

Park Street Dark Kitchens

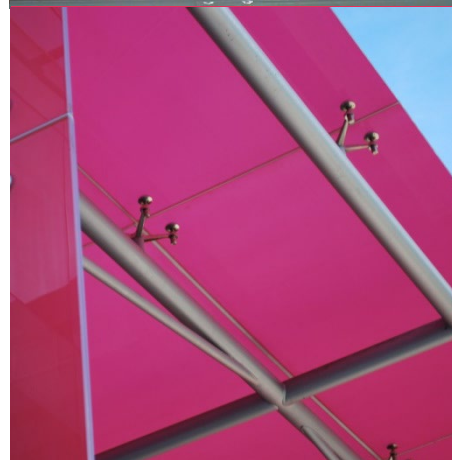
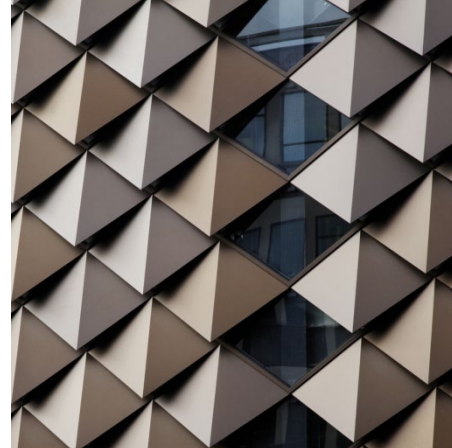
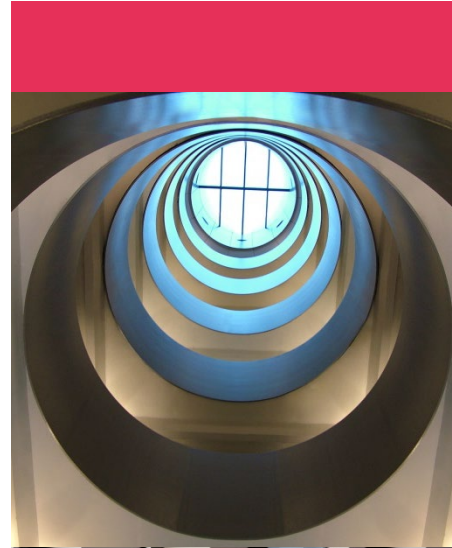
Transport Statement

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Drawing 81330-CUR-XX-GF-D-TP-05001 – (Swept Path Analysis) 3.5t Transit Van

Drawing 81330-CUR-XX-GF-D-TP-75001 – Proposed Access Arrangement – 3.5t Transit Van

Appendices

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Views to provide traffic and transport advice in relation to a planning application for the redevelopment of an existing vacant building off Park Street to the north of Manchester city centre and the delivery of 13 commercial kitchen units for food delivery.
- 1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 On this basis, the TS contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

-
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
 - 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
 - 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
 - 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
 - 1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Strangeways, c. 200m north of the boundary of Manchester City Centre. The site is bound by a car park to the north and east, Park Street to the south, and Pimblett Street to the west.

2.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network:

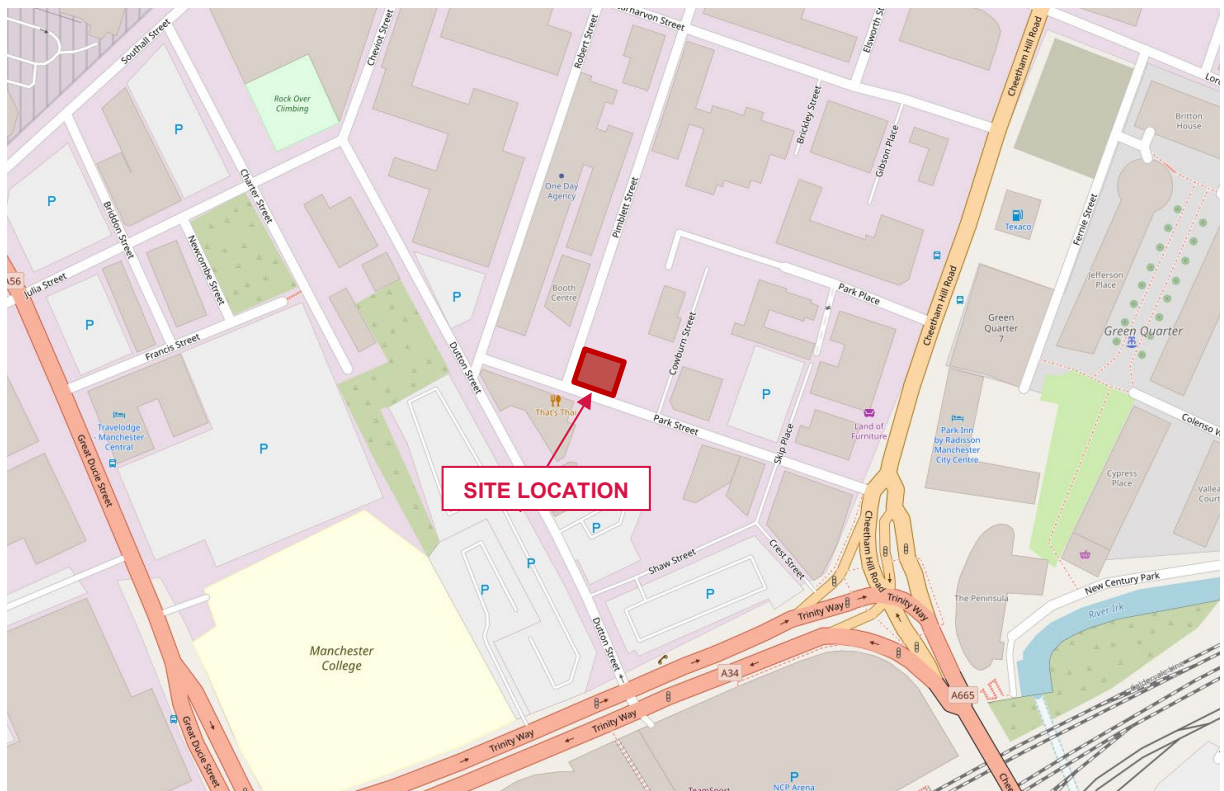


Figure 2.1 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)

