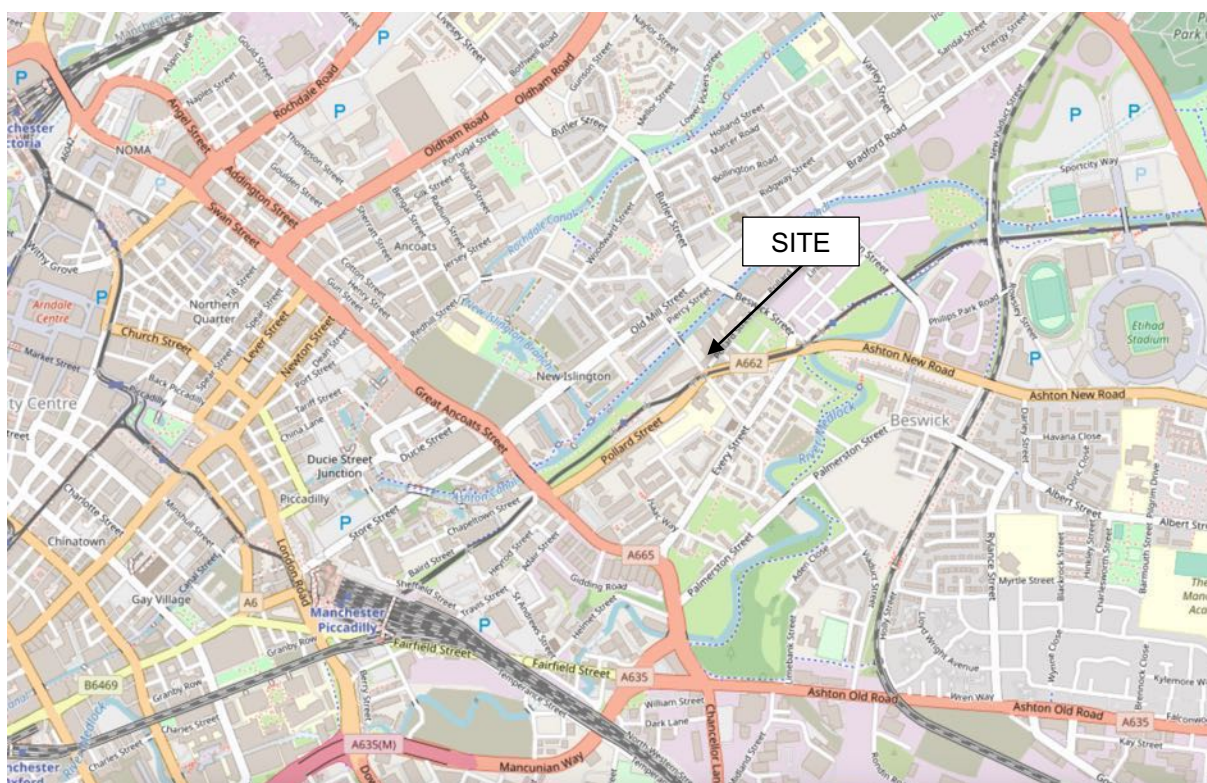


Figure 2.1: Site Location

Vehicle Access & Local Highway Network

- 2.4 Access to the site is currently provided from Carruthers Street and Pollard Street.
- 2.5 Carruthers Street routes roughly east-west on the southern boundary of the site, between Pollard Street and Old Mill Street. Carruthers Street has a carriageway width of 6.5m with footways on either side of the road. The road is subject to a 20mph speed limit.
- 2.6 Pollard Street routes roughly north-south on the eastern boundary of the site, between Beswick Street and the A662 Merrill Street. Pollard Street is closed at its southern end. The carriageway width is 7.5m and the 2.5m wide footways are provided on either side. It is also subject to a 20mph speed restriction.
- 2.7 The closed end of Pollard Street meets the A662 Merrill Street at a signalised junction that includes pedestrian crossing facilities, cycle advanced stop lines and Metrolink crossing infrastructure.

Parking Controls (Traffic Regulation Orders)

- 2.8 Parking is controlled on the eastern carriageway edge of Pollard Street by single and double yellow lines. The single yellow lines are in force between 8am and 6pm (Monday to Friday), and 8am to 12pm (Saturday). The double yellow lines are in place at junction zones and at the end of Pollard Street which will accommodate cars turning and which keeps the area clear around the cycle links at the end of the street. Parking is uncontrolled on the western carriageway edge of Pollard Street. There are no loading restrictions on Pollard Street.
- 2.9 Double yellow and single yellow lines are in place on Carruthers Street, with sections of uncontrolled parking bounding the site. Loading blips are provided on approach to the signalised junction with the A662 Merrill Street.
- 2.10 The existing Traffic Regulation Orders (TRO) are shown in the plan at Appendix C.

Existing & Baseline Site Traffic Flows

- 2.11 A TS was prepared for the office planning use planning application, and this document has been used to establish the existing industrial and consented office (ref: 122809) site traffic flows.

	Trip Rate (per 100sqm)			Existing Industrial Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.361	0.049	0.41	13	2	15
PM Peak Hour	0.061	0.289	0.35	2	10	12

Table 2.1: Existing Site Traffic Flows (industrial use)
[source: Croft TS 2018]

	Trip Rate (per 100sqm)			Consented Office Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.691	0.199	0.89	41	12	53
PM Peak Hour	0.093	0.536	0.629	6	32	38

Table 2.2: Consented Site Traffic Flows (office use)
[source: Croft TS 2018]

Road Safety

- 2.12 The TfGM accident database has been reviewed for the most recent five-year period of available data, up to December 2020. The locations and severities of accidents are shown in Figure 2.3.

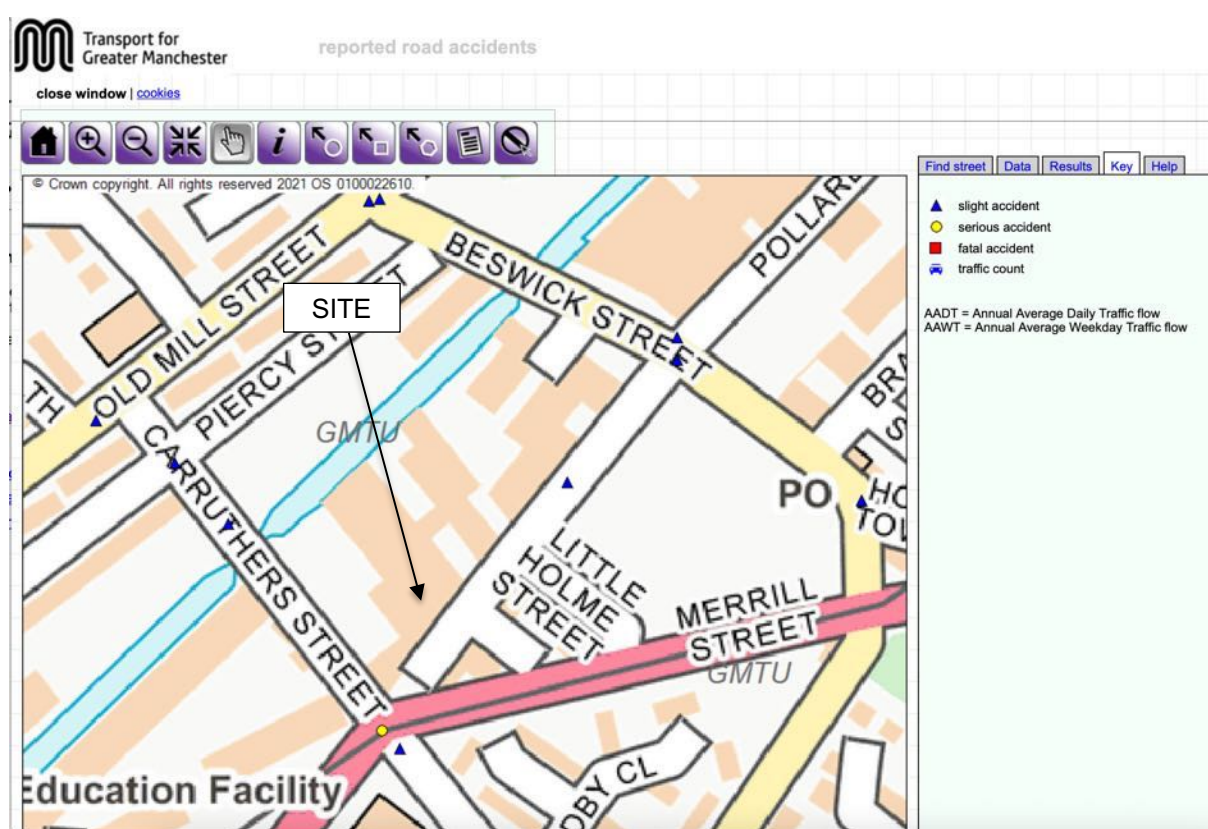


Figure 2.3: Accident Locations - Five Years to December 2020
[source: TfGM/GMTU 2021]

- 2.13 Figure 2.3 shows that there has been one accident on Pollard Street during the five-year period assessed. The accident was classified as slight and occurred in 2017.

- 2.14 Two accidents have occurred at the junction of Pollard Street / Beswick Street. Both accidents were classified as slight and occurred in 2019.
- 2.15 Two accidents have occurred at the junction of Carruthers Street / Merrill Street. One accident occurred in 2020 and was classified as slight. The second accident occurred in 2017 and was classified as serious.
- 2.16 The accidents on the bounding streets occur at a rate of one per year and this is not considered a significant rate when considered in the urban context of the streets.

3 Proposed Development

- 3.1 The proposed site layout is attached at Appendix A.
- 3.2 The proposal will deliver 193 apartments (including 10 duplexes), amenity space, and flexible commercial space.
- 3.3 Pedestrian access to the site is provided from Carruthers Street and Pollard Street.
- 3.4 The applicant will fund the reinstatement of redundant site access points as shown in the plan at Appendix D.
- 3.5 It was agreed during scoping discussions with MCC highway officers that it is important that the central courtyard should not be used for parking, and it should be included in the proposal to provide outdoor landscaped amenity space and access to the canal. Consideration has been given to providing a small area of parking on the area of land between the building and Hope Mill. The provision of parking in this area has not been possible due to conflicts with the existing adjacent use meaning that it is not available to the applicant. However, as set out during scoping discussions, the site does meet the standard appraisal criteria for car-free living regularly used by SK across the city in agreement with MCC highway officer. It is therefore proposed to provide no parking on the site. The standard method assessment of the suitability of the site for zero car living is set out in Section 5. In this instance, it has been agreed with MCC that disabled parking will be provided on street.
- 3.6 It has been agreed with MCC that amendments will be made to TRO on streets bounding the site to provide disabled, car club and loading bay provision, and to allow better control of unregulated street parking. As discussed during scoping, the TRO proposal includes the provision of double yellow lines on the eastern carriageway edge of Pollard Street and the provision of white lined bays on the western carriageway edge (including a loading bay, two disabled bays, and a car club bay). On the Carruthers Street frontage, the TRO will be amended to provide a consistent length of double yellow line controls and loading controls. The TRO proposal is attached as Appendix C. The applicant will fund the changes to the TRO identified and as agreed with MCC, which will be undertaken by a single TRO application.
- 3.7 The site is located a two-minute walk from existing car club vehicles at New Islington. Notwithstanding, the TRO proposal will include the provision of a white lined car club bay on Pollard Street. Enterprise Car Club has confirmed that they would be interested in locating a car in this area.
- 3.8 Bike stores are provided at ground floor level, with access provided from the Pollard Street frontage, to accommodate 122 bikes. The Design & Access Statement shows that cycle parking can also be accommodated in 99 of the apartments. The proposal provides space for 221 resident cycles to be stored in sheltered locations.
- 3.9 Six cycle stands are also provided within the courtyard providing 12 visitor parking spaces. In line with LTN 01 / 20, the short-stay, visitor parking is not sheltered.
- 3.10 A bin store is also provided at ground floor level, with access provided from the Pollard Street frontage. Refuse vehicles will pull up on street outside the site on collection day and will use the proposed loading bay. This is the same refuse collection and delivery arrangement as is used for the historic and consented uses at the site. Kerbside collection is also the arrangement used by MCC refuse collection at the apartments opposite the site at Crossley Court. MCC's website confirms that bins are collected from Crossley Court on Thursdays and the type of bins collected are Eurobins, similar to those that will be used at the development.

- 3.11 Swept paths have been undertaken for service vehicles and are attached at Appendix D. These show a large refuse vehicle and a more typical size of delivery vehicle (7.5T Box Van). It can be seen that the refuse vehicle would need to use the space it will have vacated in the loading bay in order to turn. Smaller delivery vehicles such as the 7.5T Box Van shown in Appendix D will be able to turn without encroaching on the loading bay.
- 3.12 Fire access to the site will be taken from kerbside.
- 3.13 An Interim Travel Plan has been prepared and this sets out the broad principles of the transport strategy that will be used to assist residents to live active and sustainable lives. The Interim Travel Plan will form the basis for the full Travel Plan that will be prepared on occupation of the development. The requirement to prepare a full Travel Plan will be secured by a suitably worded planning condition. The Interim Travel Plan is attached at Appendix E.
- 3.14 A Construction Management Plan will be prepared for the site prior to construction. This will outline access, road safety and parking arrangements during the construction phase of the development.

4 Accessibility Impact

Site Location

- 4.1 The site is located on the eastern edge of Manchester city centre in the New Islington area. The assessment below shows that access can be gained to numerous services and facilities using existing sustainable infrastructure and without needing to use or even own a car.
- 4.2 The site location on the eastern edge of Manchester city centre means that access can be gained to numerous amenities and services a short walk from the site. research promotes '20 Minute Neighbourhood' principles, whereby residents can access employment, retail, health, and leisure land uses within a 20-minute sustainable trip of their home. '20 Minute Neighbourhood Principles' are being promoted by the Town & Country Planning Association (TCPA), Sports England and Sustrans as a way of delivering healthy placemaking¹.

