

Prepared on behalf of

Brightwise Properties Ltd

**Proposed Commercial Development
39E Broughton Street, Manchester, M8 8LZ**

Transport Statement

Control Sheet

CLIENT: Brightwise Properties Ltd

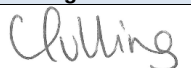
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Manchester
M8 8LZ

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This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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Acknowledgements:

Openrouteservice has been used to generate figures used in this report.

Google MyMaps has been used to generate figures used in this report.

An extract of Transport for Greater Manchester cycle map has been included in this report.

Road traffic incident data has been obtained from the online Crashmap Pro resource.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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Proposed Site Plan

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Brightwise Properties Ltd to advise on traffic and transportation issues in relation to the proposed construction of a two-storey building at 39E Broughton Street, Manchester. The location of the site in relation to the surrounding area is shown on **Figure 1**, below.

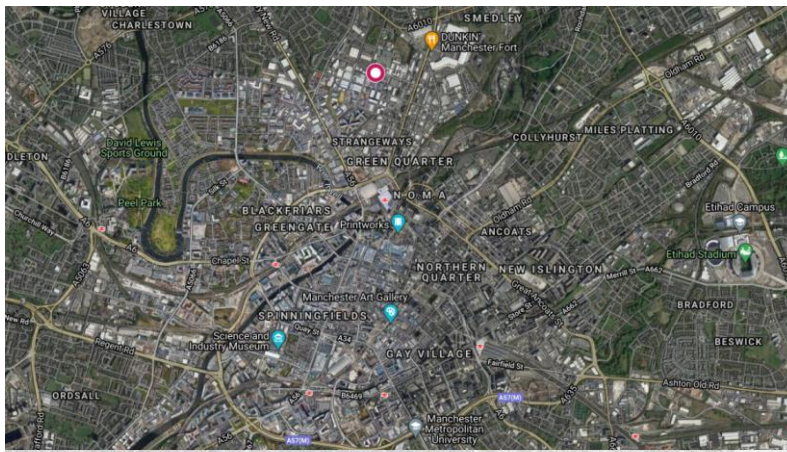


Figure 1 – Location of site (red circle)

[Google MyMaps]

- 1.2 In relation to planning application reference 131031/FO/2021, Manchester City Council prepared a letter dated 12th August 2021, included at **Appendix A**, detailing reasons why the application could not be progressed due to being invalid or incomplete. Subsequently, this report has been prepared to address points 1 and 5 contained within the letter and detailed below.
- 1) Please proposed a transport statement including servicing strategy and sweptpaths and details of where staff and visitors will park.
 - 5) The site appears to be a service yard for the neighbouring developments, please can you provide details of how the proposal would affect the functioning of the adjacent units.

- 1.3 In accordance with Planning Practice Guidance '*Transport evidence bases in plan making and decision taking*' this Transport Statement addresses key transport issues including:
- the local highway network
 - the access arrangements to the proposed development
 - the proposed development and its operational facilities
 - the impact of the development on the local highway network in terms of highway safety
 - accessibility of the site in relation to sustainable transport and local facilities

2 Planning Policy

- 2.1 The National Planning Policy Framework (NPPF), revised in July 2021, sets out the Government's planning policies for England and how these are expected to be applied.
- 2.2 NPPF paragraph 110 states that;
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;*
 - b) Safe and suitable access to the site can be achieved for all people;*
 - 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 Code 46 ; 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."*
- 2.3 Paragraph 111 goes on to say;
- "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."*

3 Existing Situation

3.1 The Site & Surrounding Area

- 3.1.1 The site is located to the southwest of Broughton Street in the Strangeways area of Manchester. The surrounding area comprises commercial and industrial properties in a grid-like layout. The site is currently a vacant plot between No's 37 and 39D. The approximate extent of site is shown in **Figure 2**, below.