2.1.3 **Figure 2.2** below shows the site in a more regional context relating to the surrounding areas:



Figure 2.2 – Site Location in relation to the Regional Highway Network (Source: OpenStreetMap)

2.2 Existing Use and Access

- 2.2.1 The existing site comprises a vacant building, with the previous uses assumed to be office and light manufacturing/ garment making. The existing building is accessed by pedestrians from the footway along Park Street with no vehicular access.

2.3 Surrounding Highway Network

Park Street

- 2.3.1 Park Street extends for circa 180m in an approximately east-west alignment, connecting the A665 Cheetham Hill Road to Dutton Street. The road commences at a priority junction with Cheetham Hill Road, terminating at an unmarked junction with Robert Street and Dutton Street.
- 2.3.2 The road is c. 6.5m-wide with c. 2m-wide footways on each side. There are dropped kerbs on both sides of the road at the junction with Cheetham Hill Road to enable easier crossing, along with dropped kerbs at some other minor junctions along the road. There are no formal pedestrian crossings. The footways are generally of an adequate quality and level of upkeep generally being in better condition on the northern side of the road than the south where Google Street View imagery shows more litter and weeds.
- 2.3.3 There are single yellow lines along the northern side of the road which ban on-street parking between 08:00 – 18:00 on weekdays and 08:00 – 12:30 on Saturdays. There are several short stretches of single yellow lines along the southern side of the road adjacent to junctions with other roads, though the

southern side is generally dominated by on-street parking bays. These allow vehicles to be parked for 2 hours, with no return within 1 hour, between 08:00 – 18:00 on weekdays and 08:00 – 12:30 on Saturdays.

Cowburn Street

- 2.3.4 Cowburn Street extends for c. 60m to the north of an unmarked junction with Park Street, terminating at a dead end. It provides access to car parks to the north and east of the Site.
- 2.3.5 The road is c. 4.5m-wide with c. 1-1.5m-wide footways. There is a single yellow line along the entire eastern side and part of the western side with the same restrictions as on Park Street. There is c. 15m available on the western side of the road with no parking restrictions. At the end of the road there is a sign reading 'LOADING BAY NO PARKING – 24HR ACCESS REQUIRED AT ALL TIMES THANK YOU', although Goggle Street View imagery shows several cars parked in the vicinity of the sign.

Pimblett Street

- 2.3.6 Pimblett Streets extends for c. 160m in a north-south alignment between an unmarked junction with Park Street to a priority junction with Carnarvon Street.
- 2.3.7 The road is c. 5m-wide with c. 2m-wide footways on each side.
- 2.3.8 There are single yellow lines along the entirety of both sides with the same parking restrictions as on Park Street and Cowburn Street.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained directly from TfGM for the most recent five years (01/06/2016 – 31/05/2021 inclusive).
- 2.4.2 TfGM notes that the 2021 data so far should be marked as provisional as the data is still subject to change until the end of year process is complete. Furthermore, since lockdown measures began on Monday 23rd March 2020, traffic flows on the Highways in Greater Manchester have been affected which in turn would have an impact on the number of reported injury collisions.
- 2.4.3 The details of the search and study area are contained in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1** and **Table 2.2**.

Junction/Link	Slight	Serious	Fatal	Totals
Dutton Street	1	0	0	1
New Bridge Street/ Dutton Street	1	0	0	1
New Bridge Street	1	0	0	1
New Bridge Street/ A665 Cheetham Hill Road	7	1	0	8

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Junction/Link	Slight	Serious	Fatal	Totals
Total	10	1	0	11

Table 2.1 – Personal Injury Accident Data Summary by Junction

Injury Accidents	Jun – Dec 2016	2017	2018	2019	2020	Jan – May 2021	Totals
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	1	0	0	1
Slight	0	4	3	2	1	0	10
Total	0	4	3	3	1	0	11

