

**Downley Drive,
Ancoats, Manchester**

TRANSPORT STATEMENT

Report prepared for
Great Places Housing Association

April 2021

Report Reference 1741/1/C



ASHLEY HELME
ASSOCIATES



Transport Statement

Downley Drive, Ancoats, Manchester

Client: Great Places Housing Association

Report Ref: 1740/1/C

Status: Final

Date: April 2021

Ashley Helme Associates Ltd

76 Washway Road
SALE, Manchester
M33 7RE

Telephone
0161 972 0552

aha@ashleyhelme.co.uk
www.ashleyhelme.co.uk

COPYRIGHT

© 2021 by Ashley Helme Associates Ltd
No part of this publication may be reproduced by any means
Without the permission of Ashley Helme Associates Ltd



Transport Statement

Downley Drive, Ancoats, Manchester

Chapter	Page
1. Introduction	1
2. Policy Context	2
3. Highway Network	8
4. Proposed Site Access Arrangements	10
5. Accessibility By Non-Car Modes	17
6. Traffic Flows	26
7. Summary & Conclusions	31

Figures

1.1	Location Plan
5.1	Walk Isochrones
5.2	Beeway Network
5.3	Beeway Network Confirmed Infrastructure
5.4	Cycle Isochrones
5.5	Cycle Routes (National)
5.6	Cycle Routes (TfGM)

Drawings

Drg No 1741/01/A	Proposed TRO's
Drg No 1741/SP/04/B	Swept Path Analysis: Refuse Vehicle
Drg No 1741/SP/06	Swept Path Analysis: Fire Tender

Appendices

A	Architect's Plan
B	Manchester City Centre Free Bus Map
C	TRICS Data



1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Great Places Housing Association to prepare a Transport Statement (TS) report to support the planning application for a residential development at land north of Downley Drive, Ancoats, Manchester (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 1.2 The Site is currently unoccupied grass/scrub land. The proposed development comprises the construction of 23 townhouses and 45 apartments.
- 1.3 The issues addressed within this TS fall broadly into the following areas:
- Accessibility by non-car modes, and
 - The vehicular traffic impact on the operational performance of the local highway network.
- 1.4 The policy context of the application is set out in Chapter 2 of the TS report.
- 1.5 The local highway network is described in Chapter 3. The proposed Site access arrangements are outlined in Chapter 4.
- 1.6 The accessibility of the Site by choice of mode is considered in Chapter 5.
- 1.7 The traffic impact of the proposed development is assessed in Chapter 6. The summary and conclusions of the TS are presented in Chapter 7.



2 Policy Context

- 2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies, including National Planning Policy Framework (NPPF) and Manchester City Council (MCC) Core Strategy.

2.2 NPPF: Achieving Sustainable Transport

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

- 2.2.2 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."

- 2.2.3 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**"*

2.3 NPPF: Promoting Sustainable Transport

- 2.3.1 The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 102 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*



- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to design of schemes, and contribute to making high quality places."*

2.3.2 This is expanded in paragraph 103, which states:

"The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.3.3 NPPF states in paragraph 108 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, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *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."*

2.3.4 NPPF makes it clear in paragraph 109 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**."* (AHA emphasis).

2.3.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 110, NPPF sets out that development should:



- "a) give priority first 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;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) 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;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.4 MCC Core Strategy

2.4.1 Policy DM 1 states:

"All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

...

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*

...

- Vehicular access and car parking.*

..."

2.4.2 Policy SP 1 states:

" The key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.*

...

- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to*



the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles

Development in all parts of the City should:-

...

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.*
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision."*

2.4.3 Policy T 1 states:

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.*
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- ...*
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. pedestrians and disabled people*
 - 2. cyclists, public transport,*
 - 3. commercial access,*
 - 4. general off peak traffic,*
 - 5. general peak time traffic.*

2.4.4 Policy T2 states:

The Council will actively manage the pattern of development to ensure that new development:-

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*



- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites ...
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.
- ...
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

2.5 MCC City Centre Transport Strategy to 2040

2.5.1 The MCC City Centre Transport Strategy was published in March 2021, following consultation in the Autumn of 2020. The City Centre Transport Strategy has been prepared to support the city's ambitions to grow, become carbon neutral by 2038 or sooner, while ensuring that it is well-connected to the wider area that it serves.

2.5.2 The City Centre Transport Strategy focuses transport investment on walking, cycling and public transport networks; combined with more welcoming, safe, people-friendly streets and public spaces; better integrating our existing transport system; and developing major sustainable transport schemes.