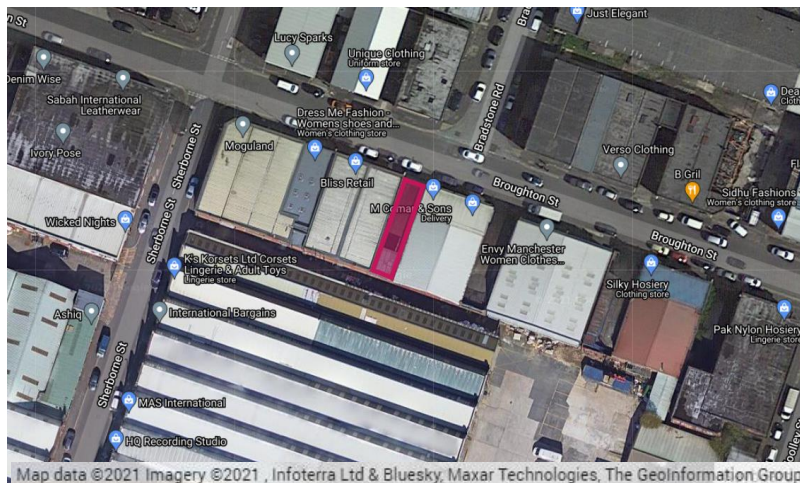


Figure 2 – Approximate extent of site

[Google MyMaps]

- 3.1.2 The site is not available for adjacent units to use for servicing or parking.

Commented [CH1]: Please confirm this.

3.2 Local Highway Network

- 3.2.1 Broughton Street has a carriageway width of approximately 9m and is subject to a speed limit of 30mph. Street-lit footways are present on both sides of the road. Broughton Street runs from the B6180 Waterloo Road in the northwest to the A665 Cheetham Hill Road and North Street in the southeast. Parking is unrestricted with the exception of double yellow lines in the vicinity of the junctions with adjoining roads.

3.2.2 The A665 Cheetham Hill Road, located approximately 330m east of the site, is a major route in and out of the city with two-lane flow. To the north the A665 connects to the A6010, A576 and M60 and to the south it becomes part of Manchester Inner Ring Road adjacent to Victoria Station. The junction of Broughton Street with the A665 is signalised and signal-controlled pedestrian crossings are located on three of the arms.

3.3 Road Traffic Incident Review

3.3.1 A review of the personal injury incidents within the vicinity of the site has been carried out using the online Crashmap Pro database. **Figure 3**, below, is an extract from Crashmap Pro which identifies the location and injury severity of all recorded incidents that have occurred within the latest 5 year period available (2015 - 2019).

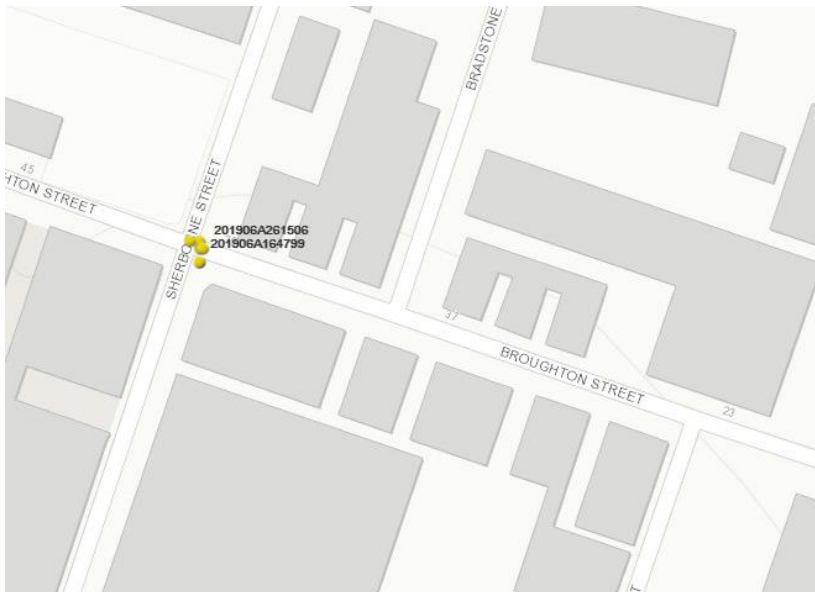


Figure 3 – Crashmap Pro extract

3.3.2 As can be seen, no incidents have been recorded in the vicinity of the site frontage or along the majority of Broughton Street in surrounding area. However, seven 'slight' incidents have been recorded at the junction of Broughton Street and Sherborne Street, approximately 50m west of the site. A summary of these incidents is given below with the full reports included at **Appendix A**.

Incident reference 201706A037457 occurred on the 20th November 2017 at 8:10am in rainy conditions. The front of a car traveling southeast on Broughton Street collided with the offside of a car traveling southwest on Sherborne Street. As Broughton Street is the through road it would appear that the driver of the car on Sherborne Street was at fault.