Table 2.2 – Personal Injury Accident Data Summary by Year

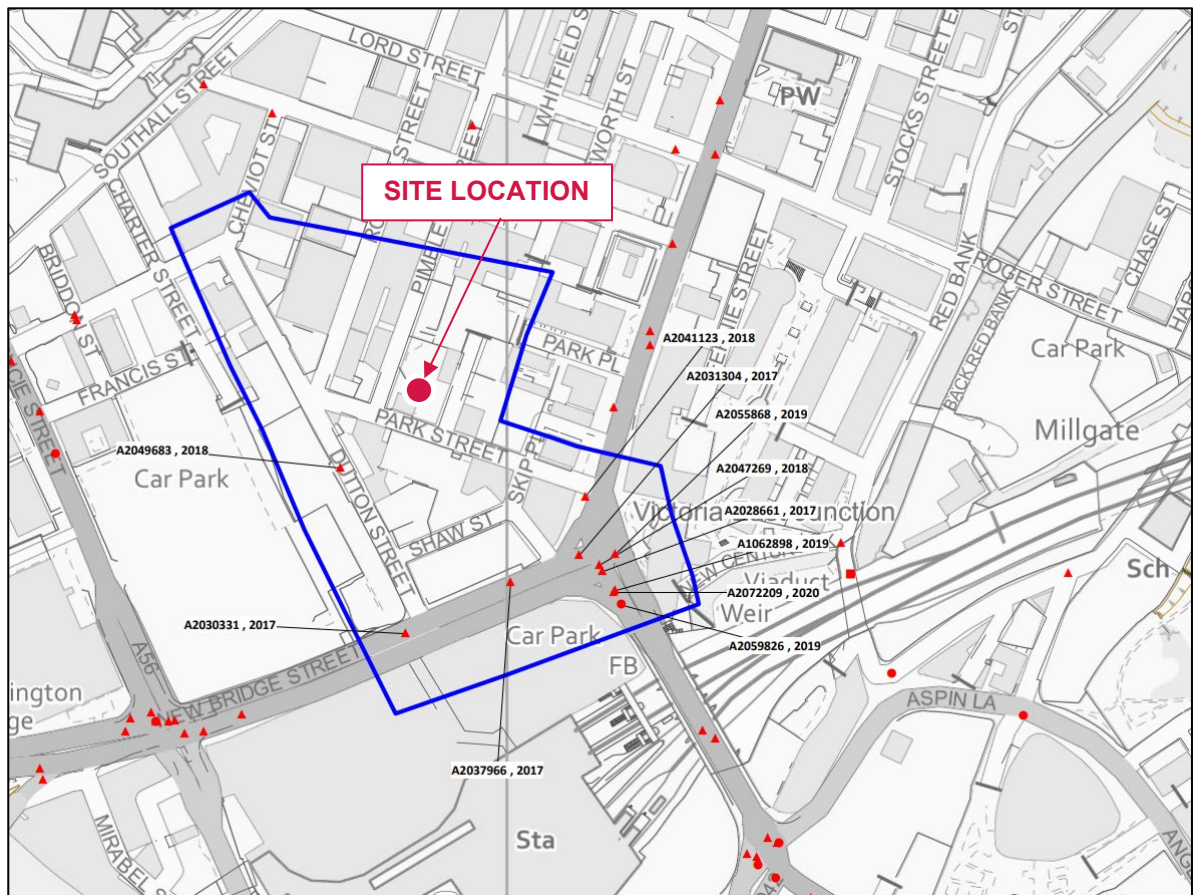


Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)
(Source: TfGM)

- 2.4.4 There has been a total of 11 collisions in the latest five-year period available, 10 of which were ‘slight’ severity incidents and 1 of which was a ‘serious’ severity incident. No fatal accidents have been recorded in the study area and period.
- 2.4.5 The ‘serious’ severity incident took place at 22:38 in wet conditions with the description that “V1 (Taxi) Trav Nw Cheetham Hill Rd, As V1 Is About To Turn Left Onto New Bridge St & Hits C1 (Pedestrian)

Crossing From Drivers O/s Masked By Staty Veh Dir Unknown". TfGM lists the contributory factors as: the driver failed to judge other person's path or speed; pedestrian impaired by alcohol; pedestrian wearing dark clothing at night; and slippery road.

2.4.6 In addition, the incidents noted above have been examined for any common casualty. This is presented in **Figure 2.4** below:

Accidents

Serious	1
Slight	10
Total Accidents	11

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	0	1	0	0	1
Total	0	1	0	0	1
Slight					
Male	0	5	1	1	7
Female	0	4	2	0	6
Total	0	9	3	1	13
Total Casualties	0	10	3	1	14

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Slight	0	7	7
Total	0	7	7
Car (Passenger)	0-15	16+	Total
Slight	0	2	2
Total	0	2	2
Pedestrian	0-15	16+	Total
Serious	0	1	1
Slight	0	3	3
Total	0	4	4
Cyclist (Rider)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Total	0	14	14

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Pedestrian	0	1	0	0	1
Total	0	1	0	0	1
Slight					
Driver or rider	0	6	2	0	8
Veh or pillion pas	0	1	1	0	2
Pedestrian	0	2	0	1	3
Total	0	9	3	1	13
Total Casualties	0	10	3	1	14

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	0	1	0	0	1
Slight	0	3	0	1	4
Total Casualties	0	4	0	1	5

Figure 2.4 – Common Casualties

2.4.7 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The application proposes a change of use to 13 commercial kitchen units for food delivery with two communal toilets and a main reception/food collection point. The external corner will be used for bike parking and waste storage.
- 3.1.2 There will be 2 staff in each of the kitchens, for a total of circa 26 staff on-site during operating hours.
- 3.1.3 The existing two-storey building with a GFA of 260sqm will be retained.
- 3.1.4 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

- 3.2.1 There will be no vehicular access to the site.
- 3.2.2 The site would be accessed by pedestrians and cyclists from Park Street where a new gate is proposed to provide a wider access to the cycle and bin store.

3.3 Proposed Parking

- 3.3.1 There will be 6 Sheffield stands providing 12 cycle parking spaces for use by both kitchen staff and delivery riders. The bike parking area will be locked when the building is not in operation.
- 3.3.2 Food prepared on site will be for delivery, thus reducing the number of vehicle movements to the proposal site.
- 3.3.1 Most trips by staff and riders will be by cycle and scooter, although the expected small number of car trips could be fully accommodated by the plentiful on- and off-street car parking available within short walking distances. Furthermore, the peak hours for this type of development will be 19:00 – 20:00 on Fridays and Saturday, outside the typical network peak hours and working hours, so occupancy of the below car parking space is likely to be low.