Access on Foot

- 4.3 The existing pedestrian infrastructure surrounding the site provides direct routes to the city centre and New Islington. The footways bounding the site provide 2m (and above) widths and crossing facilities are in place at the junction of Pollard Street / A662 Merrill Street. Access can also be gained to the canal towpath on the Ashton Canal at Carruthers Street.
- 4.4 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, equating to a 25-minute walk time as shown on Figure 4.1.
- 4.5 Figure 4.1 shows that the site is within a 13-minute walk of Piccadilly, Ancoats, Beswick and the Etihad Campus. The site is also within a 25-minute walk of substantial areas of the city centre. The site's location means that access can be gained to numerous amenities and services a short walk from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute walk of the site.
- 4.6 The existing infrastructure surrounding the site creates opportunities for access on foot and the site is located a short walk to key areas of activity, including the city centre. The proposal includes measures to provide effective connections to these external routes and the Travel Plan will provide information on local routes and amenities.

¹ TCPA et al (2020), <https://www.tcpa.org.uk/Pages/Category/health>

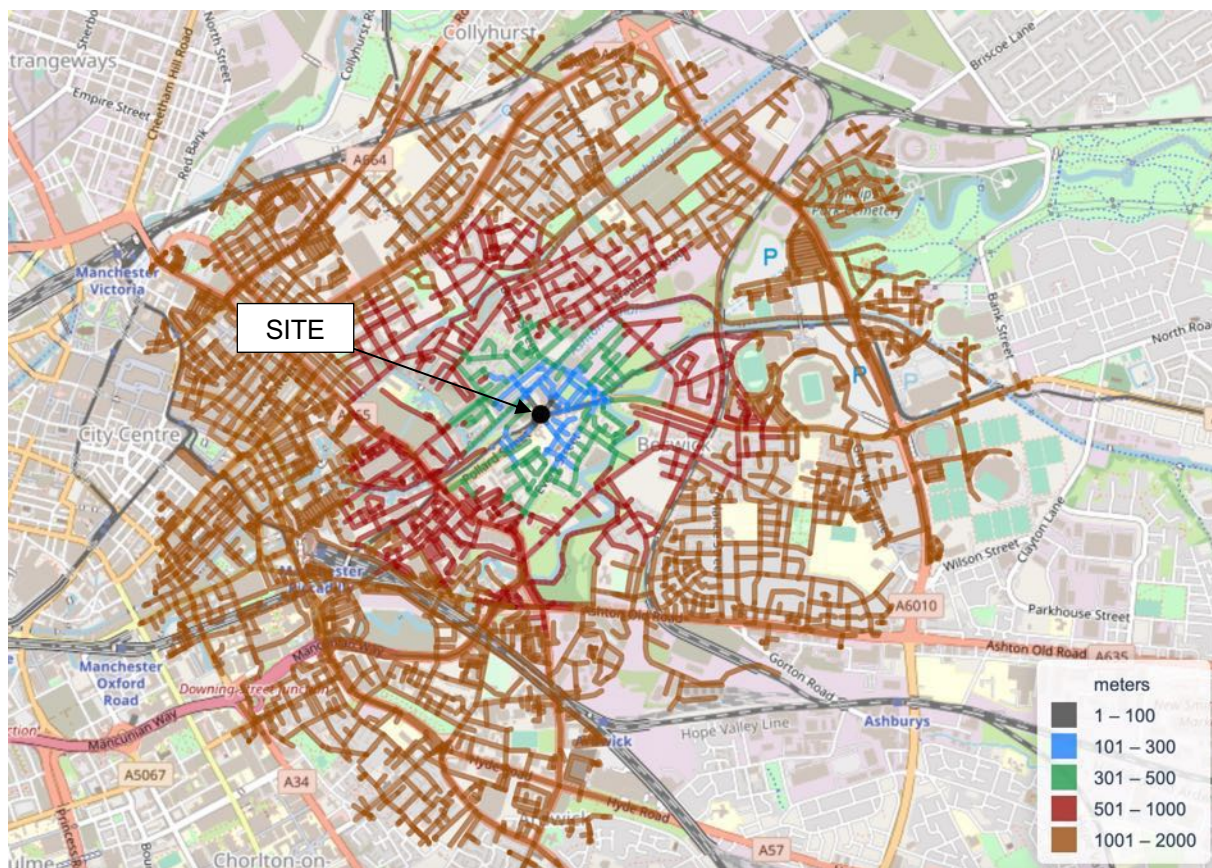


Figure 4.1: 25-Minute Walking Isochrones

Access on Cycle

- 4.7 Figure 4.2 shows that Pollard Street forms part of the cycle network and this connects to routes on Merrill Street, the Ashton Canal, and routes towards Eastlands.

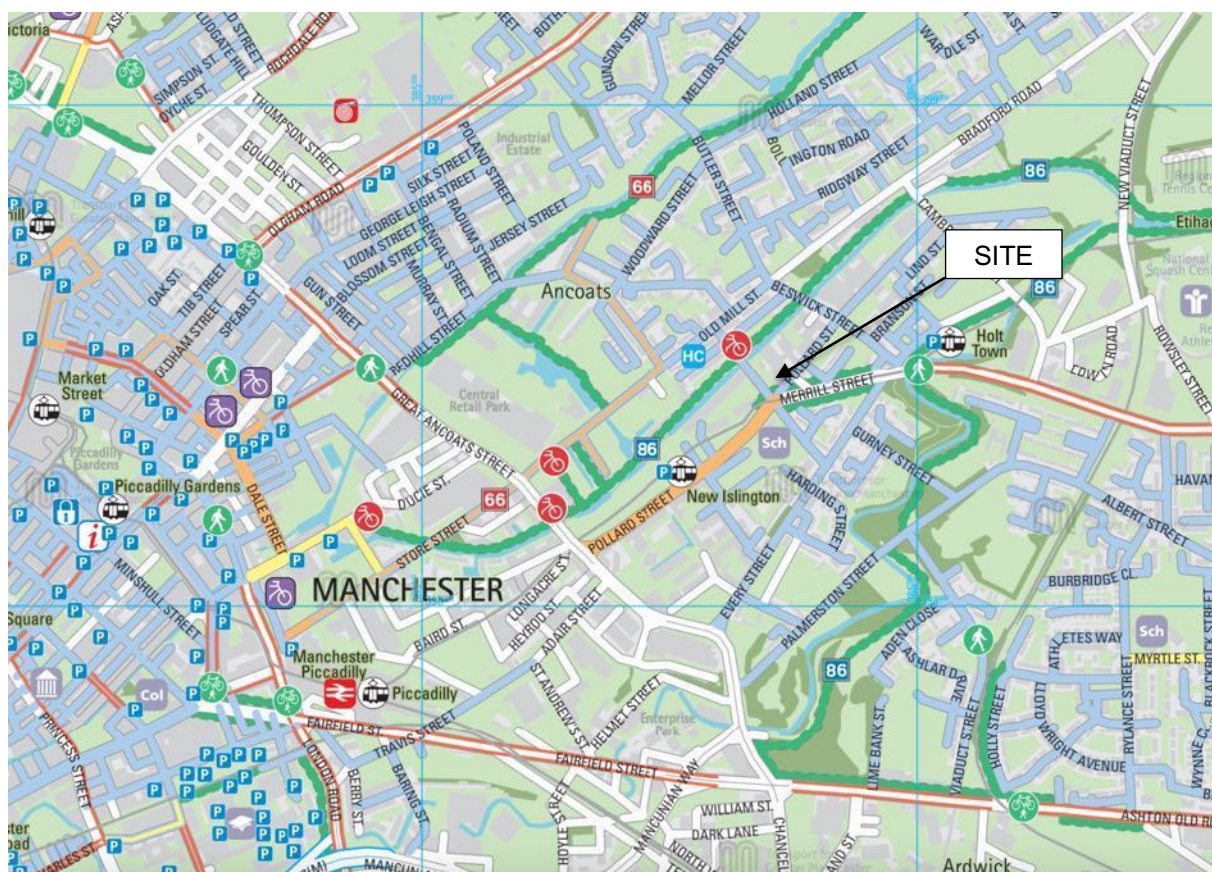


Figure 4.2: GM Cycle Network
[source: TfGM 2021]

- 4.8 Figure 4.3 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this improved route can be gained from the Ashton Canal route.

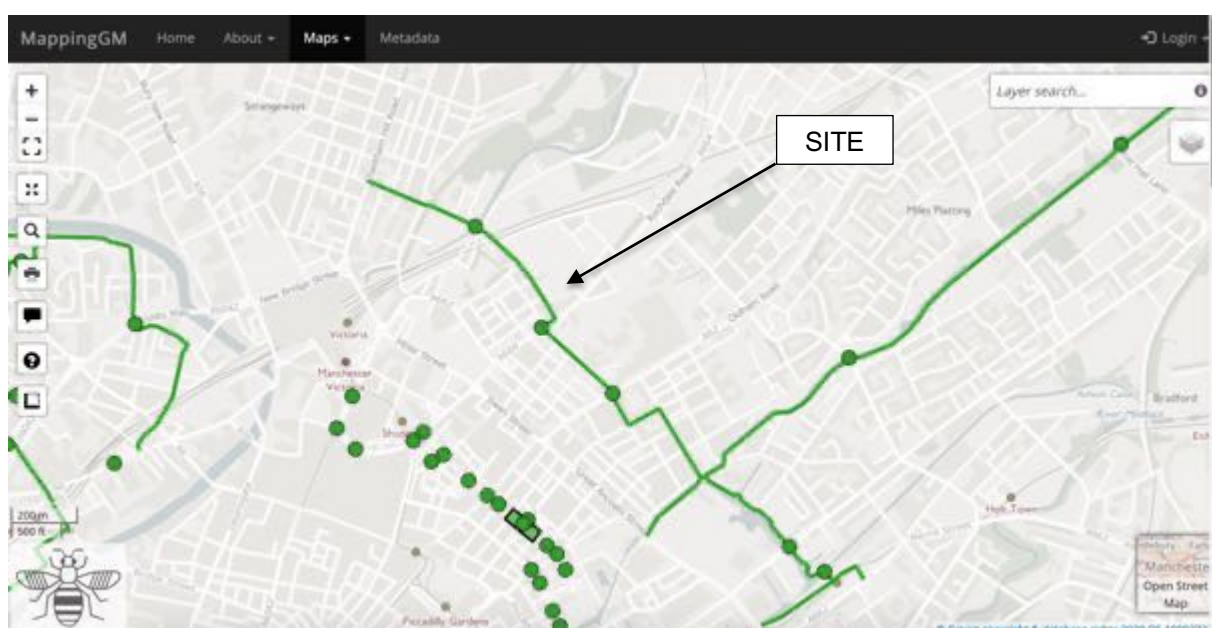


Figure 4.3: Bee Network
[source: MappingGM 021]

- 4.9 Figure 4.4 shows 20- and 25-minute cycle journey times from the site based on leisurely cycle speed of 16km / h.

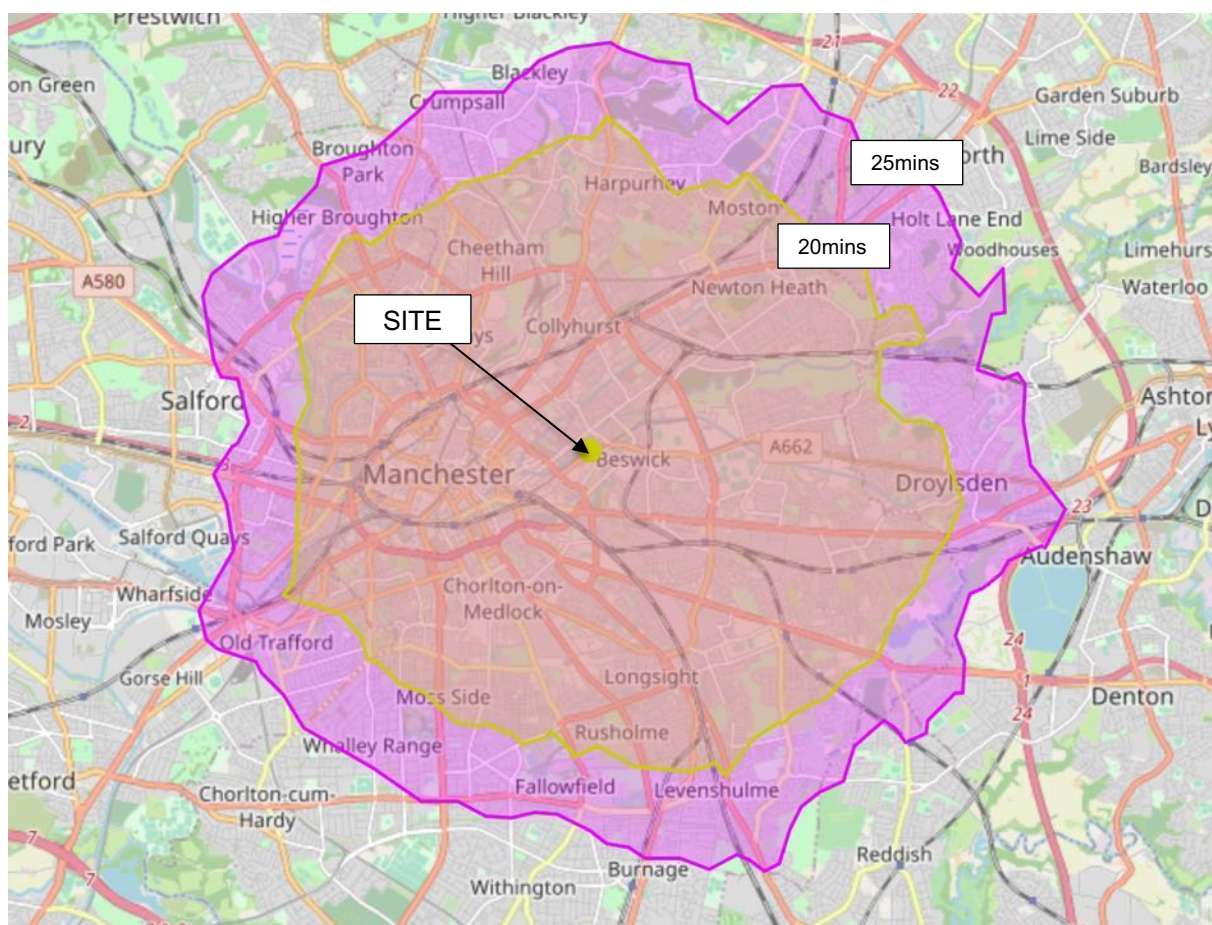


Figure 4.4: 20- & 25-Minute Cycle Isochrones

- 4.10 Figure 4.4 shows that the site is within most of the Manchester Authority Area and areas such as Old Trafford, Droylsden, Salford Quays and Salford University. The assessment shows that access can be gained to numerous amenities and services a short cycle from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute cycle of the site.
- 4.11 The existing infrastructure surrounding the site creates opportunities for access by bike and access can be gained a short cycle from the site to key areas of activity, including the city centre. The proposal includes provision for the storage of bikes. Local bike routes and TfGM initiatives will be promoted in the Travel Plan.