Incident reference 201606A023967 occurred on the 18th November 2016 at 7:10pm under street lights. The weather was fine however the road surface was wet or damp. The front of a car traveling southwest on Sherborne Street collided with the rear of a car traveling southeast on Broughton Street. It is not clear how this occurred.

Incident reference 201806A240670 occurred on the 10th February 2018 at 4:40pm. The weather was fine however the road surface was wet or damp and street lighting is unknown. The front of a car traveling northeast on Sherborne Street collided with the offside of a car traveling southeast on Broughton Street. As Broughton Street is the through road it would appear that the driver of the car on Sherborne Street was at fault.

Incident reference 201906A261506 occurred on the 13th September 2019 at 8:34am in fine and dry conditions. The front of one car collided with the offside of another however information as to their direction of travel is not available.

Incident reference 201906A164799 occurred on the 23rd November 2019 at 2:20pm in fine and dry conditions. The front of one car collided with the nearside of another however information as to their direction of travel is not available.

Incident reference 201806A241014 occurred on the 20th February 2018. The road surface was dry however the weather is described as 'other' and street lighting is unknown. The front of a car traveling southwest on Sherborne Street collided with the front of a goods vehicle traveling southeast on Broughton Street. As Broughton Street is the through road it would appear that the driver of the car on Sherborne Street was at fault.

Incident reference 201906A255745 occurred on the 11th April 2019 at 8:36pm. Conditions were fine and dry however street lighting is unknown. The front of a car that was moving off collided with the offside of another car however information as to their direction of travel is not available.

- 3.3.3 Although the majority of the incidents took place during winter months there is no obvious reason for this. Broughton Street has a carriageway width of approximately 9m with approximately 5m remaining when parking occurs on both flanks. Visibility at the junction is good and double yellow lines are present in the immediate vicinity to prevent it being restricted by parked vehicles. It is, therefore, considered that there is no apparent reason for these incidents other than driver error and, as such, there is no reason this should be exacerbated by the proposals.

4 Development Proposals

4.1 Overview

- 4.1.1 The construction of a two-storey building is proposed in the currently vacant plot. The proposed site layout is included at **Appendix B**. This development is to provide an extension to the existing operations of Brightwise Ltd, the occupier of 39D Broughton Street. The site is to be used for cash and carry by the company, who sell textile products.
- 4.1.2 The new property will be linked to No 39D however a gated passage will be created adjacent to No 37 to allow for access to the side of the properties for maintenance.
- 4.1.3 In line with the other properties along Broughton Street, there is to be no vehicular access to the building or site.

4.2 Parking

- 4.2.1 Manchester City Council's Core Strategy 2012-2027, adopted 11th July 2012, contains maximum parking standards. The site is located in an area classed as 'not within the City Centre or District Centres', however there are no specific standards for the proposed use. Therefore, the standard for non-food retail, as the closest category available, has been considered. The maximum standard is 1 space per 22sqm which equates to eight spaces based on the total floor area of 158.4sqm.
- 4.2.2 However, the extension is proposed in order to provide improved storage space and a better customer experience. Therefore, a pro rata increase in the numbers of staff and visitors will not be experienced.
- 4.2.3 Staff and visitors to the existing units in the area park on-street or in local car parks. It is not considered that the negligible increase in the number of vehicles that could be expected to visit the applicant's premises would have a notable impact on parking in the vicinity.

Commented [CH2]: Please confirm this.

Commented [CH3]: Will there be any additional staff?

Commented [CH4]: Please confirm this and where the car parks that are used are located.

4.3 *Servicing*

- 4.3.1 The proposals are an extension to the Applicant's existing operations at 39D, which is serviced by waste collection contractors daily. Deliveries are made to the rear of the unit early in the morning. The servicing of 39E will be included within the existing arrangement with no increase in frequency proposed and as such no additional information, such as swept path analysis is considered necessary.

4.4 *Trip Generations*

- 4.4.1 As previously mentioned, a pro rata increase in the numbers of staff and visitors is not the intention of the proposals. A negligible increase in the number of visitors may be experienced as a result of the improved customer experience however these would be spread across any particular day in a way that would be indiscernible amongst daily fluctuations in traffic on the highway network.