2.5.3 The priorities for action in the next five years include:

- Implementing bus routing and terminus provision improvements including measures to support service changes, such as more cross city services, proposals in the Piccadilly Gardens area, better use of Shudehill, radial corridor improvements through QBT measures and a potential new interchange at Piccadilly Station;
- Developing and delivering Streets for All in the city centre through expanding pedestrian priority zones, improved walking routes and crossing points while maintaining good access for buses, bikes, servicing and delivery vehicles and disabled access. Key proposals include Piccadilly Gardens, Deansgate, Whitworth Street and Princess Street.
- Developing and delivering active travel investment that builds on the existing MCF programme and delivers the bike hire scheme, supporting people to travel into and within the city centre - removing barriers to walking and cycling.
- Corridor improvements that support more people travelling into the city centre by bus and active travel and support the safe and efficient movement of delivery and servicing vehicles, such as on A6 / Chapel St. Recognising that different corridors have different



movement roles and requirements alongside the need to provide continuous networks as people travel from one place to another.

- Delivering Clean Air Plan interventions including Electric buses and vehicle charging infrastructure alongside investigating a ULEZ for the city centre.
- Investigating potential tram-train services, a rapid transit connection to Salford Crescent and a tunnel under the city centre as part of a potential metro network for delivery in the longer term City Centre Transport Strategy to 2040 85
- Reliable and higher capacity rail services in advance of infrastructure improvements to the current central Manchester network and HS2 and NPR, working with rail industry partners.
- Piccadilly station area planning for an integrated hub station with HS2/NPR that recognises the highly accessible location and the need for connectivity to the wider city centre area, integrating with transport networks that supports the vision, aims and ambitions of this strategy.
- Developing Future Transport and Shared Mobility priorities through identifying opportunities to support transport technologies that will help deliver this Strategy and in particular, reduce car dependency and deliver environmental benefits.
- Ensuring new and existing homes and businesses have the facilities to support sustainable travel and are integrated with the rest of the city centre.
- Continuing to engage and consult with residents, workers, businesses, transport operators, partner organisations and stakeholder groups as we deliver this Strategy. Any projects that will lead to significant and permanent changes to the form or function of the streets in the city centre and wider area will undergo full but proportionate assessment. Impact assessments, including Environmental Impact Assessments and Equality Impact Assessments, will be conducted for all relevant projects and proposals. These will test options and ensure benefits are maximised and any potential negative impacts are clearly identified and mitigated.
- The Delivery Plan elements of the Strategy will be reviewed on an annual basis as part of the wider Greater Manchester Transport Strategy 2040 Delivery Plan review.

2.5.4 The transport improvements set out in the City Centre Strategy are delivered through a combination of both revenue and capital funding. Manchester City Council and Salford City Council, along with other Greater Manchester Local Authorities and Greater Manchester Combined Authority, are developing the Greater Manchester Infrastructure Programme to enable infrastructure to be developed in a comprehensive, place-based manner, looking at both local and strategic city-region interventions.



3 Highway Network

3.1 The Site is located surrounded by adopted highway as follows:

- (i) St Vincent Street: To the west,
- (ii) Woodward Place: To the south,
- (iii) Downley Drive: To the east,
- (iv) Kingham Drive: To the east.

3.2 There is also an adopted footpath that passes through the site, providing a link between Woodward Street and Downley Drive to the canal towpath.

3.3 Existing Conditions

3.3.1 St Vincent Street

3.3.1.1 St Vincent Street is a single carriageway road, circa 5.5m wide and subject to a 20mph speed limit. There is footway on both side of St Vincent Street and street lighting is present.

3.3.1.2 St Vincent Street is a cul-de-sac road, with a turning head at the northern end of the road. St Vincent Street provides access to some apartment blocks on the west side of the road. It also forms a junction with Woodward Place.

3.3.1.3 There is an absence of waiting restrictions on St Vincent Street except at the junction with New Union Street.

3.3.2 Woodward Place

3.3.2.1 Woodward Place is a single carriageway road of varying width. It provides a link between St Vincent Street and Woodward Street, forming priority-controlled junctions with both roads.

3.3.2.2 There are residential properties on the south side of the carriageway, with vehicular access taken from Woodward Place. There is no footway on either side of Woodward Place and it appears that the 'shared space' concept has been implemented.



3.3.3 Downley Drive

- 3.3.3.1 Downley Drive is a single carriageway road and circa 5.0m wide. It is a cul-de-sac road that is circa 45m in length. It provides access to 12 residential properties and has a turning head at the western end of the road.
- 3.3.3.2 There is footway on both sides of Downley Drive and street lighting is present. There is an absence of waiting restrictions on Downley Drive.
- 3.3.3.3 There is a footpath at the end of Downley Drive, which connects to another footpath that runs between Downley Drive and Kingham Drive and provides a link between Woodward Street and the canal towpath.