Existing On-Street Parking

- 3.3.2 The site is located outside of Manchester City Centre in a primarily industrial area where there are many opportunities for on-street parking within an acceptable walking distance. All road in the vicinity of the site which allow for on-street parking. The roads with on-street parking allow vehicles to be parked for 2 hours, with no return within 1 hour, between 08:00 – 18:00 on weekdays and 08:00 – 12:30 on Saturdays. There are no restriction on parking within these signposted areas on Sundays or outside the aforementioned hours. Marked on-street parking bays within a 300m walk (approximately 4 minutes) from the site includes:

- Park Street (adjacent to the Site) – 14 bays;
- Dutton Street – 39 bays
- Robert Street – 26 bays
- Carnavaron – 48 bays
- Pimblett Street (up to Chatley Street) – 18 bays
- Julia Street (up to Bridon Street) – 11 bays
- Newcombe Street – 7 bays
- Charter Street – 16 bays

3.3.3 Given the maximum-stay limit of 2 hours and that customers are likely to be briefly visiting the site to collect or deposit items, it is predicted that these facilities could be used by future customers.

3.3.4 There are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with limited mobility could also utilise the on-street spaces listed above.

3.3.5 If none of the aforementioned on-street parking bays are available, drivers could park in the following off-street car parks available within a 150m walking distance.

Nearby Parking Facilities

3.3.6 A review of nearby public car parks and associated provision has been undertaken to understand parking levels in the surrounding area. There are many publicly available car parks situated within a 150m walking catchment, equating to a walking time of approximately 2 minutes when walking at an average speed of 1.2m/s. Nearby long stay car parking is summarised in **Table 3.2**:

Car Park	Car Park Location	Approximate Walking Distance	Approximate Number of Spaces
1	Park Place, Total Car Parks	80m	75
2	Park Place, SIP Car Parks	80m	17
3	Dutton Street, Total Car Parks	120m	161
4	Shaw Street, NCP	130m	80
Total:			333

Table 3.1 – Existing Off-Site Car Parking Provision

3.3.7 The above table demonstrates 4 car parks were found within an approximately 2-minute walk of the site, providing car parking provision for approximately 333 vehicles. None of the car parks contain disabled bays or electric vehicle charging points. It is therefore considered there is adequate opportunity for off-site parking should future customers choose to travel by car.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 The Department for Transport's 2018 National Travel Survey states that: *"Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks."* This indicates that walking is the natural first choice for most local trips.
- 4.2.3 To assist in summarising the accessibility of the site by foot, distances of 400m, 800m and 1,200m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for elsewhere trips have been considered; these are a good approximation for the majority of trips associated with the development.
- 4.2.4 Adjacent to the Site are several car parks. Various city centre amenities such as the AO Arena, The Manchester College's City Campus Manchester – opening in Summer 2022 – hotels, clothes shops, hot food takeaways and places of worships are also within 400m of the Site.

4.2.1 Additional facilities and amenities can be accessed within 800m of the Site including Manchester Victoria, the Corn Exchange, Manchester Cathedral, the National Football Museum, Manchester Printworks, NOMA, restaurants, a library, pharmacies, banks, cash machines, post offices, and office blocks.

4.2.2 It is considered that the site is situated within a highly accessible area.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the Site by cycle, an 8km cycle catchment has been considered. The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles.*" However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so, cycling is a potential mode for most of these shorter trips.

4.3.3 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as southern parts of Middleton and Blackley to the north, Fairfield and Gorton to the east, Withington and Burnage to south, and Eccles to the west.

4.3.4 Within this catchment cyclists can access National Cycle Network Routes 6, 60, 66, and 55. Route 6 runs from Watford in London to Windermere in the Lake District; Route 60 connects North and East Manchester, partly following the Fallowfield Loophole; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.

4.3.5 Cheetham Hill Road provides access to existing cycle infrastructure, allowing cycle access towards northern Manchester and Manchester City Centre. All major train and bus stations within Manchester City Centre are within 8km of the Site. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety.