5 Accessibility by Sustainable Modes

5.1 Overview

5.1.1 This section of the report considers the accessibility of the site in order to review the opportunities that exist for residents, staff and visitors to travel by the following modes:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by tram; and
- Accessibility by rail

5.2 Accessibility on Foot

5.2.1 Walking is the most common form of travel in Britain and has the greatest potential to replace short car trips, particularly those under 2km. However, it is important to consider the routes that would be taken to get to locations as well as the distance.

5.2.2 In terms of pedestrian infrastructure, Broughton Street and surrounding roads have street-lit footways on both sides. Approximately 325m to the east, at the signal controlled crossroads junction of Broughton Street and the A665, signal-controlled pedestrian crossing facilities are present on three arms.

5.2.3 **Figure 4**, overleaf, identifies 1km and 2km walking isochrones from the site. It is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

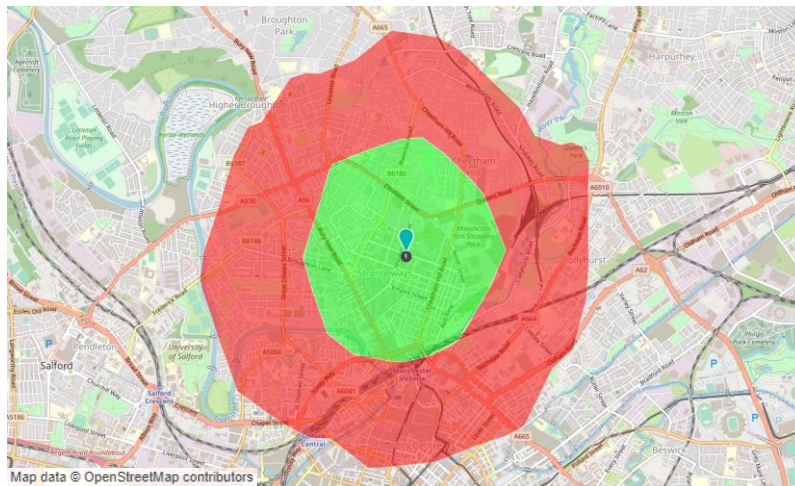


Figure 4 – Indicative walking isochrones

[Openrouteservice]

- 5.2.4 Various amenities and facilities are located within 800m walking distance of the site which include:
- Bus stops on the A665 Cheetham Hill Road and B6180 Waterloo Road
 - Manchester Fort Retail Park
 - Manchester Pharmacy
 - Numerous cafes/takeaways/restaurants
- 5.2.5 Additional amenities and facilities are located within 2km walking distance of the site which include Manchester Victoria Rail Station and Manchester Arndale Centre.
- 5.2.6 As can be seen, the site is located within a walkable distance of various amenities and facilities that would be of use to staff and visitors, with good quality pedestrian facilities available.

5.3 *Accessibility by Cycle*

- 5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. Bicycles are generally more affordable than the private car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.
- 5.3.2 Guidance suggests that cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. 'Building Sustainable Transport into New Developments' (2008) identifies that "people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating". Furthermore, the National Travel Survey identifies longer cycle journeys frequently take place, with an average cycle distance of 5.3km and an 85th percentile distance of 7.4km.
- 5.3.3 **Figure 5**, overleaf, indicates destinations that lie within 5km and 7km cycling isochrones of the site. Again it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

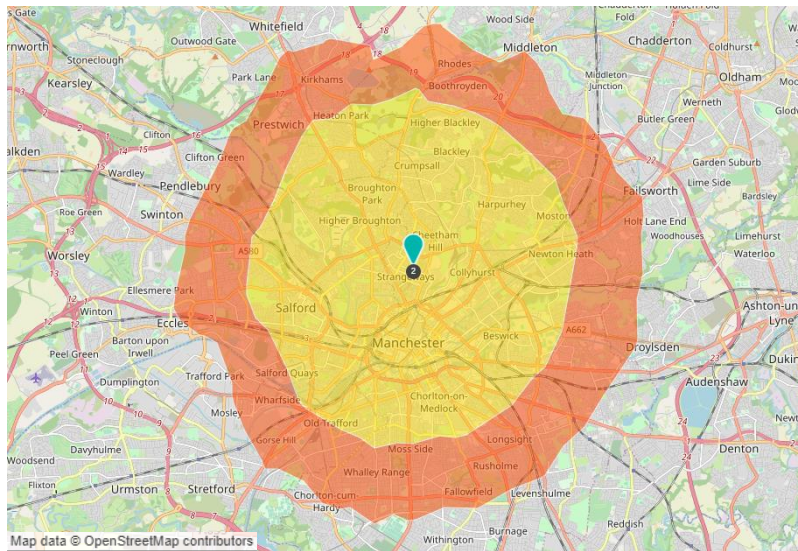


Figure 5 – Indicative cycling isochrones

[Openrouteservice]