3.3.4 Kingham Drive

- 3.3.4.1 Kingham Drive is similar in nature to Downley Drive, it is a single carriageway road and circa 5.0m wide. It is a cul-de-sac road that is circa 60m in length and provides access to 16 residential properties and has a turning head at the western end of the road.
- 3.3.3.2 There is footway on both sides of Kingham Drive and street lighting is present. There is an absence of waiting restrictions on Kingham Drive.

3.3.5 Accident History

- 3.3.5.1 The Crashmap website has been interrogated for the latest available five-year accident records for the following roads in the vicinity of the Site:
 - (i) St Vincent Street,
 - (ii) New Union Street/New Islington,
 - (iii) Woodward Place,
 - (iv) Woodward Street,
 - (v) Downley Drive,
 - (vi) Kingham Drive.
- 3.3.5.2 The Crashmap accident records covers the 5-year period from 2015 to 2019. The Crashmap website shows that there have been no recorded accidents on the above roads in the vicinity of the Site.
- 3.3.5.3 It is concluded that there is no evidence of a recurring accident problem on the highway network in the vicinity of the Site.



4 Proposed Site Access Arrangements

4.1 Access Strategy

4.1.1 Discussions with MCC

4.1.1.1 AHA engaged in pre-application discussions with MCC to agree as much of the access strategy in advance of the application. These discussions included:

- (i) The Scope of the TS report,
- (ii) The access proposals,
- (iii) Waste Management, including swept path tracking of the enlarged turning head,
- (iv) The need for and extent of the Traffic Regulation Orders (TRO's),
- (v) The parking strategy,
- (vi) The EV charging infrastructure,
- (vii) The footpath diversion.

4.1.1.2 The access strategy has been developed through the dialogue with MCC and the various elements of this strategy are set out in more detail in this Chapter.

4.1.2 Vehicular Access

4.1.2.1 The access strategy for the proposed development comprises:

- (i) St Vincent Street: Direct access to 12No town houses and vehicular access to the apartment block,
- (ii) Downley Drive: Direct access to 11No town houses.

4.1.2.2 It is proposed to introduce direct driveway accesses on St Vincent Street to serve the 12 townhouses. The access to the apartments will be formed at the northern end of St Vincent Street.

4.1.2.3 It is proposed to extend the existing turning head at the western end of Downley Drive. The turning head will be extended along the frontage of the new properties and to Woodward Place, forming a junction. The 11 townhouses on Downley Drive will each have a direct driveway on the road.



- 4.1.2.4 The development access arrangements are indicated on the Architect's plan which accompanies the planning application. A copy of the layout plan is included in Appendix A.

4.1.2 Pedestrian & Cycle Access

- 4.1.2.1 Pedestrian and cycle access to the dwellings on Downley Drive will be available from Downley Drive. Pedestrian access to the apartments and the remaining 12 dwellings will be via St Vincent Street. Access to the rear of the houses on Downley Drive and St Vincent Street will also be available via links on Downley Drive and St Vincent Street, providing convenient routes to the rear of each property. This is indicated on the Architect's Plan (refer Appendix A).
- 4.1.2.2 There is an existing footpath that currently runs through the Site linking the existing turning head at the end of St Vincent Street to Downley Drive and a path which runs between Kingham Drive and Downley Drive. It is proposed to divert this footpath around the northern part of the apartment building and connect it to the canal towpath. This is indicated on the Architect's Plan (refer Appendix A).

4.1.3 Waste Management & Swept Path Tracking

- 4.1.3.1 Refuse collection for the development will take place on St Vincent Street and Downley Drive. The houses on Downley Drive and St Vincent Street will have individual bins that will be stored at the front of the properties and brought to the front of the houses by individual householders for on-street collection. The apartments will have a bin store within the apartment building. These bins will be taken outside of the store area by the apartment's caretaker and left in a dedicated area a short distance from the turning head (not in public highway) on the day of collection.
- 4.1.3.2 Swept path tracking is undertaken of the development access arrangements. A 11.22m refuse vehicle and an 8.68m fire tender.
- 4.1.3.3 Drg No 1741/SP/04/B presents the swept path tracking of a refuse vehicle. It is demonstrated that a refuse vehicle can turn around at the proposed turning head at the end of St Vincent Street. It also demonstrates that the refuse vehicle can access and turn around within the extended turning head at the end of Downley Drive.
- 4.1.3.4 Drg No 1741/SP/06 presents the swept path tracking of a fire tender. It is demonstrated that the fire tender can turn around at the proposed turning head at the end of St Vincent Street. It also demonstrates that the fire tender can access and turn around within the extended turning head at the end of Downley Drive.



4.1.3.5 Waiting restrictions are proposed on St Vincent Street and Downley Drive to ensure that these areas are kept free from on-street parking and ensure sufficient space is available for larger vehicles to turn around (see below).

