

Subject	Victoria North – Red Bank Neighbourhood Transport Scoping		
Date	10 January 2022	Job No/Ref	282022/TN/001

1.1 Introduction

The purpose of this note is to assist in the agreement between Manchester City Council (MCC) and Arup of the scope for the Environmental Statement (ES) Chapter and associated Transport Statement to support a planning application to deliver infrastructure works for the Red Bank Neighbourhood Project, which forms part of the wider Victoria North strategic development area.

An Environmental Impact Assessment is currently being undertaken as part of the planning application. The associated ES will include a Transport & Access chapter which will help to inform the Transport Statement. A formal ES scoping report has been issued to MCC with a scoping response subsequently provided by MCC on 07 January 2022. In this scoping response MCC has confirmed that the proposed scope in relation to the Transport & Access Chapter of the ES is acceptable. As such, the proposed scope for the Transport Statement is informed by that agreed scope.

1.2 Proposed Development

The proposed development is located within an area of land to the north east of Victoria Station, to the south of Red Bank. The site is immediately adjacent to Manchester city centre and is referred to as 'Red Bank Neighbourhood'.

Planning permission is being sought for infrastructure works in advance of the subsequent Red Bank Neighbourhood project, which does not form part of this application. The infrastructure works proposed as part of this application includes the following:

- Demolition of selected existing structures;
- Remediation and earthworks across site;
- Construction of internal access roads and junctions;
- Works to existing adopted highway on Dantzic Street and Red Bank;
- Creation of SUDs;
- Utility and services connections and diversions; and
- Provision of green infrastructure including (among others):
 - Creation of green links.
 - Creation of new City River Park.

The proposed redline boundary for the application is attached to this note.

In terms of the transport impact of the proposed development, initial estimates of the key parameters affecting the potential traffic impact are as follows:

- Site operation hours will be Monday to Friday (07:30-18:00) plus more limited weekend hours to be agreed with MCC;

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- Primary construction vehicle access will be from Red Bank via the existing junction used during the enabling works (former Creamline Dairies site). A secondary access onto Collyhurst Road will also provide construction vehicle access for short periods of construction.
- HGV routing for the Red Bank access will be via Cheetham Hill Road/North Street. HGV access to Collyhurst Road will be via Queens Road to the north.
- Construction duration is 18-20 months with an estimated completion date of March 2024;
- There will be limited variation in site activity levels throughout construction with an estimate of 1000-1800 HGV inbound movements per month throughout the works. This would equate to a daily average of c.40-80 inbound and 40-80 outbound HGV movements (based on a 22-day month).
- Use of public transport, walking and cycling will be encouraged for construction workers as site is highly accessible by bus, rail and Metrolink. Some limited parking will be provided on site – within the compound accessed via Roger Street (this is an existing surface car park). The number of spaces is to be confirmed.

1.3 Assessment Methodology

There is no built development aspect of the proposed scheme. As such there will be no increase in transport demand upon completion of the works. As there are no anticipated increases in demand upon completion, and no major changes proposed to the adopted highway network there is no possibility of significant effects arising. As such, it has been agreed with MCC that operational transport and access effects from the completed development are scoped out of the ES.

It is proposed that the Transport Statement similarly focuses on impacts during construction, in conjunction with the Construction Management Plan which will be prepared and submitted as part of the application. In its scoping response, MCC has set out its requirements for the Transport Statement. The proposed scope of assessment set out below is broadly based on these requirements with some specific revisions as noted.

Baseline Conditions

A review of the existing conditions at the site will be undertaken through a desktop study and on-site observations. The following networks / infrastructure will be considered:

- Local highways (including on-street parking);
- Public transport;
- Walking and cycling;
- Policy Context

A review of key relevant policy documents will be presented including:

- National Planning Policy Framework;
- Manchester City Council Core Strategy;
- Greater Manchester Transport Strategy 2040; and
- City Centre Transport Strategy to 2040.

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A review will be undertaken of personal injury accident data for the highway network within and around the site. Data for the most recently available five-year period will be analysed.

Impact assessment

Given the current ongoing situation with COVID-19, it is not considered that traffic surveys undertaken at this time will be representative of typical traffic levels. It is therefore proposed that data from surveys undertaken in December 2018 (as part of the development of the Northern Gateway/Victoria North Strategic Regeneration Framework) are used in the assessment with appropriate growth factors applied using TEMPRO.

The MCC scoping response mentions an assessment of impacts five years after opening. As the traffic generated by the proposals would only occur during the 18-20 month construction period, it is not considered appropriate to assess a post-completion scenario as there will be no traffic impact due to the proposed development.

Given the nature of the likely construction traffic movements it is proposed that site specific information from the contractor is used to estimate traffic movements associated with the site during construction. It is considered that this is a more appropriate method than reliance on generic data from the TRICS database.

As the proposed scheme will not generate any new vehicle trips in operation, it is not envisaged that any significant permanent highway impacts will result from the proposed scheme, though some temporary impacts during construction may arise. It is therefore not anticipated that any junction modelling will be required. However, in accordance with the MCC scoping response, an increase of 30veh/hr at a junction will be used as an indicative threshold for the requirement for junction modelling.

Nearby committed developments will be considered in accordance with those developments set out in the ES scoping report.

Mitigation

A Construction Management Plan (CMP) will be prepared separately to the Transport Statement and will be one of the key mitigation measures proposed during construction of the proposed works. Key relevant aspects of the CMP will be included within the Transport Statement, including:

- Site operating hours;
- Site access arrangements;
- Construction traffic routes;
- Required temporary and permanent highway works.

Any additional appropriate mitigation measures required to facilitate the delivery of the proposed scheme will be identified as part of the TS. Whilst the ES scoping response requests details of servicing arrangements, it is proposed that this relates to servicing of the site during construction.