Access by Public Transport

- 4.12 Figure 4.5 shows the public transport network serving the site.

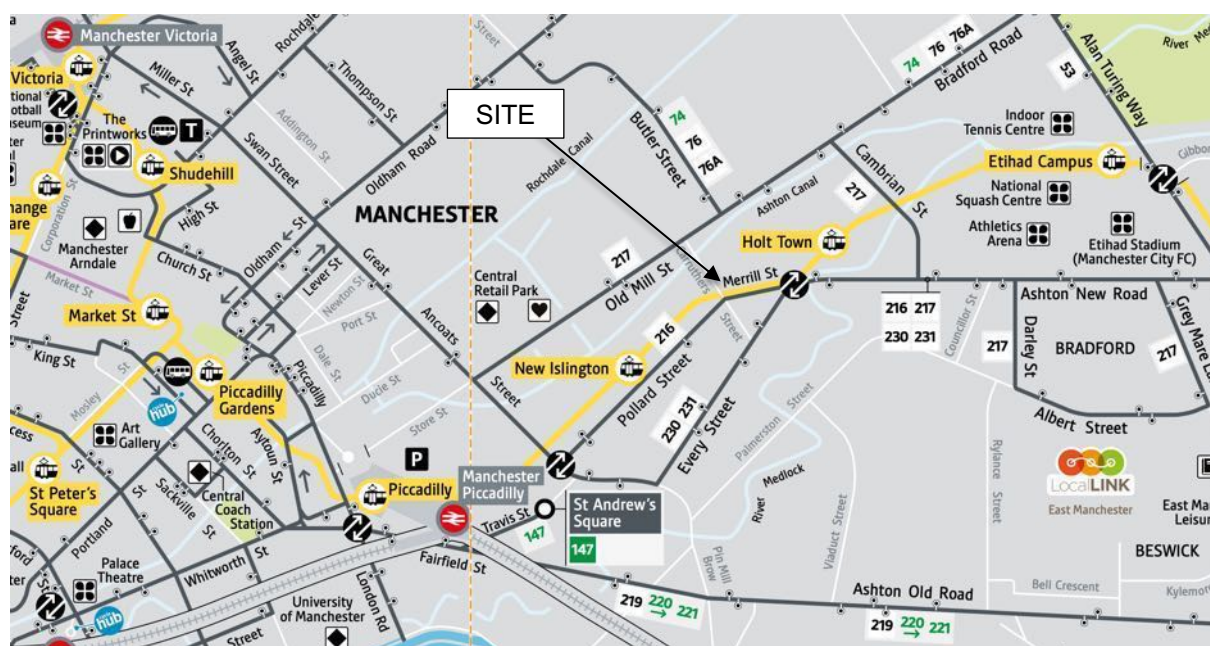


Figure 4.5: Public Transport Network
[source: TfGM 2021]

- 4.13 Figure 4.5 shows that access can be gained to the New Islington and Holt Town tram stops within a short walk (two minutes and four minutes, respectively).
- 4.14 Access can also be gained to bus routes 216 and 217 from Pollard Street and Old Mill Street within a two minute and a four-minute walk, respectively. Service 216 routes between the city centre and Ashton-under-Lyne operating a turn-up-and-go frequency (a bus every 10 minutes) in both directions. Service 217 routes between the city centre and Droylsden, operating with an hourly frequency in each direction.
- 4.15 The site benefits from a very good level of accessibility using existing public transport services. Public transport services will be promoted as part of the Travel Plan.

Car Club

- 4.16 The majority of the residents will live at the site without owning a car. However, there may be occasions when a car is required. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access to vehicles for ad-hoc use and negates the requirement for residents to own and store a car.
- 4.17 The nearest Car Club to the site is located at the CHIPS building off Old Mill Street. The vehicle is less than a two-minute walk from the site. This proposal includes an amendment to TRO on Pollard Street, including the provision of a new (white lined) car club bay.

Summary & Policy Compliance

- 4.18 Evidence and research show that people can and will live active, sustainable, low-carbon lifestyles in developments that are located with easy access to employment, local amenities, and leisure spaces. The site is sustainably located on the edge of Manchester city centre, which means that residents can access key activity destinations without needing to use, or even own, a car. The assessment shows that the existing infrastructure serving the site provides ample opportunities for access on foot, cycle, and public transport. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a 20-minute sustainable trip from their home.

- 4.19 CIHT published new guidance in 2019² that provides advice on better transport planning to achieve modal shifts away from the car and improve placemaking. CIHT states that a site's location is an important criterion in encouraging active travel and states that they should be designed to 'tip the balance' in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. CIHT sets the following simple rule:

'Planning for people will result in places for people; planning for cars will result in places dominated by cars.'

- 4.20 The CIHT's simple rule has been applied to the transport strategy so that it has been planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. This has clear knock-on benefits, including improved health and wellbeing of residents and air quality benefits, reduced pressures on highway network operation, and reductions in emissions. The site includes measures to control car use and support sustainable movements.
- 4.21 Paragraph 105 of NPPF (2021) states that developments should be focused in locations which are or can be made sustainable, by limiting the need to travel and that offer a genuine choice of transport modes. This is further supported by paragraph 110 which supports developments where appropriate opportunities to promote sustainable transport are available. The proposal is in line with NPPF policy.
- 4.22 The 2020 DfT³ vision sets out how a net zero transport system will be achieved this includes a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. This is supported by policies adopted by MCC. Delivering residential developments, such as the site, in sustainable and accessible locations with reduced levels of car infrastructure / parking is key to achieving local and national zero carbon ambitions.

5 Traffic & Parking Impact

Current & Future Mobility Trends

- 5.1 CIHT published new guidance on better transport planning to achieve mode shifts away from the car and improve placemaking in 2019⁴. In this CIHT states that local authorities can no longer build themselves out of congestion and that support should be given to new approaches to transport planning to avoid old 'predict and provide' methods that have ultimately led to a dominance of car infrastructure and perpetuating problems with congestion. This old-fashioned type of planning not only reduces the efficiency of sustainable modes but also compounds issues by inducing private car traffic.
- 5.2 CIHT guidance sets out advice on strategies for urban contexts, that supports a reduction in parking levels in these locations to support increased use of sustainable modes. in this CIHT states that:

'The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere.'

- 5.3 The CIHT guidance echoes the policy already adopted by TfGM and the 10 Greater Manchester Authorities⁵, which states that:

'Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.'

- 5.4 The policy goes on to say that:

² CIHT (2019), Better planning, better transport, better places

³ DfT (2020), Decarbonising Transport: Setting the Challenge

⁴ CIHT (2019), Better planning, better transport, better places

⁵ TfGM (2017), Greater Manchester Transport Strategy 2040

'...The design of new development needs to make it easier for people to use sustainable modes... Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions.'

- 5.5 The site layout has been designed to create a people-focused development that uses the space available in the most efficient way to create a community that is not reliant on car use. Creating more space for people, rather than cars, has the bonus of embedding healthy, inclusive, and accessible modes of transport right at the heart of the development.
- 5.6 The studies all support the assertion that relying on dated transport planning methods leads to development designs based on growing car ownership and increased car use, which are situations that are now not happening. When considered in this context, the provision of a low parking development on the edge of the city centre, such as the site, will harness these changes in trip and mobility patterns.

Trip Generation

- 5.7 Table 5.1 shows the multimodal trip rates agreed with MCC highway officers during scoping discussions.

	Trip Rate (per unit)									
	Person		Cycle		Pedestrian		Public Transport		Vehicle	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak Hour	0.040	0.454	0.00	0.011	0.017	0.264	0.006	0.144	0.011	0.029
PM Peak Hour	0.667	0.184	0.023	0.00	0.408	0.167	0.207	0.017	0.023	0.006

Table 5.1: Multimodal Trip Rates

- 5.8 Table 5.3 shows the multimodal trips generated by the development.

	Development Trips									
	Person		Cycle		Pedestrian		Public Transport		Vehicle	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak Hour	8	88	0	2	3	51	1	28	2	6
PM Peak Hour	129	36	4	0	79	32	40	3	4	1

Table 5.2: Multimodal Development Trips

Traffic Impact

- 5.9 Table 5.2 shows that the proposal will be associated with a minimal level of peak hour traffic. The level of traffic will be imperceptible to other road users and is well below DfT significance thresholds. Based on this it is concluded that the proposal will not have a severe impact on highway operation or unacceptable effects on road safety.
- 5.10 When compared to the existing industrial and consented office site traffic flows in Section 2, the proposal will lead to a reduction in traffic flows.

Parking Impact

- 5.11 A number of factors are considered in evaluating the suitability of sites for reduced levels of parking and this should be set against a background of recent changes in travel and car ownership patterns, particularly in large metropolitan areas.

- 5.12 MCC does not maintain any parking standards for residential developments and each site is taken on its own merits. However, Policy T2 of the Core Strategy states that developments should in the city centre should:

‘... provide a level of car parking which reflects the highly accessible nature of the location.’

- 5.13 While the site is not located in the city centre, it is located on the edge of it and maintains similar characteristics to areas nearby that sit on the outer edge of the city centre boundary (such as Ancoats, New Cross and St George's), it is therefore considered that Policy T2 is also relevant to the proposal.
- 5.14 The proposal includes amendments to existing TRO on the adjacent streets to provide disabled, car club and loading bay provision, and to allow better control of parking in the area.
- 5.15 The assessment of the suitability of the site for car-free living has been undertaken in line with the assessment methods used by SK and accepted by MCC for other developments in the authority area. This method was also presented during scoping discussions. The following elements are considered:
- Car ownership patterns
 - Accessibility of the development
 - Parking precedents
 - Amenity and road safety effects

Car Ownership Patterns

- 5.16 In the twentieth century growth in prosperity was associated with growth in car use. This relationship has changed in the twenty-first century, with growing prosperity in successful cities and large metropolitan areas now associated with decreasing car use. Increased urbanisation and population growth are both leading to higher density locations where the car as a means of travel is less useful and less used.
- 5.17 These trends have been largely found to be the result of factors that lie outside the transport sphere to do with socio-economic and living situations. These factors include increased urban living, changing demographics, shifts in working patterns and a rise in flexible work locations, reduced driving license ownership, changes to when people start a family, and increased take-up of mobile technology. This finding is supported locally by a presentation by TfGM which states that changes in travel behaviour have occurred due to:
- Increasing urban densification and more people living close to regional centres and city centres
 - People in these areas travelling shorter distances to work
 - Rise in the digital economy
 - Changing attitudes to car use/ownership⁶
- 5.18 TfGM, on behalf of the ten Greater Manchester authorities, has prepared the Transport Strategy for region⁷. The evidence that underpins this Strategy states that:
- ‘Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.’
- 5.19 It is clear that the intensification of population and activity in urban areas is having the effect of lowering per capita car ownership because as car use becomes less necessary for day-to-day journeys the convenience of owning and using also reduces.
- 5.20 Research also shows that residents are self-selectors who choose homes in urban areas to ensure ease of access to key destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia⁸ which shows that many residents who live without a

⁶ Nicola Kane TfGM (2017): Travel Demand in Greater Manchester

⁷TfGM (2017), Greater Manchester Transport Strategy 2040

⁸ Melia (2014), Car-free and Low Car Development

car are people who either make an environmental decision not to own a car or who people who purposefully pick an accessible home location so daily travel needs can be met without needing to own and store a car. These residents tend to display pro-urban characteristics, favouring living in flats which are close to key public transport nodes and local amenities.

- 5.21 CIHT's 2019 guidance further supports the evidence set out above. CIHT states that the site layouts should be designed to 'tip the balance' in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. The guidance supports providing low or no parking at developments to embed good travel behaviour from the outset.
- 5.22 CIHT also states that to fully encourage walking, cycling and public transport in these urban areas will require restraining the demand for car use and ownership using reduced development parking levels.
- 5.23 A large TfL⁹ study that was undertaken to examine residential parking patterns. The study found that in nearly all cases, as the level of parking provision increases, car ownership rises. This is particularly the case for households living in developments with 0.5 parking spaces per unit or fewer, where residents are found to be significantly less likely to own a car. This means that residential developments with levels of car parking below 50% will not generate demand for parking at off-site locations, such as on street or in local car parks.
- 5.24 The evidence all shows that developments with more parking have higher levels of car ownership and produce more car travel than similar sized developments with less parking. Proving that, as would be expected, residential on-site parking levels and car ownership are intrinsically linked. This means that developments in the correct locations can truly encourage car-free living.