4.3.6 The local cycle network in the vicinity of the Site is shown in **Figure 4.1** below:

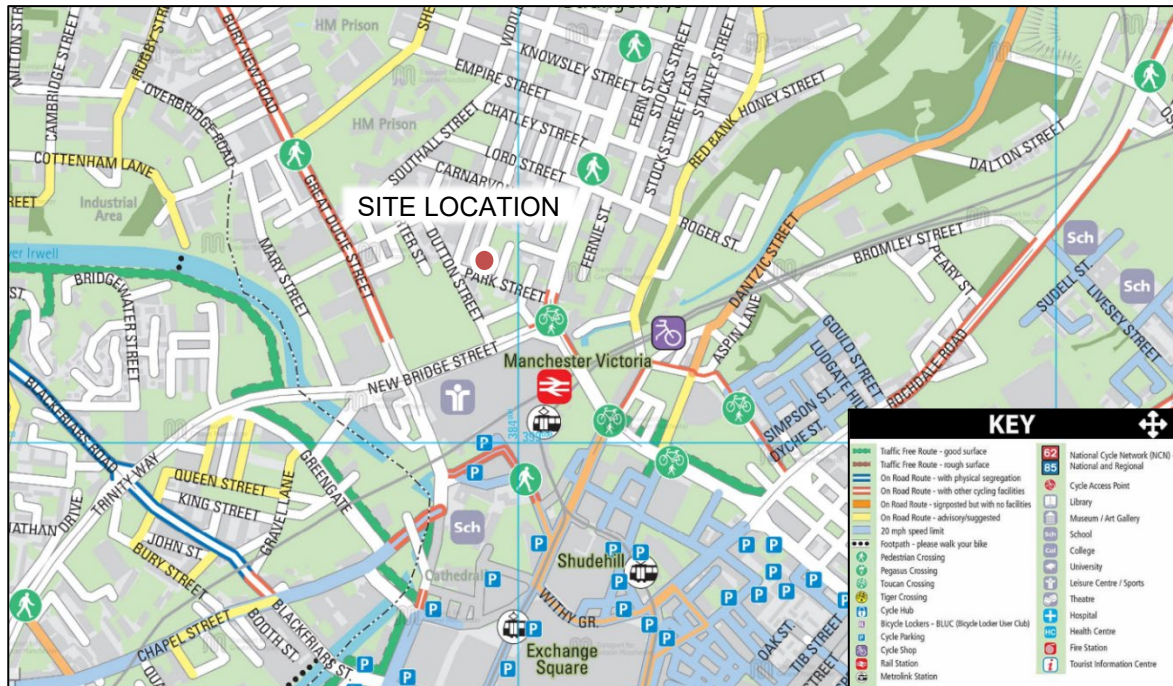


Figure 4.1 – Local Cycle Network (Source: TfGM)

4.3.7 The local cycle network shown above is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.

4.3.8 The Site is located near several confirmed Bee Network improvements, as illustrated in **Figure 4.2**, allowing future customers that cycle to benefit from better safety and quality of commute.

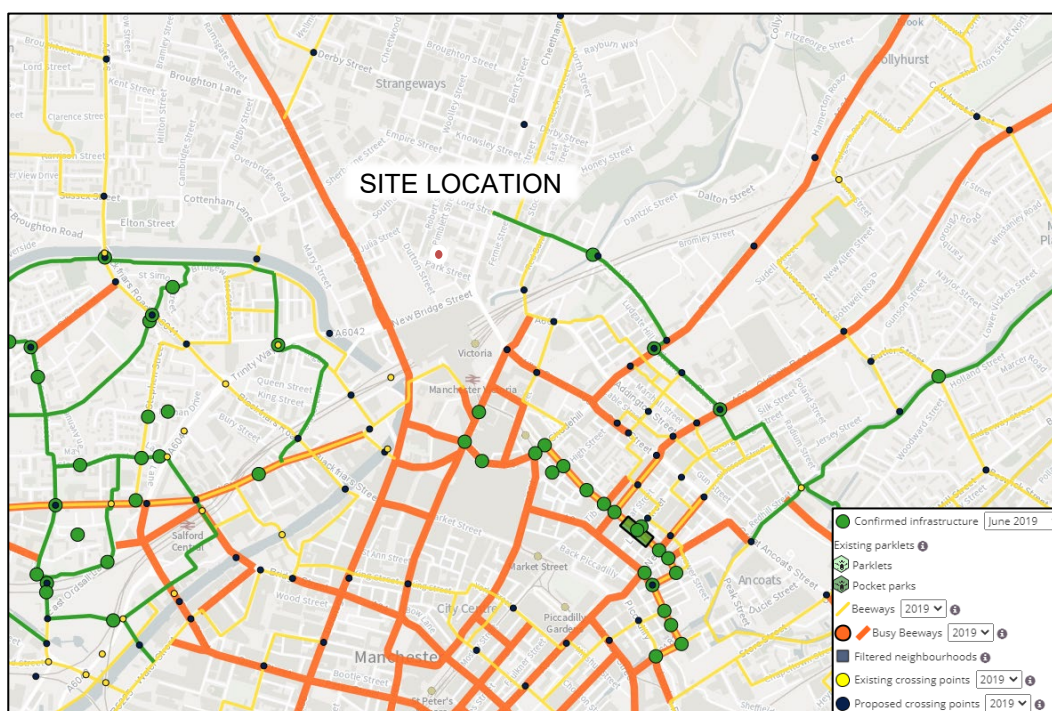


Figure 4.2 – Bee Network Map (Source: MappingGM)

4.3.9 The Site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the Site and across Manchester city centre and beyond.

4.4 Public Transport Accessibility

4.4.1 The site is well situated to take advantage of existing public transport infrastructure to Manchester city centre and other areas of Greater Manchester.

4.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with an 'excellent' GMAL rating of 8.

4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:



Figure 4.3 – Public Transport Network in the Vicinity of the Site (Source: TfGM)

Bus Accessibility

- 4.4.5 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Proposed Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new Proposed Development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 There are bus stops with 'less frequent routes' along Cheetham Hill Road east of the Site, each within a 200m walk. Along Great Ducie Street, there are more bus stops with 'less frequent routes' which are within a c. 450m walk from the Site – a less than 6-minute walk. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
41	Sale – Sale Moor – Northern Moor – West Didsbury – Fallowfield – Manchester Oxford Road – Cheetham Hill – Crumpsall – Blackley – Middleton	15 mins	30 mins	30 mins
135	Manchester Piccadilly – Cheetham Hill – Broughton – Heaton Park – Kirkham – Whitefield – Blackfold Bridge – Redvales – Bury	15 mins	30 mins	30 mins
59	Manchester Piccadilly – Cheetham Hill – Crumpsall – Heaton Park – Middleton – Mills Hill – Oldham	15 mins	-	-
96	Manchester Shudehill – Cheetham Hill – Higher Broughton – Prestwich – Heaton Park – Kirhams – Simister	15 mins	30 mins	30 mins

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

- 4.4.7 Future customers can also board the City Centre Free Bus services calling at Manchester Victoria to access route 2 and 3 and can change at Piccadilly for route 1. These allow access to the following locations and frequencies detailed in **Table 4.4**.