- 5.3.4 **Figure 5** indicates the centre of Manchester and surrounding areas are located within cycling distance. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 6**, overleaf, shows an extract of the Transport for Greater Manchester (TfGM) interactive cycle map detailing cycle routes in the vicinity of the site.

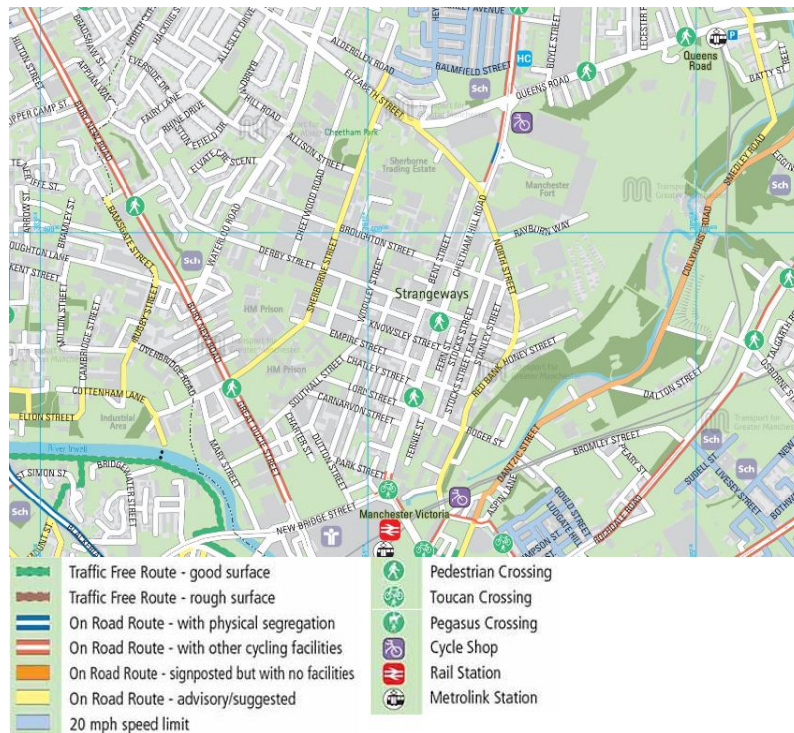


Figure 6 –Extract of TfGM Cycle Map

- 5.3.5 As can be seen in **Figure 6**, in the vicinity of the site, North Street, Elizabeth Street and Sherborne Street are marked as advisory/suggested cycle routes. North of Elizabeth Street, on-road routes are present on the A665 Cheetham Hill Road. To the west, Bury New Road also provides an on-road route.
- 5.3.6 It is considered that the available cycle infrastructure provides adequate incentive to encourage staff and visitors to travel by cycle.

5.4 Accessibility by Bus

- 5.4.1 Bus stops on the A665 and B6180 are located at a distance of approximately 400-450m from the site. **Figure 7**, below, shows the location of these bus stops relative to the site.

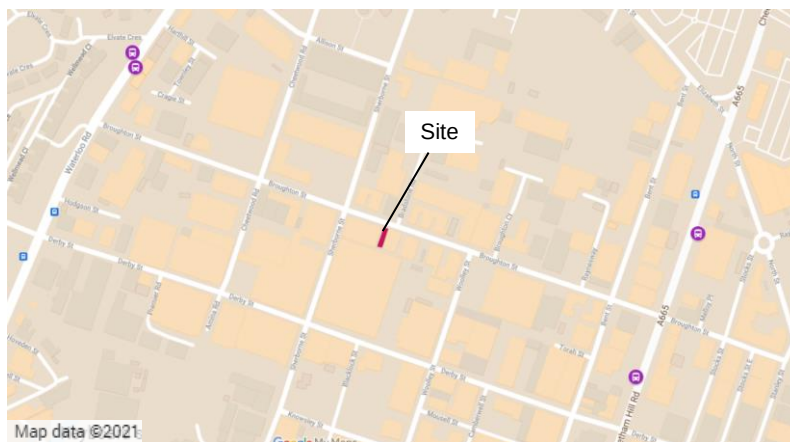


Figure 7 – Bus stop locations (purple)

[NatGeo]

- 5.4.2 Details of the stops are provided in **Table 1**, below and overleaf.