Accessibility of the Development

- 5.25 The accessibility of the site has been assessed in Section 4. This shows that the proposal has the following sustainability qualities:
 - Location on the edge of Manchester city centre
 - Provision of residential amenity facilities
 - A 20 / 25 minute journey time to key employment, leisure, and retail activity destinations
 - Existing walking & cycling infrastructure connecting to key destinations
 - Resurfacing of footways bounding the site and provision of dropped kerbs at site access
 - Good level of public transport accessibility within acceptable walk distances of bus, tram, and train services
 - 5 minute walk to car club vehicles
 - Secure cycle parking for residents and visitors
 - Travel Plan

Precedents

- 5.26 The site sits in the Eastlands SRF in the Holt Town Central area. Holt Town Central connects to Ancoats and New Islington and has very similar characteristics to these city centre areas. The SRF supports high density development in this area that should be similar to that provided in Ancoats. Based on this, advice in NPPF on reduced parking to deliver higher density development, and the short distance to the city centre on foot, cycle and tram, the site is clearly suitable for low-car living.
- 5.27 The suitability of the area for low-car living is evidenced by recent consents for developments nearby, as shown in Table 5.3.

⁹ Transport for London (2012), Residential Parking Provision in New Developments

Site	Planning Ref.	Size	Total On-site Parking	Disabled Parking
<i>Proposal</i>	-	<i>193 units</i>	<i>0 spaces (0%)</i>	<i>2 spaces - provided on-street</i>
Munday Street	12891 / FO / 2020	62 units	4 spaces (6%)	2 spaces - provided on-site
Pollard Street / Munday Street	126261 / FO / 2020	47,000 sqm	0 spaces (0%)	5 spaces - provided on-street

Table 5.3: Parking Characteristics of Nearby Consented Development

- 5.28 It is also pertinent that while the site sits on the edge of the city centre, it is a similar distance to the centre of the city as the consented car-free residential developments set out in Table 5.4.

Site	Planning Ref.	Area	Units	Total On-site Parking	Disabled Parking
<i>Proposal</i>	-	<i>Holt Town</i>	<i>195</i>	<i>0 spaces (0%)</i>	<i>2 spaces - provided on-street</i>
Talbot Mills	117595 / FO / 2017	St George's	208	0 spaces (0%)	2 spaces - provided on-street
Bendix Street	125681 / FO / 2019	New Cross	161	0 spaces (0%)	1 space - provided on-street

Table 5.4: Car-Free Developments in Edge of the City Sites

- 5.29 The precedents support the appropriateness of the proposal site for car-free living.

Road Safety & Amenity Effects

- 5.30 The proposal includes amendments to TRO on Pollard Street and Carruthers Street. The TRO will reduce the practicability of a resident storing a car on street, thereby removing potential for overspill parking from the site.
- 5.31 Evidence is also presented that shows that developments with less than a 50% rate tend to be occupied by residents who do not own a car.
- 5.32 The parking controls and lack of car owning residents at the site mean that there will not be road safety or amenity effects of the parking level at the site.

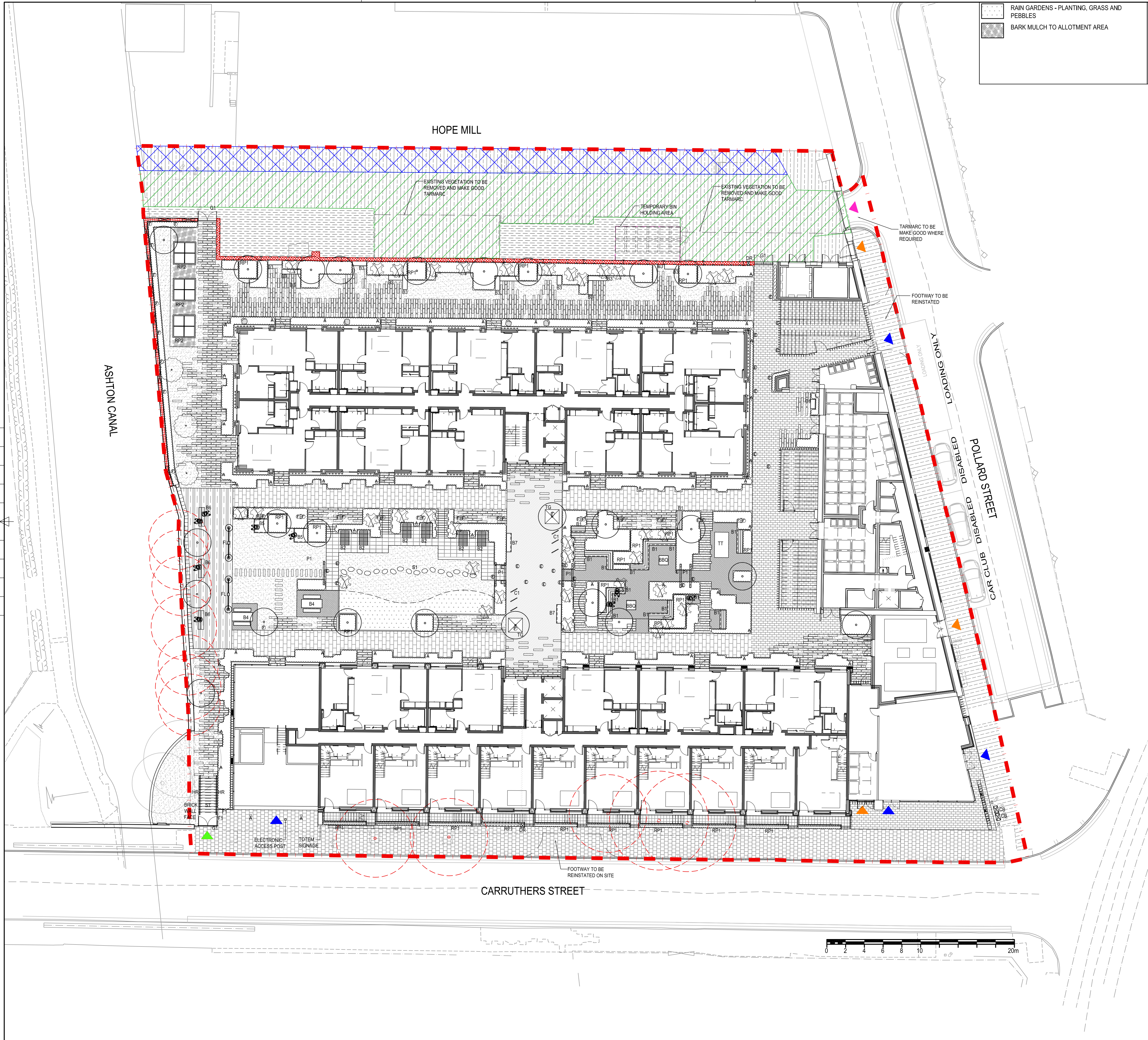
Summary & Policy Compliance

- 5.33 The assessment shows that the proposal will not generate a significant level of traffic and will result in a substantial reduction in traffic when considered in the context of the existing and consented situation.
- 5.34 The evidence presented above shows that there is a market for car-free living in and near to the centre of Manchester. The site is also shown to have suitable characteristics for car-free living. Reduced parking levels is also supported by nearby precedent developments and local / regional policy. The proposal includes measures to allow better control of street parking adjacent to the site.
- 5.35 Delivering a car-free development in this location will assist MCC in meeting its wider ambitions to reduce carbon generated by developments and reduce development traffic generations.
- 5.36 Paragraphs 107, 108 and 124 of NPPF supports development parking provision being set at levels that acknowledge the accessibility of the site and make efficient use of land to limit future car use. The proposal is in line with this policy.
- 5.37 Paragraph 111 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal is shown to accord with this policy.
- 5.38 The impact assessment has been undertaken using established appraisal methods. It shows that the proposal will not generate traffic at a level that will have an impact on highway operation or road safety.

6 Conclusions

- 6.1 SK has been appointed by Banidev to prepare a TS to accompany a planning application for a residential development at the Ancoats Works in Manchester. The proposal will deliver a residential-led development to provide 183 apartments and 10 duplex apartments (Use Class C3) and flexible commercial space (Use Class E / Sui Generis) at the site of Ancoats Works on Pollard Street, Manchester.
- 6.2 The accessibility analysis shows that the site is well located to allow residents to easily access key activity destinations in Manchester city centre, and beyond, by sustainable modes. Access can be gained to frequent bus, tram and train services and the site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a short sustainable trip length of their home.
- 6.3 In line with local and national policy, the proposal includes a low level of car parking. The assessment shows that the site has suitable accessibility characteristics for low-car living.
- 6.4 The proposal is supported by resident amenity facilities, a high level of secure and covered cycle parking for residents, secure cycle parking for visitors, reinstatement of redundant access points, a Travel Plan, and amendments to the TRO to provide disabled parking bays, loading bay and car club bay, all of which have been agreed in principle with MCC highway officers.
- 6.5 The traffic impact and road safety assessments show that the proposal will not have an impact on highway operation or road safety patterns.
- 6.6 It is concluded that the proposed development meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be severe or unacceptable when examined in the context of NPPF. It is also shown that the proposal meets the sustainable transport requirements of NPPF.

Appendix A



RAIN GARDENS - PLANTING, GRASS AND PEBBLES

BARK MULCH TO ALLOTMENT AREA

KEY:

RED LINE BOUNDARY- FOR PLANNING

VEHICLE ACCESS

PEDESTRIAN ACCESS

EMERGENCY / MAINTENANCE ACCESS

SERVICE ACCESS

HOPE MILL ACCESS ZONE

SHARED ACCESS ZONE

POTENTIAL RETAINED EXISTING COLUMNS TO RE-USE AS A LANDSCAPE FEATURE

POTENTIAL RETAINED EXISTING BRICK WALL

EXISTING MACADAM SURFACE RETAINED

'PAVING TO BE MADE GOOD IN ACCORDANCE WITH MCC HIGHWAYS SPECIFICATION'

TARMAC TO SHARED SURFACE / VEHICULAR ZONE

SHARED SURFACE AREAS - SETT PAVING

ENTRANCE SQUARE - RESIN BOUND GRAVEL WITH PAVING SETT TRIMS

LOUNGE / SEATING AREA PAVING FLAGS

POCKET GARDENS / SEATING AREAS - HERRINGBONE CLAY PAVING

PAVING PLANKS THROUGH LAWN

TIMBER EFFECT PAVING PLANKS THROUGH PLANTING WITH GRAVEL INFILL

MAIN CIRCULATION ROUTES - SANDSTONE SETTS/FLAGS

WATERSIDE TERRACES / SEATING - ANTI-SLIP COMPOSITE TIMBER DECKING AND CONCRETE CANAL EDGE

RAISED TIMBER SLEEPER GROW BEDS

TIMBER SLEEPER SEATING WITH STEEL BASE WITH INTEGRATED LED STRIPLIGHTING

TIMBER LOUNGER SEATING

METAL BASE & TIMBER TOP SEATING

OUTDOOR TIMBER / METAL DINING TABLES

TIMBER TERRACE CUBE SEATING WITH INTEGRATED LED STRIPLIGHTING

CANAL SIDE TIMBER SLEEPER SEATING

STEEL BASE & TIMBER TOP SEATING WITH INTEGRATED LED STRIPLIGHTING

TABLE TENNIS

BBQ AREA - BLOCKWORK AND TIMBER EFFECT CLADDING

TIMBER PERGOLA

METAL EDGE RAISED PLANTERS

TREE GRILL

FLAT BAR POWDER COATED STEEL RAILINGS - 1.8m TO SECURE LINE.

SECURITY GATE

TIMBER EFFECT STEPPING STONES

STAINLESS STEEL CYCLE HOOPS

HANDRAIL TO EMERGENCY ACCESS

STAIRS TO EMERGENCY ACCESS

DRY RISER

EXISTING CABINET

FEATURE COLUMN LIGHTING

LOW LEVEL LED BOLLARD

COLUMN FITTING LIGHTING (MOUNTED ON EXISTING COLUMN)

FESTOON LIGHTING

UPLIGHTING

EXISTING TREES TO BE RETAINED

EXISTING TREES TO BE REMOVED

PROPOSED TREES

SPECIMEN SHRUB

FRUIT TREE

ORNAMENTAL SHRUBS AND PERENNIAL PLANTING

AMENITY GRASS

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:

THE CDM DESIGN ISSUES REGISTER

THE BDP RISK SERIES OF DRAWINGS

THE PROJECT CDM RISK REGISTER

NOTES

THIS DRAWING SHOWS INDICATIVE LANDSCAPE LIGHTING LOCATIONS ONLY.

FOR MORE INFORMATION INCLUDING ARCHITECTURAL EXTERNAL LIGHTING, PLEASE REFER TO THE LIGHTING ENGINEERS 'EXTERNAL LIGHTING LUMINAIRE SCHEDULE' REPORT AND 'WECE / 301/ E/ 01' - ELECTRICAL SERVICE EXTERNAL SERVICES LAYOUT DRAWING PROVIDED BY WATT ENERGY & CONSULTING ENGINEERS.

P07

AMENDMENTS TO LINEWORK ALONG THE EASTERN BUILDING FOLLOWING DESIGN RATIONALISATION. BUILDING UPDATED.