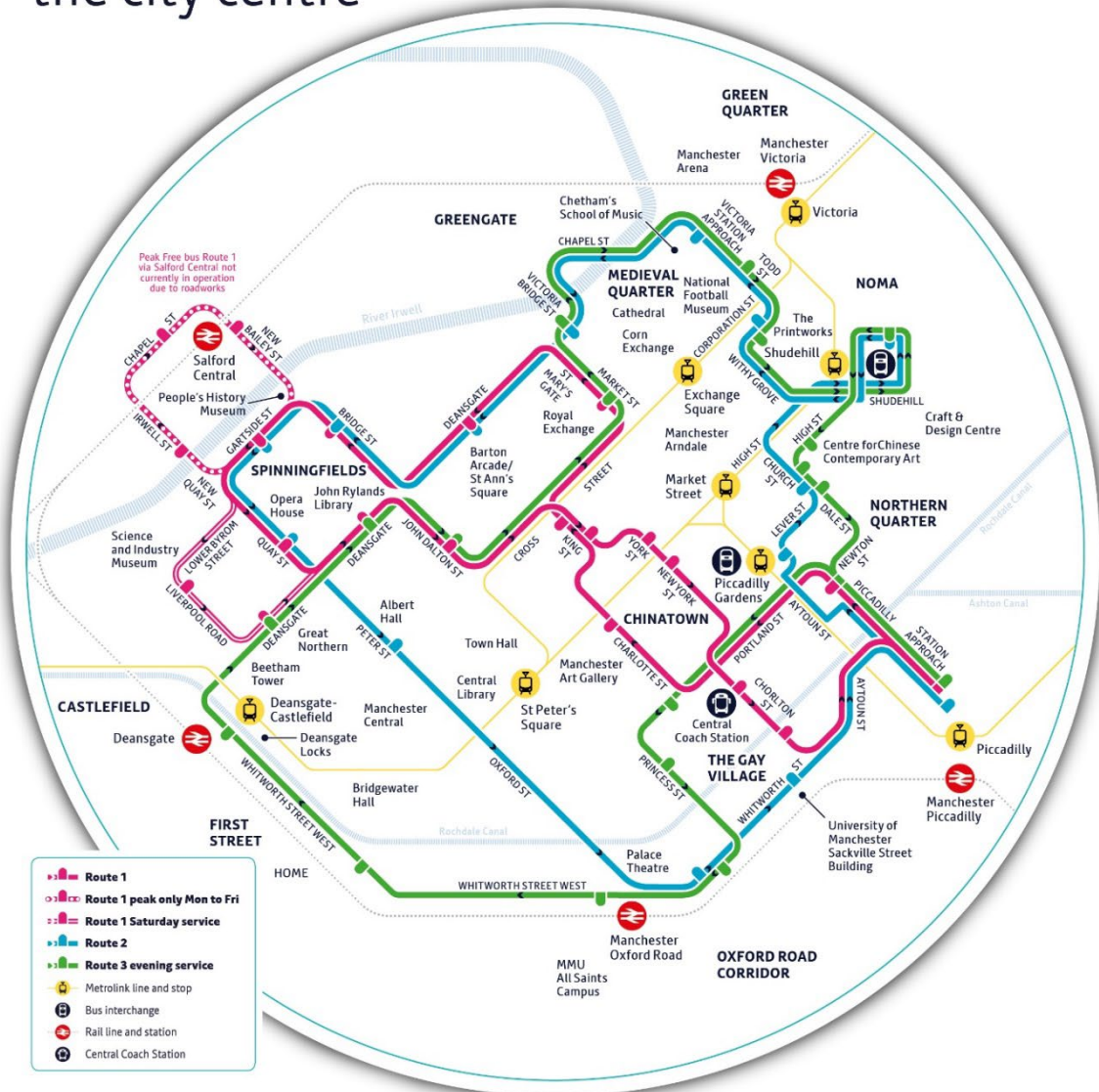
free bus routes around the city centre



Salford City Council



MAYOR OF
GREATER
MANCHESTER



1	Monday – Friday Every 10 minutes: 7am – 7:15pm Peak route only: 7am – 9am and 4pm – 7:15pm Saturday Every 10 minutes: 8:20am – 7:15pm Sunday and public holidays Every 12 minutes: 11am – 6pm
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2	Monday – Friday Every 10 minutes: 6:30am – 7:10pm Every 20 minutes: 7:10pm – 11:30pm Saturday Every 10 minutes: 8:30am – 7:30pm Every 15 minutes: 7:30pm – 11:30pm Sunday and public holidays Every 12 minutes: 10am – 7pm
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3	Monday – Friday Every 20 minutes: 7:30pm – 11:30pm Saturday Every 15 minutes: 7:30pm – 11:30pm
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Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 4.4.8 These routes provide frequent access to the rest of Manchester City Centre, including major public transport interchanges at Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Central, as well as to parts of Greater Manchester.
- 4.4.9 Overall, the Site is very well served by bus with frequent services linking the Site with the City Centre along with north and south Manchester.