A665 Cheetham Hill Road	
Reference	mandjpwj
Direction of travel	Southbound
Distance from site	Approx. 450m
Facilities	Pole with flag and timetable, shelter with seating, road markings, raised boarder kerbs
Services	41, 135
Reference	mandjpwg
Direction of travel	Northbound
Distance from site	Approx. 400m
Facilities	Pole with flag and timetable, shelter with seating, road markings, raised boarder kerbs
Services	41, 135

B6180 Waterloo Road	
Reference	mantpaja
Direction of travel	Southbound
Distance from site	Approx. 430m
Facilities	Pole with flag
Services	59
Reference	mantpagw
Direction of travel	Northbound
Distance from site	Approx. 450m
Facilities	Pole with flag
Services	59

Table 1 – Bus stop information

5.4.3 Details of the services available from the stops are given in **Table 2**.

#	Route	Approximate peak frequency		
		Mon-Sat Daytime	Mon-Sat Evening	Sunday
41	Middleton – Bowker Vale – Manchester City Centre – Sale	15 mins	15-60 mins	30 mins
59	Manchester City Centre – Chadderton – Oldham – Oldham Mumps	10 mins	10-60 mins	30 mins
135	Manchester City Centre – Cheetham Hill – Whitefield – Bury	8 mins	8-20 mins	10 mins

Table 2 – Summary of bus services

5.4.4 As can be seen from the above tables, there are regular bus services available seven days a week from the stops. The services stop at various centres and stations, allowing for continued journeys by bus, rail and tram.

5.5 Accessibility by Tram

5.5.1 The Victoria and Queens Road Metrolink stops are both located at a distance of approximately 1.7km. The locations of the stops are shown on **Figure 8**, overleaf. Queens Road is on the yellow and green lines whereas Victoria is also served by the blue and pink lines. All lines have a service frequency of 12 minutes with approximate operating hours of 06:00-00:00 Monday to Saturday and 07:00-00:00 on Sunday.

5.6 Accessibility by Rail

- 5.6.1 The closest rail station to the site is Manchester Victoria at a distance of approximately 1.4km from the site. **Figure 8**, below indicates the location of the station.



Figure 8 – Location of tram stops (blue) and train station (orange) [Google MyMaps]

- 5.6.2 Manchester Victoria Station has six platforms and is regularly served by trains accessing Leeds, Wigan, Blackburn, Salford, Chester, Newcastle, Southport, Preston, York and Liverpool as well as local stops on route. The station provides CCTV-covered storage for 38 cycles and also has a ticket office, ticket machines, cafés and toilets. In addition, the station is accessible via the aforementioned bus services.

5.7 Summary

- 5.7.1 The site is considered to be accessible by both active and public transport. As such, staff and visitors to the site will have opportunity to utilise sustainable travel options, where appropriate.

6 Summary & Conclusions

- 6.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Brightwise Properties Ltd to advise on traffic and transportation issues in relation to the proposed construction of a two-storey building at 39E Broughton Street, Manchester.
- 6.2 This document has been prepared to address comments included within a letter prepared by Manchester City Council.
- 6.3 The site is currently a vacant plot between No's 37 and 39D and the proposals are to provide an extension to the existing operations of Brightwise Ltd, the occupier of 39D. This will provide improved storage space for their textile products as well as a better customer experience. As such, no discernible increase in the number or members of staff or visitors is anticipated. Servicing is also to remain as is existing for the company.
- 6.4 An assessment of the recorded personal injury incidents in the vicinity of the site has not highlighted any trends that could be exacerbated by the proposals.
- 6.5 The site is considered to be in accessible location with opportunities for members of staff and visitors to travel to the site on foot, by cycle or public transport.
- 6.6 To conclude, in the context of the National Planning Policy Framework, it is considered that the residual cumulative impacts of the development are not severe and there would not be an unacceptable impact on highway safety. Therefore, there are no transport reasons why permission should not be granted.

APPENDIX A
Crashmap Reports

APPENDIX B
Proposed Site Plan