MP

JF

14.01.22

P06

SERVICE ACCESS TO POLLARD STREET AT THE REAR OF THE COMMERCIAL UNIT ADDED; PEDESTRIAN ACCESS TO THE AMENITY SPACE AT THE WESTERN END OF THE BUILDING ADDED; AMENDMENTS TO LIGHTING; TEMPORARY BIN HOLDING AREA ADDED; TOTEM SIGNAGE ADDED, ELECTRONIC ACCESS POST ADDED.

MP

JF

08.12.21

P05

UPDATING TO THE RED LINE BOUNDARY. AMENDMENTS TO KEY, LEGEND, LIGHTING, PAVING HATCH, REDUCING FROM 3 TO 2 FEATURE LIGHTINGS AND REMOVING BELLMONTHS ON CARRUTHERS STREET FOLLOWING DTM.

MP

JF

23.11.21

P04

AMENDMENTS TO LINEWORK FOLLOWING DESIGN RATIONALIZATION. BUILDING AND LANDSCAPE ROTATED TO NEW TOPO SURVEY ALIGNMENT.

MP

JF

08.11.21

P03

AMENDMENTS TO MATERIAL HATCH AND LAYOUT, FOLLOWING CLIENT COMMENTS. GRASS AREA ADDED NEAR CANAL. CAR PARKING REMOVED FROM MILLSIDE SQUARE. LIGHTING ADDED.

MP

JF

13.10.21

P02

AMENDMENTS TO MATERIAL HATCH AND LAYOUT, FOLLOWING DESIGN DEVELOPMENT, INDICATION OF TREES TO RETAIN AND TO REMOVE.

MP

JF

06.10.21

P01

FIRST ISSUE

MP

JF

23.08.21

REVISION

DESCRIPTION

DATE

BY

CHKD

DATE

DETAIL

SECTION

COMP

CAPITAL&CENTRIC

KAMANI PROPERTY GROUP

11 Ducie Street
PO Box 85
Piccadilly Basin
Manchester
M60 3JA
United Kingdom

T +44 (0)161 828 2200
www.bdp.com

PROJECT SITE

Ancoats Works, Manchester

BDP JOB NUMBER

P3001596

DRAWING TITLE

LANDSCAPE GENERAL ARRANGEMENT

SCALE

@ A1
1:200

DATE FIRST ISSUED

AUG '21

PROJECT NUMBER

1596-BDP-XX-00-DR-L-90200

REVISION

P07

Appendix B

From: Lesli Speers <lesli.speers@sktransport.co.uk>
Date: Thursday, 26 August 2021 at 15:25
To: Andy Connell <andy.connell@manchester.gov.uk>
Subject: Ancoat Works

Hi Andy

Thanks for your time to run through the emerging proposals for Ancoat Works. I have set out a quick record of our meeting, if you could confirm you are happy with the below and I will then circulate to the wider design team for discussion.

Car Parking

As set out in our scoping proposal, the current intention was to introduce new Traffic Regulation Orders on the Pollard Street frontage to reinforce the car-free nature of the proposal and accommodate disabled parking / loading / etc.

You have discussed the site with the case officer and your preference would be for a small area of site parking to be accommodated in the area of the site to the south of Hope Mill. It is my understanding that the use of this area is not so straightforward as I believe it is shared with Hope Mill. I believe that the applicant is still discussing with Hope Mill whether we can use this area for some limited site parking. If this space does prove to be usable, we will review the potential with the applicant for a small area of parking to be provided (disabled parking, with EV charging).

If this space isn't available for us to use, we both agreed that it would not be appropriate to use the public realm area at the centre of the site for parking due to the importance of this area for as resident amenity space and access to the canal. I understand that you had already discussed the importance of the central courtyard public realm area with the case officer.

Regardless of whether the parking is provided on site or on Pollard Street we will clearly set out a justification for the low level of parking in our application documents, including the reasons why it can't be provided on site, if this proves to be the case.

As discussed, I believe that the site sits in the Eastlands SRF in the Holt Town Central area. Holt Town Central connects to Ancoats and New Islington and has very similar characteristics to these city centre areas. I have reviewed the SRF (2019 update) since our meeting and the document states that development in the Holt Town Central area should be high density and similar to that provided in the Ancoats area in the city. Based on this, advice in NPPF on reduced parking to deliver higher density development, and the short distance to the city centre on foot, cycle and tram, I believe that the site is suitable for car-free living. We have already examined the suitability of the site for car-free living in the TS scoping report (reattached) and this assessment will be expanded on for the application documents. As discussed, all Capital & Centric's other residential sites are car-free – including Talbot Mill which has very similar accessibility characteristics (including the distance to the core of the city) to the proposal site. We will include precedents for low-parking / car-free in similar situations in our submission documents. You noted that the Munday Street development nearby was effectively car-free, with only disabled parking provision.

Traffic Regulation Orders

Regardless of the outcome of the discussions between the applicant and Hope Mill on the future use of the area to the south of Hope Mill, the applicant will still be required to develop a TRO scheme for Pollard Street (both sides of the road north to Little Holme Street) and Carruthers Street (site frontage only) to allow better control of street parking and limit overspill parking from the development. We had already previously advised the applicant that we would expect TRO to be updated to assist with the support of car-free development in this location.

The TRO scheme for Pollard Street will examine double yellow line provision on the eastern side and a scheme with time limited parking bays (disabled, standard and loading) on the western side. We will also discuss with Enterprise providing them with a car club bay on Pollard Street within the TRO proposal.

On Carruthers Street we will be looking to extend the existing double yellow line provision. The Transport Statement will include a plan showing existing TRO and proposed TRO.

You have advised that the TRO for both streets can be covered by a single application and therefore the single standard developer TRO cost (£12k). We will discuss this with the applicant prior to the planning submission.

Servicing

There is limited opportunity to bring service vehicles into the site due to the retention of the existing façade on

Pollard Street. It is our intention to service the site from Pollard Street, in line with the arrangements already in place for the residential site opposite on Crossley Court. Crossley Courts bins are also collected from Pollard Street. The TS will include appropriate swept paths. As above, we will include a loading bay for this activity in the TRO scheme.

You have advised that the bins should not be stored on the public footway for collection, and we will discuss with the applicant keeping the bins in an appropriate location at the site gates on collection day.

Cycle Parking

You stated that MCC's preference was for all cycle parking (100%) to be provided within a ground floor store. At present the scheme provides some cycle parking in the store, with the provision for the remainder to be provided within the apartments. I explained that this has been the consistent arrangement for all Capital & Centric's consented residential schemes in the city (Crusader Works and Talbot Mill) as it allows for residents who prefer their cycles to be stored where they can see them. We agreed that I would ask the architect to show on their plans the locations within the apartments for the storage of cycles. The total provision (store + apartments) will be one space per unit (100%).

Other Measures

The development will be supported by a Travel Plan that sets out measures that will be used to support active and car-free living.

I trust this is an accurate reflection of our discussions, but please do let me know if I have missed anything.

Kind regards

Lesli

Lesli Speers

MSc BSc (Hons) MCIHT MCILT
Director



Please click [here](#) for our current COVID-19 policy

SK Transport Planning Ltd
Albion Wharf, Manchester, M1 5LN
07809 876 704
ls@sktransport.co.uk
sktransport.co.uk

Email Disclaimer
Registered in England & Wales 6001445

Appendix C

THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.



Revision Details Updated site layout	By JAT LGS Check	Date 14.01.21	Suffix D
Revision Details Updated site layout	By JAT LGS Check	Date 14.12.21	Suffix C
Revision Details Updated with topo survey	By JAT LGS Check	Date 10.11.21	Suffix B
Revision Details Site layout updated, proposed bays amended	By JAT LGS Check	Date 07.10.21	Suffix A

Drawing Number

SK22125-002

Ancoats Works

Drawing Title

Existing & Proposed TRO
Pollard Street / Carruthers
Street

Scale at A1
1.500

:500

Drawn	IAT
-------	-----

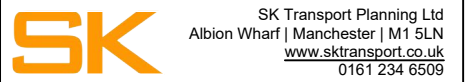
Approved	LC
----------	----

Check	
-------	--

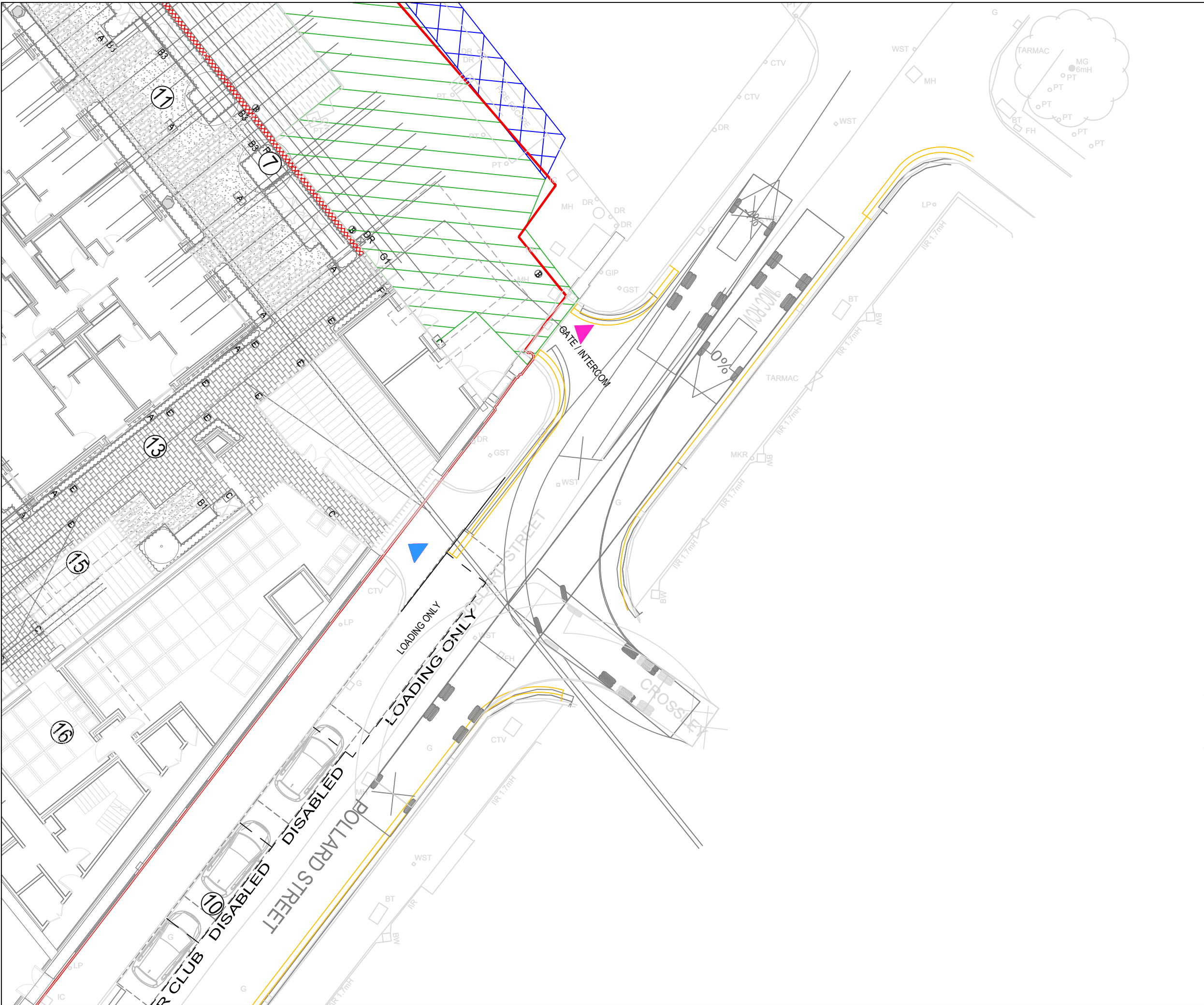
Date	
------	--

LGS

21



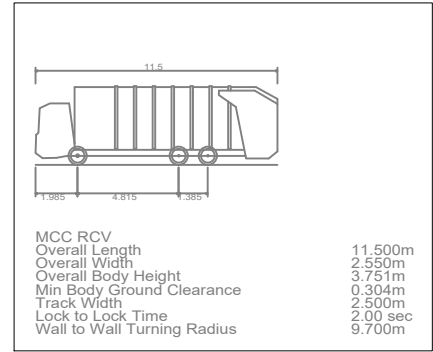
Appendix D



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



Revision Details	By	Date	Suffix
Site layout update	JAT	14.01.21	C
Site layout update	JAT	14.12.21	B
Updated with topo survey	JAT	10.11.21	A