Rail Accessibility

- 4.4.10 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Proposed Developments'* (1999) notes that those travelling to a Site by rail will typically be prepared to walk further to the Site than those travelling by bus, with a preferred distance of 800m.
- 4.4.11 The closest rail station to the Proposed Development is Manchester Victoria, located c. 560m to the south of the Site – within the distance recommended by the CIHT. Manchester Victoria station is a major transport interchange, being one of main rail hub of the northwest of England. It is a combined mainline railway station and Metrolink tram stop.
- 4.4.12 The station provides frequent services to many regional and national destination, a summary of which is provided in **Table 4.4**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Redcar Central to Manchester Airport Calling at: Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria, Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport.	Hourly	Hourly	Hourly
Liverpool Lime Street to Newcastle Calling at: Liverpool Lime Street, Lea Green, Newton-Le-Willows, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle.	Hourly	Hourly	Hourly
Chester to Leeds Calling at: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Victoria, Rochdale, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Bradford Interchange, Pudsey, Bramley, Leeds.	Hourly	Hourly	-

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Kirkby to Blackburn Calling at: Kirby; Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden Moorside, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Mills Hill, Rochdale, Littleborough, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn.	Hourly	Hourly	-
Stalybridge to Southport Calling at: Stalybridge, Ashton-under-Lyne, Manchester Victoria, Salford Central, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Burscough Bridge, Meols Cop, Southport.	Hourly	Hourly	Hourly
Clitheroe to Rochdale Calling at: Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn Darwen, Entwistle, Bromley Cross, Hall-I-Th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria, Moston, Mills Hill, Castleton, Rochdale.	Hourly	Hourly	Hourly
Wigan North Western to Leeds Calling at: Wigan North Western, Daisy Hill, Hag Fold, Atherton, Walkden, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Rochdale, Smithy Bridge, Littleborough, Walsden, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Brighouse, Mirfield, Dewsbury, Batley, Morley, Leeds.	Hourly	Hourly	-

Table 4.4 – Summary of Rail Services from Manchester Victoria

- 4.4.13 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.
- 4.4.14 The trains that service Manchester Victoria rail station run regularly 7 days a week to a number of different locations and residential areas within Greater Manchester and further afield destinations in England; this provides frequent access for customers of the Site and is a viable alternative to private car use.
- 4.4.15 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail and Transpennine Express' websites: [northernrailway.co.uk/travel/timetables](https://www.northernrailway.co.uk/travel/timetables); <https://www.tpexpress.co.uk/travel-updates/timetables>.

4.4.16 Overall, the Site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.17 Future customers can also board the Metrolink at Manchester Victoria, located c. 860m south of the Site. The following services call at this station:

- **Pink** – East Didsbury to Rochdale Town Centre; Mon – Sat (all-day)
- **Navy** – Victoria to Manchester Airport; Mon – Sun (all-day)
- **Grey** – East Didsbury to Shaw and Crompton; Mon – Sat (daytime)
- **Yellow** – Bury to Piccadilly; Mon – Sun (daytime)
- **Green** – Altrincham to Bury; Mon – Sun (daytime)

4.4.18 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- Green Line (Altrincham to Bury): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines.
- Grey Line (East Didsbury to Shaw and Crompton): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink Line (East Didsbury to Rochdale Town Centre).

4.4.19 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.20 Users can change at St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional routes to Eccles, Ashton-under-Lyne, and the Trafford Centre, as shown in the Metrolink map in **Figure 3.5**.

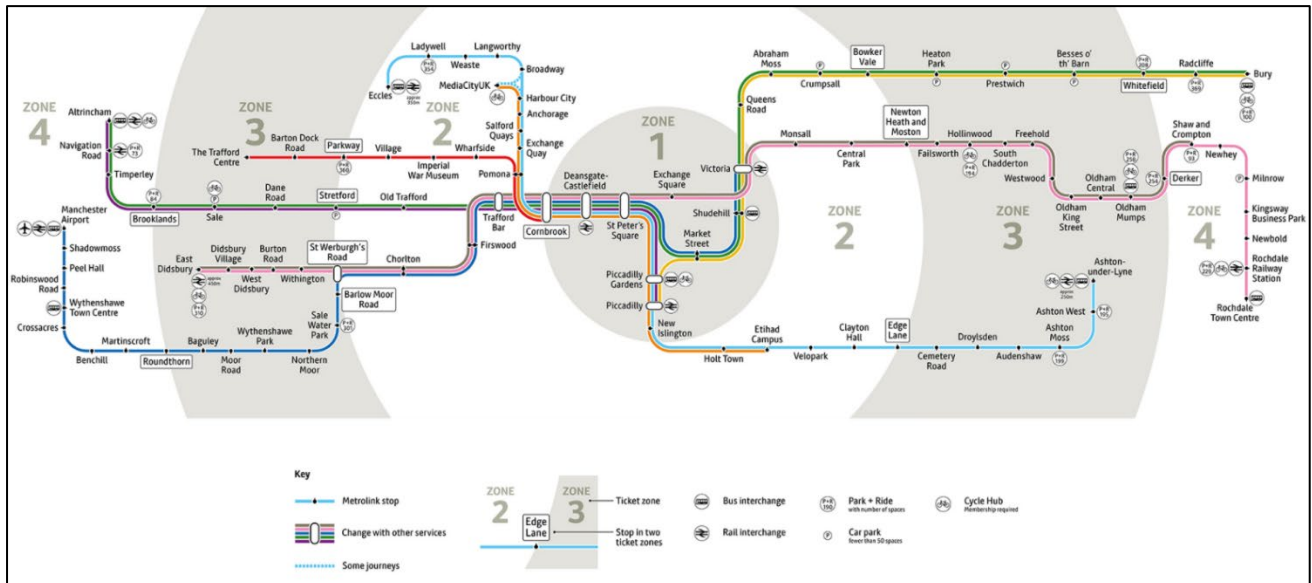


Figure 4.4 – TfGM Metrolink Network Map
(Source: TfGM, 2021)

4.4.21 Overall, the Site is highly accessible via tram.

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.2 Existing Trip Generation

- 5.2.1 The existing building is currently vacant and, as such, does not generate any trips.

