

Jennifer Atkinson
Planning – Case Officer
Strategic Development Directorate
Manchester City Council
PO Box 532
Manchester M60 2LA

23 July 2021

Dear Jennifer

Re: Application 130627/FO/2021 | Mobility Hub

I write to express Transport for Greater Manchester's (TfGM's) support for an urban mobility hub in Ancoats.

The proposal is aligned closely with Greater Manchester's 2040 Transport Strategy and the City Centre Transport Strategy to 2040 (CCTS), developed jointly by Manchester City Council, Salford City Council and TfGM has the vision to deliver a liveable city that responds to growth, clean air and net zero ambitions. The Hub is highlighted in the CCTS, as a scheme which aims to meet the parking requirements of residential and commercial development in Ancoats, removing parking from individual schemes and promoting a modal shift by providing infrastructure that offers sustainable alternatives.

The Hub also meets the following ambitions in the CCTS:

- **Walking is the main way of getting around the City Centre.** The Hub consolidates parking and delivery which will remove residential and delivery traffic from the surrounding area, ensuring this part of Ancoats will be more conducive to walking. High quality public realm including pathways connecting the Hub to Ancoats, the neighbouring Ancoats Green and the wider City Centre will further encourage walking.
- **The City Centre is cleaner and less congested.** The range of sustainable transport options including 150 cycle spaces, an electric car club, and the provision of 25% (102) EV charging facilities (with the capacity to go to 100%) alongside the delivery depot will reduce the carbon emissions of vehicle movements.
- **More people choose to cycle to destinations within the City Centre.** The Hub provides 150 cycle parking spaces alongside safe and convenient facilities

(lockers / showers / changing rooms) for public use. The Hub is also close to the proposed 'Beelines' network through Ancoats and New Islington.

- **The City Centre benefits from better public transport connections.** The Mobility Hub is close to the bus network on Oldham Road and New Islington Metrolink Stop. It is also the intention for the Hub to be digitally connected to other sustainable transport options and be digitally integrated with Greater Manchester's wider transport infrastructure.
- **Parking in the City Centre is smarter and integrated with other modes.** Alongside nearby bus and tram connections, the Hub brings together a market-leading amount of EV parking alongside cycling and car share options, all of which will be digitally integrated via an app with other transport options.
- **Goods are moved and delivered sustainably and efficiently into and within the City Centre.** A large delivery depot in the Hub will receive local deliveries and parcels, which will then be collected by residents or taken to individual developments via small electric vans or cargo bikes.
- **Innovation is embraced where it benefits the City Centre and its users.** The Hub is a step forward in supporting the City Centre's transition to a future mobility zone through an innovative mix of sustainable transport and delivery options all of which will be digitally integrated.

The proposals will also strongly support Greater Manchester's Streets for All approach to street design and management, which aim to improve movement of people and goods whilst creating healthy, people-friendly places.

The way people travel and how they access services including transport is constantly changing. This proposal will help support future travel demand and manage the transition to cleaner, greener and more inclusive travel across Greater Manchester. I hope it will be an exemplar scheme that can be proven to work in other parts of Greater Manchester and the rest of the UK.

Yours sincerely

[Redacted Signature]

[Redacted Name]

Transport Strategy Director, TfGM

Mobile: [Redacted]

Email: [Redacted]

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Our ref: TRA/21/185

Your ref: 130627/FO/2021

28th June 2021

Dear Sir / Madam,

Application Number: **130627/FO/2021**

Location: **Land At Poland Street Manchester M4 6BR**

Proposal: Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

Highways Overview

TfGM HFAS (Highways Forecasting Analytical Services) and UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the highway section.

Trip Generation and Distribution

Trip Generation and distribution are in accordance with previous discussions.

Junction Modelling

Comments on models submitted are as follows:

Great Ancoats Street/Oldham Road

- Pedestrian phase minimums are incorrect
- Controller minimums should be used
- Arm 10 is not required
- The cycle time used is incorrect

Oldham Road/Collyhurst Road

- Pedestrian phase minimums are incorrect
- Non-blocking storage and maximum right turns during intergreen parameters are too high on all arms
- The right turn parameters should be reviewed i.e. right turners should only give way to opposing movements

Oldham Road/Livesey Street

- Pedestrian phase minimums are incorrect
- Max right turns during intergreen for Arm 2 is too high

Rochdale Road/Livesey St

- Pedestrian phase minimums are incorrect

There are errors in the Linsig modelling. Pedestrian phase minimums have been assumed to be 6 seconds which is too low in the majority of cases. This means that the modelling is optimistic. The above errors should be corrected and the modelling resubmitted for review.

It is clear from the modelling that the junction of Rochdale Road/Livesey Street will be oversaturated and the addition of development traffic will worsen the situation resulting in increased congestion. TfGM would therefore request that a

contribution is made by the developer for SCOOT to be revalidated at the junction (e.g. investigate further efficiencies, relocate and add detectors if required) . TfGM would also request that the developer provides a contribution for the installation of a traffic camera at the junction. A traffic camera will allow TfGM UTC monitor the network in the vicinity of the site and make manual signal interventions in the event of extreme congestion on the network.

Yours faithfully,

[REDACTED]

Senior Transport Planner

Email [REDACTED]