Drawing Number
SK22125-003

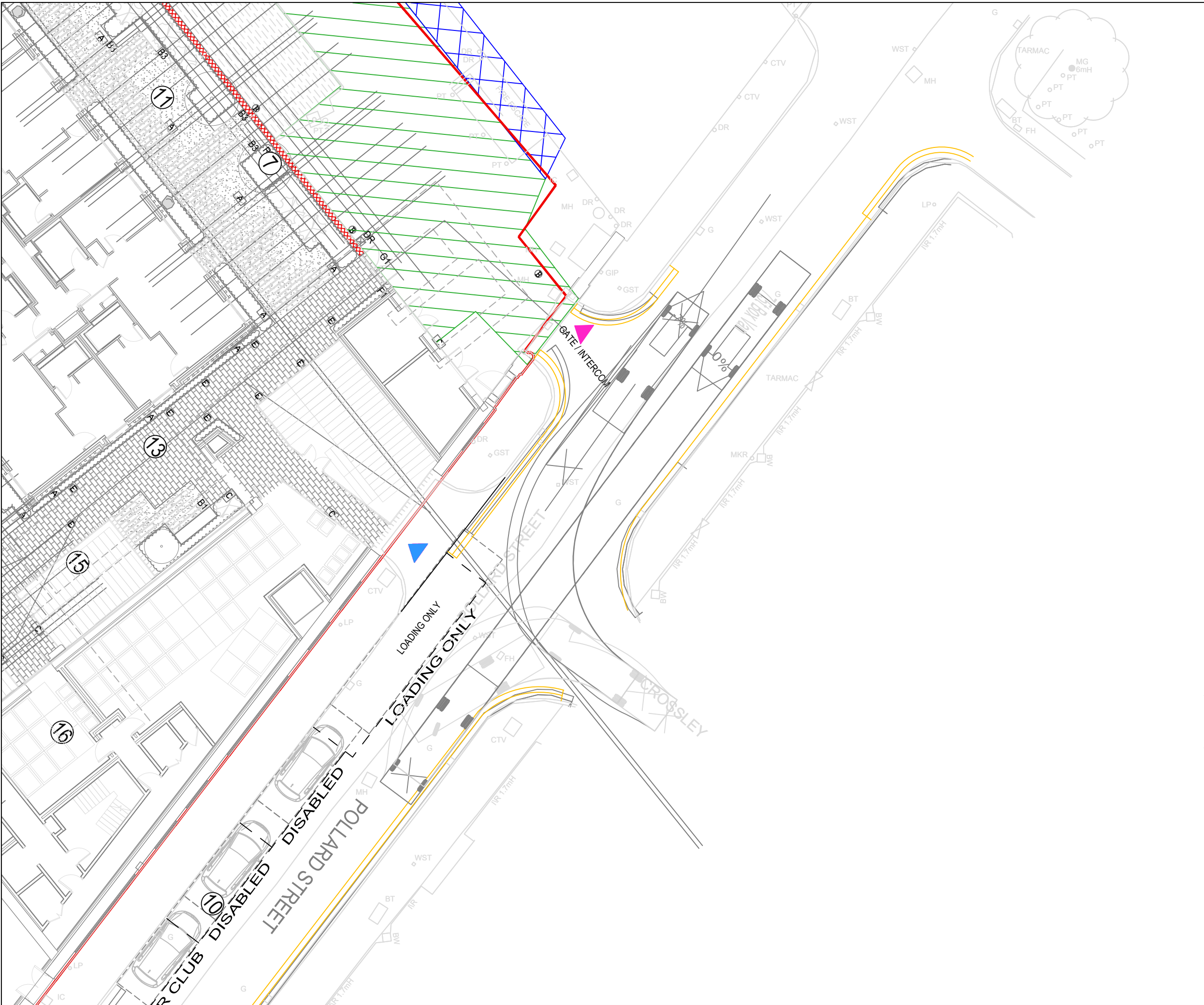
Ancoats Works

Drawing Title
Swept Path Analysis Pollard Street MCC Specification Refuse Veh

Scale at A3
1:200

Drawn	Approved
JAT	LGS

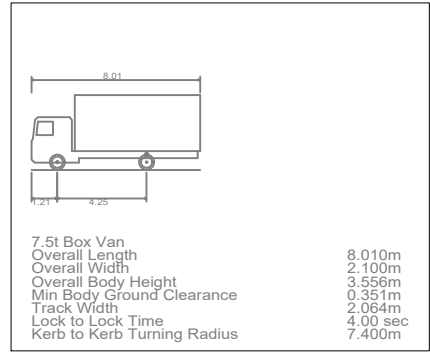
Check	Date
LGS	21.09.21



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



Revision Details	By	Date	Suffix
Site layout update	JAT	14.01.21	C
Site layout update	JAT	14.12.21	B
Updated with topo survey	JAT	10.11.21	A

Drawing Number

SK22125-004

Ancoats Works

Drawing Title

Swept Path Analysis
Pollard Street
7.5T Box Van

Scale at A3

1:200

Drawn

JAT

Approved

LGS

Check

LGS

Date

21.09.21

Appendix E

Ancoats Works, Pollard Street, Manchester

Interim Travel Plan

220117/SK22125/ITP01(-03)

Contents

	Page
1 Introduction	1
2 Audit	4
3 Management	9
4 Toolkit & Action Plan	10
5 Monitoring, Targets & Review Mechanisms	12

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22125	ITP01	-00	Draft	L Speers	LGS	21/09/21
SK22125	ITP01	-01	Final Draft	L Speers	LGS	09/11/21
SK22125	ITP01	-02	Submission	L Speers	LGS	09/12/21
SK22125	ITP01	-03	Updated Layout	L Speers	LGS	17/01/22

1 Introduction

- 1.1 SK has been instructed by Banidev to prepare an Interim Travel Plan for a residential-led development at Ancoats Works on Pollard Street in Manchester.
- 1.2 A Transport Statement (TS) has been prepared to accompany the planning application and this should be read in conjunction with this document for full details of the development impact and layouts.

Development Proposal

- 1.3 The proposal will deliver for a residential-led development to provide 183 apartments and 10 duplex apartments (Use Class C3) and flexible commercial space (Use Class E / Sui Generis) at the site of Ancoats Works on Pollard Street, Manchester. The proposed site layout is attached at Appendix A of the TS.
- 1.4 Pedestrian access to the site is provided from Carruthers Street and Pollard Street.
- 1.5 The applicant will fund the reinstatement of redundant site access points as shown in the plan at Appendix D of the TS.
- 1.6 It was agreed during scoping discussions with MCC highway officers that it is important that the central courtyard should not be used for parking, and it should be included in the proposal to provide outdoor landscaped amenity space and access to the canal. Consideration has been given to providing a small area of parking on the area of land between the building and Hope Mill. The provision of parking in this area has not been possible due to conflicts with the existing adjacent use meaning that it is not available to the applicant. However, as set out during scoping discussions, the site does meet the standard appraisal criteria for car-free living regularly used by SK across the city in agreement with MCC highway officer. It is therefore proposed to provide no parking on the site. The standard method assessment of the suitability of the site for zero car living is set out in Section 5 of the TS. In this instance, it has been agreed with MCC that disabled parking will be provided on street.
- 1.7 It has been agreed with MCC that amendments will be made to TRO on streets bounding the site to provide disabled, car club and loading bay provision, and to allow better control of unregulated street parking. As discussed during scoping, the TRO proposal includes the provision of double yellow lines on the eastern carriageway edge of Pollard Street and the provision of white lined bays on the western carriageway edge (including a loading bay, two disabled bays, and a car club bay). On the Carruthers Street frontage, the TRO will be amended to provide a consistent length of double yellow line controls and loading controls. The TRO proposal is attached as Appendix C of the TS. The applicant will fund the changes to the TRO identified and as agreed with MCC, which will be undertaken by a single TRO application.
- 1.8 The site is located a two-minute walk from existing car club vehicles at New Islington. Notwithstanding, the TRO proposal will include the provision of a white lined car club bay on Pollard Street. Enterprise Car Club has confirmed that they would be interested in locating a car in this area.
- 1.9 Bike stores are provided at ground floor level, with access provided from the Pollard Street frontage, to accommodate 122 bikes. The Design & Access Statement shows that cycle parking can also be accommodated in 99 of the apartments. The proposal provides space for 221 resident cycles to be stored in sheltered locations.
- 1.10 Six cycle stands are also provided within the courtyard providing 12 visitor parking spaces. In line with LTN 01 / 20, the short-stay, visitor parking is not sheltered.
- 1.11 A bin store is also provided at ground floor level, with access provided from the Pollard Street frontage. Refuse vehicles will pull up on street outside the site on collection day and will use the proposed loading bay. This is the same refuse collection and delivery arrangement as is used for the historic and consented uses at the site. Kerbside collection is also the arrangement used by MCC refuse collection at the apartments opposite the site at Crossley Court. MCC's website confirms that bins are collected from Crossley Court on Thursdays and the type of bins collected are Eurobins, like those that will be used at the development.

- 1.12 Swept paths have been undertaken for service vehicles and are attached at Appendix D of the TS. These show a large refuse vehicle and a more typical size of delivery vehicle (7.5T Box Van). It can be seen that the refuse vehicle would need to use the space it will have vacated in the loading bay in order to turn. Smaller delivery vehicles such as the 7.5T Box Van shown in Appendix D of the TS will be able to turn without encroaching on the loading bay.
- 1.13 Fire access to the site will be taken from kerbside.

Travel Plan Process

- 1.14 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce car use generated from the site by supporting sustainable modes of transport and measures that will build on the location of a development site. In line with the 'Travel Plans, Transport Assessments and Statements' section of PPG, the measures adopted should be reasonable and proportionate to the size and scope of the proposed development.
- 1.15 In this instance, the site is located on the edge of Manchester city centre. The TS assessment shows that access can be gained to numerous services and facilities using existing/scheduled sustainable infrastructure and without needing to use or even own a car. The site also meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20 minute journey time. The locational qualities of the site and the infrastructure to be delivered as part of the proposal are reflected in the low level of intervention required from the Travel Plan.
- 1.16 Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site. A future management and monitoring mechanism are set out for adoption in the final Travel Plan.
- 1.17 The Travel Plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. This interim version of the Travel Plan is the first stage of the process and outlines the aims and objectives and sets the level of intervention required to encourage and support sustainable living practices at the site.
- 1.18 The Interim Travel Plan draws on the following guidance and best practice:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

The Travel Plan Pyramid

- 1.19 Department of Transport (DfT) states that it is helpful to:

'... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.'¹
- 1.20 The DfT pyramid (shown in Figure 1.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 1.21 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 2 of the Plan.

¹ Department for Transport (2009), Delivering Travel Plans through the Planning Process

- 1.22 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian access, car-free development, and cycle parking proposals. This information is as set out above in Section 1 and also in Section 4.
- 1.23 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. DfT research has consistently demonstrated that investment in *soft* or SMART travel planning measures, when coupled with marketing interventions, can have a very real impact upon influencing travel behaviour. These are set out in Sections 3 to 4 of the Plan. Section 4 also sets out the Travel Plan Action Plan.
- 1.24 Section 5 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.



Figure 1.1: Travel Plan Pyramid
[source: DfT 2008]

Travel Plan Benefits

- 1.25 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 1.26 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on resident health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 1.27 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.

- 1.28 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

Travel Plan Objectives

- 1.29 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, residents will already have already chosen to live without owning a car and so the main objective of the Travel Plan is to outline a sustainable and realistic strategy that will provide residents with information on the various travel options available to them.
- 1.30 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks:
- To support site users to make informed travel choices
 - To set out a suitable monitoring and management structure

2 Audit

Site Location

- 2.1 Figure 2.1 shows that the site is located on the eastern edge of the city centre, in the New Islington residential area. The site sits in the Holt Town Central area of MCC's Eastlands SRF. The SRF identifies the area as suitable for high density development, similar to that in Ancoats.
- 2.2 The site is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site, and also includes the former Bank of England pub, both of which are now vacant. The main Ancoats Works building is of three storey height and occupies the north-eastern half of the site, with car parking toward the Carruthers Street boundary. The existing building is a traditional and substantial industrial unit with a double-gabled roof.
- 2.3 In March 2019 planning consent was granted for the change of use and expansion of the building to provide 6,000sqm of office floor space (ref: 122809). The consented proposal includes the use of the north gate on Pollard Street for vehicle access. Refuse collection and service activity for the consent was kerbside on Pollard Street, with vehicles using the Crossley Court access junction for turning manoeuvres.

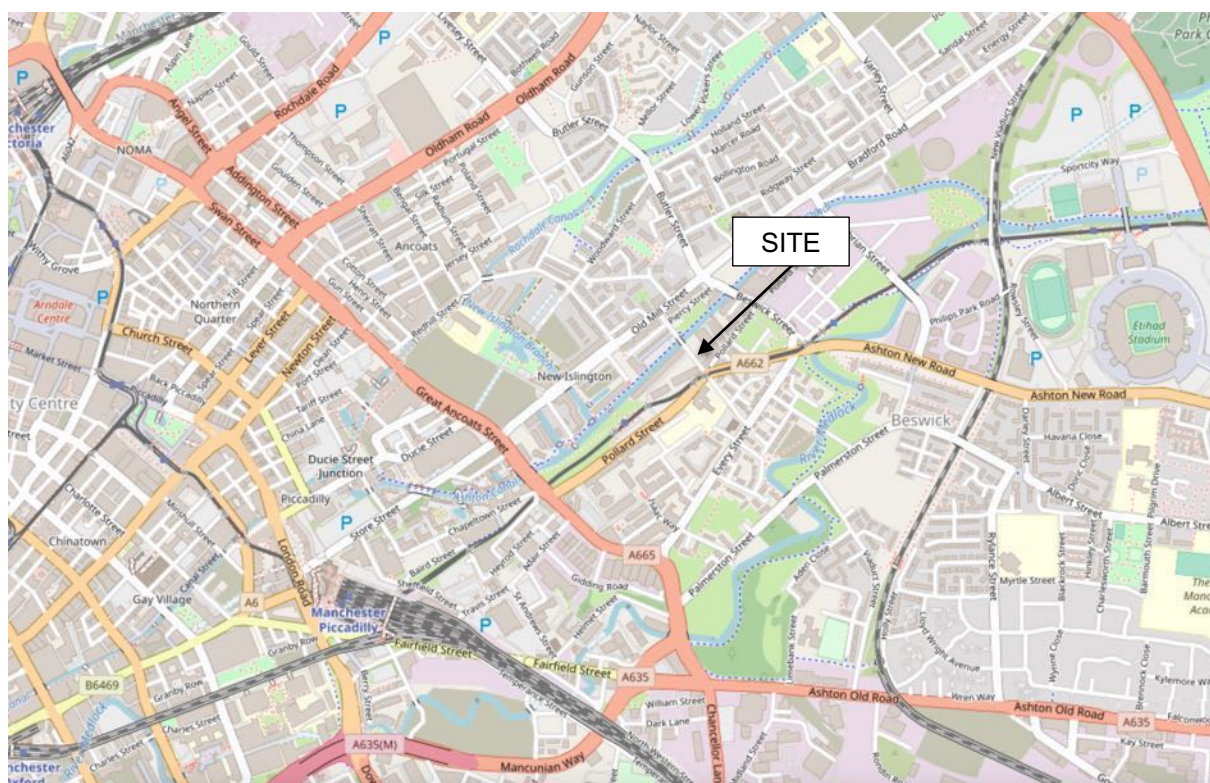


Figure 2.1: Site Location

Local Highway Network

- 2.4 Access to the site is currently provided from Carruthers Street and Pollard Street.
- 2.5 Carruthers Street routes roughly east-west on the southern boundary of the site, between Pollard Street and Old Mill Street. Carruthers Street has a carriageway width of 6.5m with footways on either side of the road. The road is subject to a 20mph speed limit.
- 2.6 Pollard Street routes roughly north-south on the eastern boundary of the site, between Beswick Street and the A662 Merrill Street. Pollard Street is closed at its southern end. The carriageway width is 7.5m and the 2.5m wide footways are provided on either side. It is also subject to a 20mph speed restriction.
- 2.7 The closed end of Pollard Street meets the A662 Merrill Street at a signalised junction that includes pedestrian crossing facilities, cycle advanced stop lines and Metrolink crossing infrastructure.