5.3 Forecasted Trip Generation

- 5.3.1 Curtins has considered the following approved planning applications for similar dark kitchens (both operated by Deliveroo Editions) in predicting the expected trip generation of the site:

- Glasgow City Council – 21/01185/FUL | *Use of vacant premises as a commercial kitchen (Class 5) including external works, installation of plant on roof and associated works*
- Camden London Borough Council – 2021/4792/P | *Planning application for the permanent use of the site as commercial kitchens and a delivery centre and retention of existing plant equipment unit*

- 5.3.2 The Glasgow site houses 9 micro-kitchens in a c. 477sqm unit. The total number of kitchen staff on site at any one time was expected to be between 45 and 60. There are 12 cycle parking spaces, 8 motorcycle / e-scooter parking spaces and 3 car parking spaces.
- 5.3.3 The Camden site has a GFA of 460sqm. There are 3 off-street car parking spaces, and space for 31 bikes and 6 e-scooters, or 5 bikes and 18 e-scooters.

Generation

- 5.3.4 There will be no trips generated in the network AM peak due to the nature of the proposed use. The weekday peak hour for deliveries is expected to be 19:00 to 20:00 i.e. after the typical network evening peak period, with the busiest weekday being a Friday.
- 5.3.5 Staff will be encouraged to travel by sustainable modes of travel and reduce private car use.
- 5.3.6 The Transport Statement for the Glasgow site forms the basis of this trip generation section. No trip generation or surveys in the Transport Assessment for the Camden site, but data provided by Deliveroo from the Camden site was used as the basis of the Glasgow site's trip generation.
- 5.3.7 The trip generation data provided in the Glasgow TS has been replicated in **Table 5.1** below with trip rates derived using the 460sqm GFA of the Camden site. This data is for all vehicles, including cycle, PTW (i.e. motorcycles/ mopeds/ e-scooters), and cars.

Time Period	Trip Generation	Trip Rates (per 100sqm)
Friday Network PM Peak (17:00 – 18:00)	27	5.870
Friday Development Peak (19:00 – 20:00)	81	17.609
Saturday Development Peak (19:00 – 20:00)	70	15.217

Table 5.1 – Trip Generation and Rates – Glasgow Planning Application

5.3.8 The Glasgow application provides a predicted mode split for deliveries based upon Deliveroo data for a proposed Dulwich, London site. The expected profile of deliveries by mode is:

- Cycle – 76%
- Car – 19%
- Powered Two-Wheeler – 5%

5.3.9 As can be seen, 81 per cent of all deliveries are expected to take place by either cycle or PTW.

5.3.10 The trip rates shown in **Table 5.1** and the modal split provided above have been used to calculate the trip generation by mode types for the 260sqm GFA proposed development, shown in **Table xxx** below:

Time Period	Cycle and PTW			Car		
	Arrive	Depart	Total	Arrive	Depart	Total
Friday Network PM Peak (17:00 – 18:00)	12	12	25	3	3	6
Friday Development Peak (19:00 – 20:00)	37	37	74	9	9	17
Saturday Development Peak (19:00 – 20:00)	32	32	64	8	8	15

Table 5.2 – Forecasted Trip Generation

5.3.11 As can be seen, the vast majority of trips will be by cycle and PTW. The number of car trips generated by the proposed development could equate to 6 and 17 two-way movements in the typical PM peak and development peak periods respectively (17:00 – 18:00 and 19:00 – 20:00 on a Friday).

5.3.1 Riders / drivers are not called to site until their orders are ready and as such, time on site is limited, typically 5 minutes or less. Taking a 5-minute average duration of stay as a robust case, each bicycle / scooter / car parking space on- and off-site can accommodate up to 12 vehicles per hour. On this basis, the Friday Development Peak generation of 37 cycles / PTWs and 9 cars would require 4 and 1 parking spaces, respectively.

5.3.2 As demonstrated in **Section 3.3**, there is ample opportunity for drivers to find the one car parking space that is expected to be required within a short walking distance. There will be 12 cycle parking space on-site, thereby leaving 8 spaces for the use of kitchen staff – equating to a c. 31% provision relative to expected staff numbers.

5.4 Highway Impact Summary

- 5.4.1 On the above basis, the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2021)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

6.2.9 The vast majority of trips will be by cycle and PTW. The number of car trips generated by the proposed development could equate to 6 and 17 two-way movements in the typical PM peak and development peak periods respectively (17:00 – 18:00 and 19:00 – 20:00 on a Friday). As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*

- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain.

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that [outside the City Centre] ... all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B... In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B.”

6.4.4 It is considered the proposed parking provision is reflective of the high availability of public car parks within an acceptable walking distance. The development would benefit from sustainable transport links across the city centre. The Council notes that it “will take the circumstances of each proposal into account to establish what level of parking is appropriate.”

6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021 TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

6.5.3 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

6.5.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Conclusions

- 6.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Views to provide traffic and transport advice in relation to a planning application for the redevelopment of an existing vacant building off Park Street to the north of Manchester city centre and the delivery of 13 commercial kitchen units for food delivery.
- 7.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. There have been no fatal incidents in the latest five-year period and the causes of the single serious incident were unrelated to highway layout. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.3 Relevant details of the proposed site layout and access have been provided.
- 7.1.4 There will be no on-site car parking due to the abundance of on- and off-street car parking within a short walking distance and the low number of car trips expected to be generated by delivery drivers/ riders. Staff will be encouraged to not drive to work. There will be 12 cycle parking spaces for use by both kitchen staff and delivery riders.
- 7.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities, including by bus and rail, within acceptable walking distance of the site.
- 7.1.2 The vast majority of trips will be by cycle and PTW. The number of car trips generated by the proposed development could equate to 6 and 17 two-way movements in the typical PM peak and development peak periods respectively (17:00 – 18:00 and 19:00 – 20:00 on a Friday). As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 7.1.3 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

Our Locations

Birmingham

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