Traffic Regulation Orders

- 2.8 Parking is controlled on the eastern carriageway edge of Pollard Street by single and double yellow lines. The single yellow lines are in force between 8am and 6pm (Monday to Friday), and 8am to 12pm (Saturday). The double yellow lines are in place at junction zones and at the end of Pollard Street which will accommodate cars turning and which keeps the area clear around the cycle links at the end of the street. Parking is uncontrolled on the western carriageway edge of Pollard Street. There are no loading restrictions on Pollard Street.
- 2.9 Double yellow and single yellow lines are in place on Carruthers Street, with sections of uncontrolled parking bounding the site. Loading blips are provided on approach to the signalised junction with the A662 Merrill Street.
- 2.10 The existing Traffic Regulation Orders (TRO) are shown on Appendix C of the TS.

Access on Foot

- 2.11 The existing pedestrian infrastructure surrounding the site provides direct routes to the city centre and New Islington. The footways bounding the site provide 2m (and above) widths and crossing facilities are in place at the junction of Pollard Street / A662 Merrill Street. Access can also be gained to the canal towpath on the Ashton Canal at Carruthers Street.
- 2.12 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, equating to a 25-minute walk time as shown on Figure 2.2.

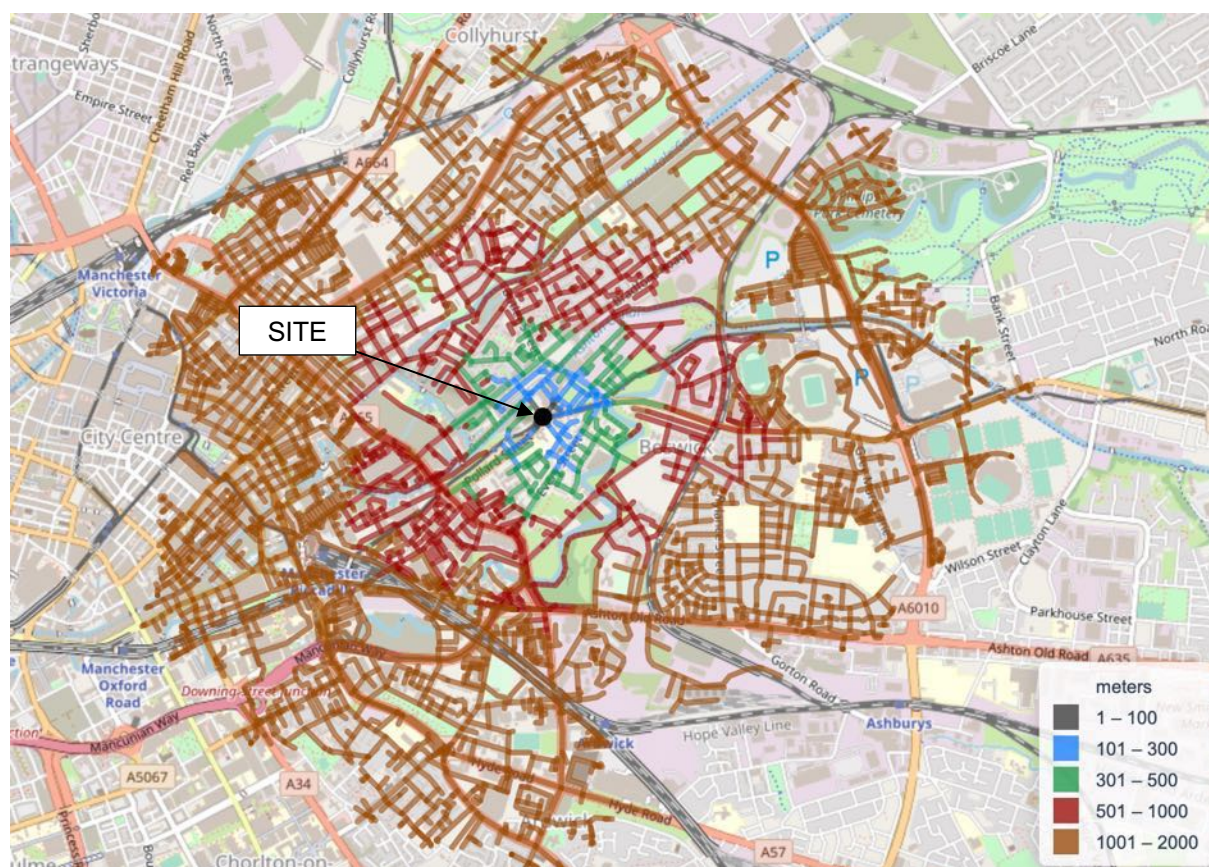


Figure 2.2: 10, 15, 20 & 25 Minute Walking Isochrones

- 2.13 Figure 2.2 shows that the site is within a 13-minute walk of Piccadilly, Ancoats, Beswick and the Etihad Campus. The site is also within a 25-minute walk of substantial areas of the city centre. The site's location means that access can be gained to numerous amenities and services a short walk from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute walk of the site.
- 2.14 The existing infrastructure surrounding the site creates opportunities for access on foot and the site is located a short walk to key areas of activity, including the city centre.

Access by Cycle

- 2.15 Figure 2.3 shows that Pollard Street forms part of the cycle network and this connects to routes on Merrill Street, the Ashton Canal and routes towards Eastlands.

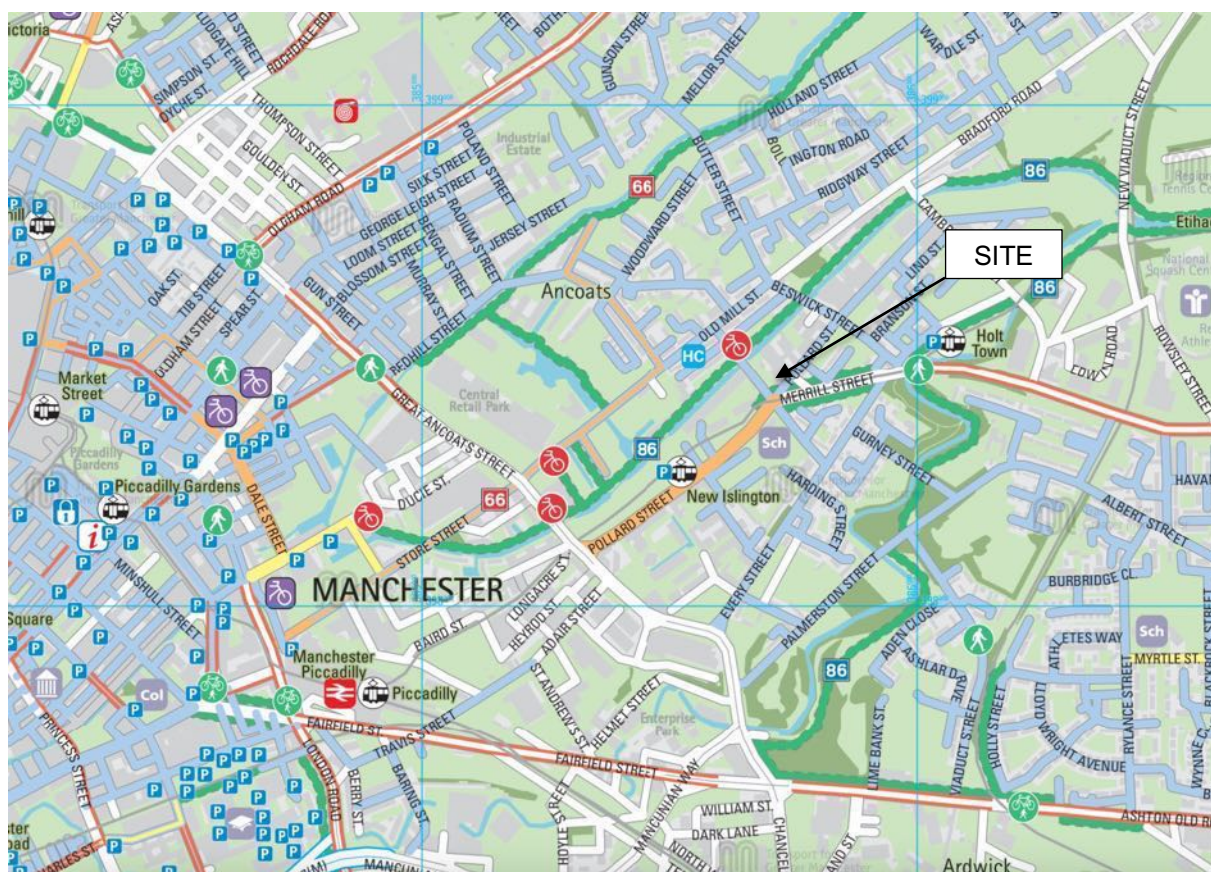


Figure 2.3: GM Cycle Network
[source: TfGM 2021]

- 2.16 Figure 2.4 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this improved route can be gained from the Ashton Canal route.

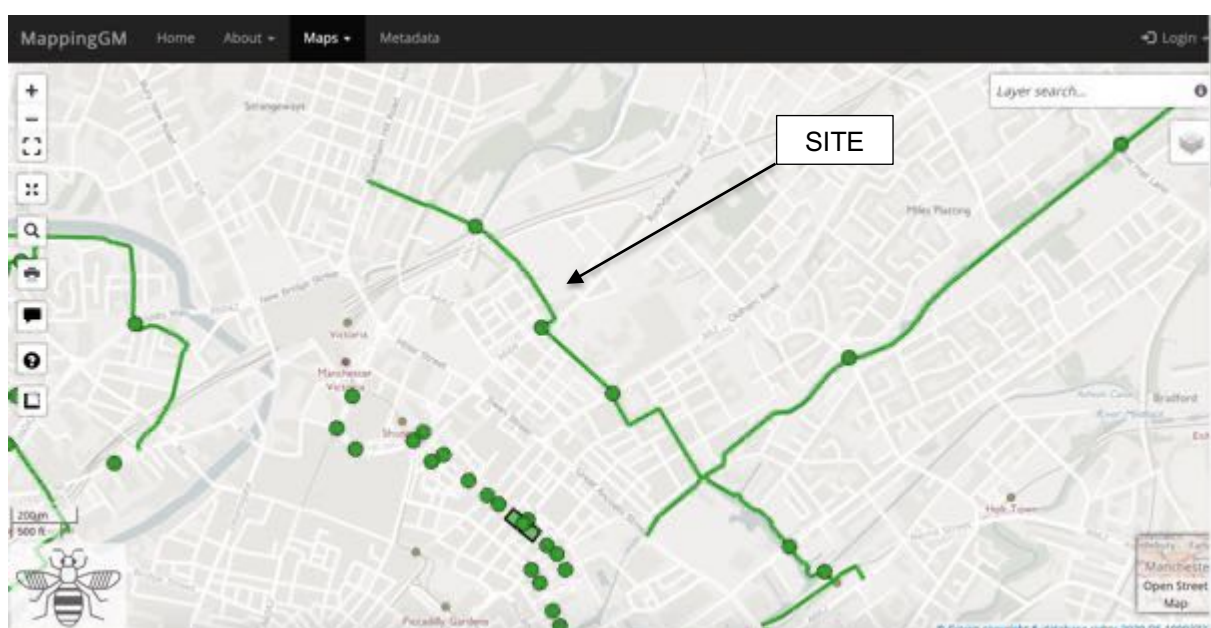


Figure 2.4: Bee Network Proposals
[source: MappingGM 2021]

- 2.17 Figure 2.5 shows 20- and 25-minute cycle journey times from the site based on leisurely cycle speed of 16km / h.

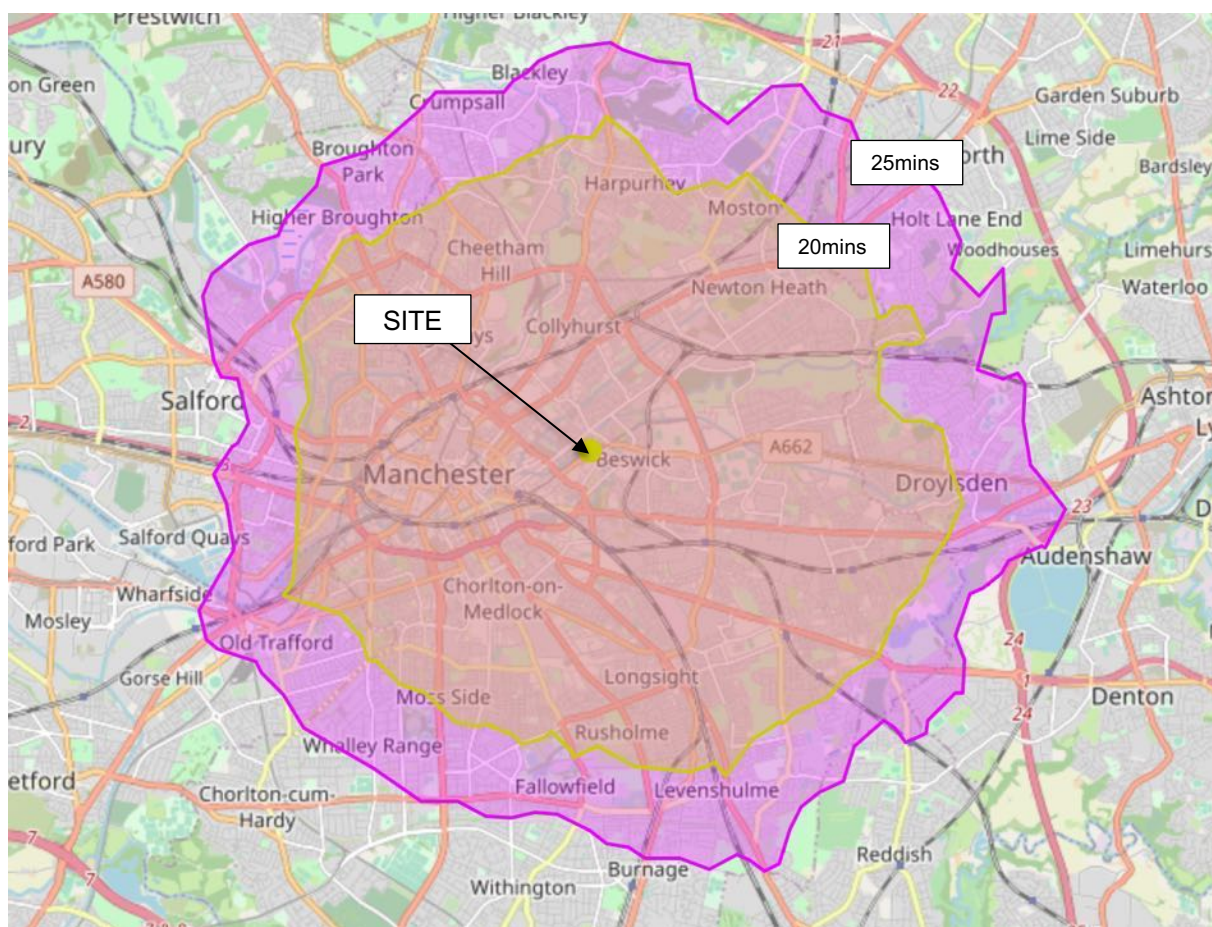


Figure 2.5: Cycle Catchment

- 2.18 Figure 2.5 shows that the site is within most of the Manchester Authority Area and areas such as Old Trafford, Droylsden, Salford Quays and Salford University. The assessment shows that access can be gained to numerous amenities and services a short cycle from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute cycle of the site.
- 2.19 The existing infrastructure surrounding the site creates opportunities for access by bike and access can be gained a short cycle from the site to key areas of activity, including the city centre.

Access by Public Transport

- 2.20 Figure 2.6 shows the public transport network serving the site.

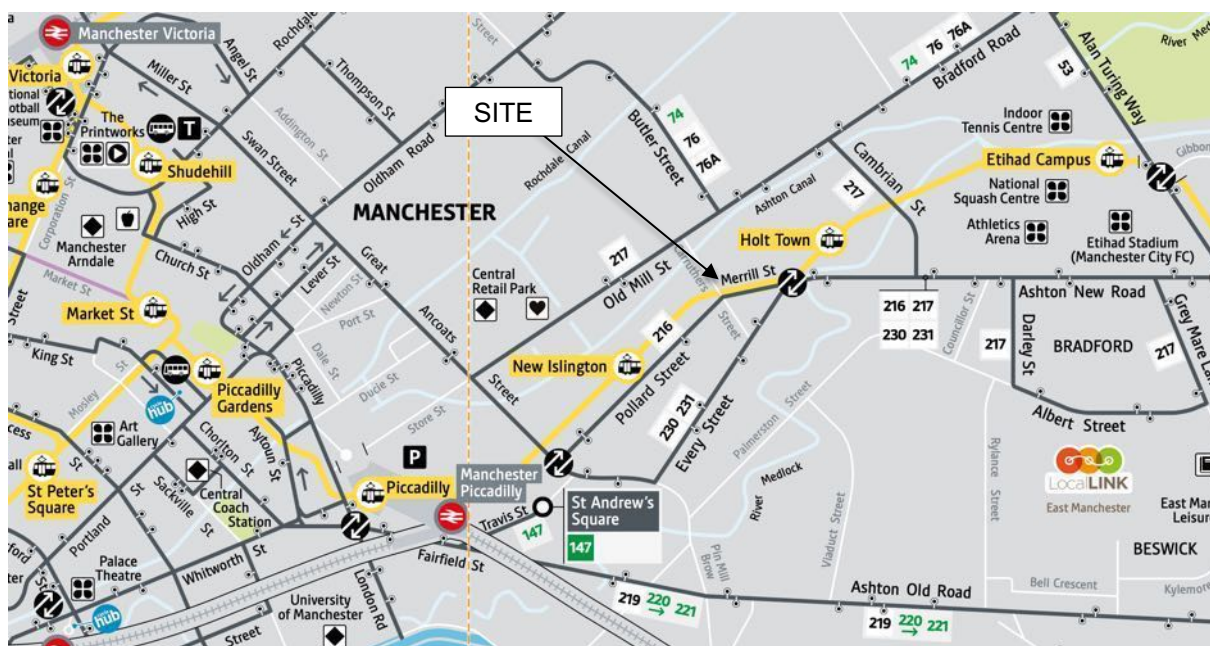


Figure 2.6: Public Transport Network
[source: TfGM 2021]

- 2.21 Figure 2.6 shows that access can be gained to the New Islington and Holt Town tram stops within a short walk (two minutes and four minutes, respectively).
- 2.22 Access can also be gained to bus routes 216 and 217 from Pollard Street and Old Mill Street within a two minute and a four-minute walk, respectively. Service 216 routes between the city centre and Ashton-under-Lyne operating a turn-up-and-go frequency (a bus every 10 minutes) in both directions. Service 217 routes between the city centre and Droylsden, operating with an hourly frequency in each direction.
- 2.23 The site benefits from a very good level of accessibility using existing public transport services.

Casual Car Use

- 2.24 The majority of the residents will live at the site without owning a car. However, there may be occasions when a car is required. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access to a vehicle for ad-hoc use and which negates the requirement to own and store a car.
- 2.25 The nearest Car Club to the site is located at the CHIPS building off Old Mill Street. The vehicle is less than a two-minute walk from the site.

3 Management

Travel Plan Coordinator

- 3.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Interim Plan and is committed to its successful implementation on completion of the development.
- 3.2 The applicant, or their successor in title, will continue to have a regular overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.
- 3.3 Travel Plan Co-ordinators play an important role in developing, implementing and managing Travel Plans. The Travel Plan Co-ordinator for the site will be identified prior to occupation of the development and contact details provided to MCC.

- 3.4 The Co-ordinator will form the main point of contact for the local authority and residents. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and surveying its effectiveness and assessing this against the stated objectives and targets.
- 3.5 In summary, the Travel Plan Co-ordinator's general role and responsibilities will include:
- Implementing the Plan measures
 - Providing a point of contact for site residents, the local community and MCC
 - Publicising and raising awareness of local and national initiatives
 - Preparing and issuing the travel packs
 - Providing regular updates to residents on changes to local services and facilities
 - Monitoring and surveying travel patterns
 - Regularly reporting to MCC

Funding Mechanisms

- 3.6 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated plan objectives.
- 3.7 The applicant has confirmed that it will fund the cost of time for the Travel Plan Co-ordinator to implement Plan measures, respond to resident issues, and undertake the annual survey and Plan review.

4 Toolkit & Action Plan

Promotion & Marketing

- 4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively. This is particularly the case for a site such as this development that occupies an accessible location with very good opportunities for sustainable trip making from day one of the development.
- 4.2 The Travel Plan Coordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote the Travel Plan:
1. Travel packs for all new households
 2. Promotion of local authority / local area travel campaigns / networks
 3. Distribution of promotional materials
- 4.3 In summary, the travel packs will provide:
1. Travel Plan Co-ordinator contact details
 2. Information on TfGM on-line and phone app journey planning software
 3. Information on TfGM cycle and walking route maps
 4. Information on TfGM bus maps and timetables
 5. Details of current TfGM local initiatives
- 4.4 Residents will be encouraged to familiarise themselves with the journey planning websites and phone apps promoted by TfGM on its website. These included : [Traveline](#), [Citymapper](#) and [Transit](#).
- 4.5 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably:
1. Improve health and wellbeing
 2. Save money
 3. Reduce traffic congestion
 4. Increase physical activity and fitness
 5. Improve air quality
 6. Reduce carbon emissions

7. Meet new people

Walking

- 4.6 TfGM states that the growth in residential development in urban centres has led to an urban renaissance that has reduced car ownership and use. This is because people can work and play within walkable distances of their front door. The proposal site is a continuation of this, as the site is located on the edge of Manchester city centre which can be accessed in a short walk.
- 4.7 The CIHT's simple rule has been applied to the layout and the transport strategy so that it helps the city become a place that is planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. The proposal has a low level of site parking, and this will have clear knock benefits, including improved health and wellbeing of residents and air quality benefits, and reduced pressures on highway network operation, and reductions in emissions.
- 4.8 Information on local walking routes and amenities will be provided to residents in the travel pack. The travel pack will also include details of on-line and phone app journey planning software that is available from [TfGM](#).

Cycling

- 4.9 The site relates well to streets that are suitable for cycling. The proposal includes a high level of cycle parking.
- 4.10 TfGM also offer [free cycle training and maintenance sessions](#) for adults. The cycle training and maintenance will be promoted to residents by the Travel Plan Co-ordinator and information relating to this is provided in the travel pack.
- 4.11 Details of regular cycle events, such the Summer Cycle Camp, Let's Ride Pop-Up and HSBC's Let's Ride Manchester are provided on the [TfGM](#) website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities. This can be signed up for by using the [TfGM](#) website. These information resources will be promoted to residents in the travel pack.
- 4.12 Bikes and equipment can be purchased from [The Manchester Bike Hire](#), [Harry Halls Cycles](#) and [Evans Cycles](#). Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes. These information resources will be promoted to residents in the travel pack.

Public Transport

- 4.13 The assessment shows that the site is within a short walk of bus, tram and train services.
- 4.14 The travel pack will include information relating to phone app and on-line journey planning information available on [TfGM](#).
- 4.15 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and new initiatives.

Reducing the Need to Travel & Efficient Vehicle Use

- 4.16 Acknowledging the accessible location of the site, the development is car-free. The proposal includes amendments to TRO to provide disabled parking bays, a car club bay, a loading bay and better control of street parking.
- 4.17 Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car. Car clubs are located across the city, with the nearest vehicles located a two-minute away. A car club bay is also provided in the amendments to the street TRO.
- 4.18 The travel pack will include information on on-line food retail facilities that serve the area, including [Sainsburys](#), [Tesco](#) and [Ocado](#).

Action Plan

- 4.19 An Action Plan has been developed that summarises the key actions from the Travel Plan. This will be reviewed and updated as part of each monitoring period.
- 4.20 The Action Plan has been split into four key output periods based on the following:
- Quick Wins (Q) – prior to occupation
 - Short (S) – can be achieved within 12 months of occupation
 - Long (L) – can be achieved within 3 years of occupation
 - Ongoing (O) – no set timescales as will be regularly reviewed and updated

General	• Appointment of the Travel Plan Co-ordinator (Q) • Agreement of Travel Plan budget (Q) • Collection of latest travel information and update briefing (Q) (O) • Introduction of identified <i>firm</i> measures (Q)
Marketing	• Official launch of the Travel Plan (S) • Preparation of travel packs (Q) (O) • Promotion of national campaigns (O) • Preparation of material to update residents with any service changes (O)
Infrastructure	• Provision of secure cycle parking (Q) • Provision of TRO amendments (Q) • Promotion of car club (O)
Monitoring	• Baseline travel survey (S) • Review and update of targets (S) • Periodic travel surveys (O) • Preparation of periodic monitoring reports (O)

Table 4.1: Action Plan

5 Monitoring, Targets & Review Mechanisms

Data Collection & Analysis

- 5.1 Travel surveys will be undertaken within six months of the site being occupied and the results from the survey will be then used to set the targets for the Travel Plan and to update the measures, if required. A monitoring report will set out the results of the survey and any changes to the targets/measures and this will be issued to MCC within three months of the survey.
- 5.2 The surveys will investigate the following information:
1. Place of residence
 2. Usual mode of travel
 3. Car and cycle ownership
 4. Initiatives that would encourage a change in mode

- 5.3 Following the baseline survey, surveys will be undertaken periodically over a three-year period.

Interim Targets

- 5.4 In line with DfT guidance, action-based targets have been set for the Interim Travel Plan. Action-based target are based on the Travel Plan reaching set milestones or indicators.
- 5.5 The following action-based targets have been set:
- Prepare/issue travel packs for each resident on occupation
 - Survey existing resident travel patterns within 6 months of occupation
- 5.6 Quantitative targets also provide a useful indicator against which the performance of the Travel Plan can be assessed. The targets are required to be SMART (Site-specific, Measurable,

Achievable, Realistic and Timed). These targets are used to review and assess the impact of the Plan overtime. The final targets for the Plan will be set following the first travel surveys.