4.1.3.6 It is envisaged that deliveries to the proposed houses will be kerbside, with the delivery vehicles stopping on a St Vincent Street and Downley Drive. Deliveries to the apartments will be either kerbside or the delivery driver will seek temporary access to the apartment car park. The latter is more likely for deliveries involving bulky items and/or when the delivery vehicle will need to be parked for some time.

4.1.4 Delivery Vehicles

4.1.4.1 The proposed houses and apartments are likely to generate regular deliveries. It is proposed that deliveries to the houses are made kerbside, with the delivery vehicle parking on St Vincent Street or Downley Drive for a short time period whilst the delivery is made.

4.1.4.2 It is envisaged that drivers delivering to the apartments will either park on St Vincent Street for a short period whilst dropping off the delivery or they will seek access to the car park and leave their vehicle there temporarily. The latter is more likely for the delivery of bulky goods or deliveries that will take longer to complete.

4.1.4.3 The above delivery arrangements are common in residential areas and there is no reason to believe this will lead to any potential highway issues. It is understood that MCC are seeking to introduce loading restrictions on St Vincent Street as part of the Rochdale Canal Cycle Improvement scheme. Given the above, it would seem sensible to ensure there is at least one area free of loading restrictions to allow kerbside deliveries.

4.2 Parking Standards

4.2.1 The Manchester City Council (MCC) publication 'Manchester Residential Quality Guidance' provides advice on car parking. The document states that

"Manchester is, by its very nature, a sustainable location with access to a range of facilities and served by a range of transport modes.

A key goal for Manchester is to reduce its CO2 emissions and develop a sustainable future.



At the same time, the city needs to continue to function and retain its competitiveness. As a consequence, there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car."

- 4.2.2 The guidance states that MCC adopts a 'comply or justify' approach to the recommendation of the document. The document provides guidance on apartment parking, but does not specify specific numbers with regard to houses. Appendix B of the MCC Core Strategy includes parking standards, but there are no specific standards for a C3 use.
- 4.2.3 The development parking provision is set out below and agreed with MCC:
- | | |
|--------------------------------------|---------------------------|
| (i) 11 houses on Downley Street: | 11 spaces (100% parking), |
| (ii) 12 houses on St Vincent Street: | 12 spaces (100% parking), |
| (iii) 45 apartments: | 21 spaces (47% parking). |
- 4.2.4 Cycle parking will also be provided for both houses and the apartments. A timber cycle store will be provided in the rear gardens of all of the houses. A dedicated cycle storage room will be provided on the ground floor of the apartment block that will provide 100% cycle parking for residents.
- 4.2.5 There is no specific standard of parking for houses in either the MCC Core Strategy parking standards or within the Manchester Residential Quality Guidance (MRQG). With respect to apartment schemes outside of the city centre, the MRQG recommends that 100% parking provision should be provided and that developments that do not adhere to this provision should provide justification. The development proposes 100% parking for the houses and slightly under 50% parking for the apartments. This represents around 65% parking provision across the whole site.
- 4.2.6 The Site is located on the edge of Manchester city centre and there are numerous amenities, employment locations and public transport infrastructure within a short walk of the Site. The development is in a very sustainable location with good opportunity to undertake walk, cycle and public transport journeys.
- 4.2.7 The 2011 Census journey to work data also suggests that a lower proportion of residents of Manchester 013 MSOA (ie the area where the Site is located) drive to work by car, compared to Manchester as a whole. The accompanying TP report sets out the journey to work mode choices for both Manchester 013 MSOA and Manchester as a whole and this is also set out below:



Car driver:	30.7% of Manchester 013 MSOA journeys to work, and significantly higher for Manchester as a whole (45.0%),
Car passenger:	3.5% of Manchester 013 MSOA journeys, and slightly higher for Manchester as a whole (4.7%),
'Car driver + car passenger':	34.2% of Manchester 013 MSOA journeys to work, and higher for Manchester as a whole (63.0%),
Cycle:	slightly lower for Manchester 013 MSOA journeys to work (3.6%), and for Manchester as a whole (4.1%),
Walk:	significantly higher for Manchester 013 MSOA (31.1%) than Manchester as a whole (14.4%),
Bus:	18.6% for Manchester 013 MSOA journeys and slightly higher for Manchester as a whole (22.3%),
Train and Tram:	higher for Manchester 013 MSOA journeys to work (9.0%) than for Manchester as a whole (4.2%).
Working from Home:	lower in Manchester MSOA being 2.2% than for Manchester as a whole (3.4%).

4.2.8 It is clear that fewer residents of Manchester 013 MSOA travel to work by car than residents of Manchester as a whole and a higher proportion walk and use trams and trains to commute to work. This makes sense, given the close proximity of a very large employment area in the city centre and also the quality of the public transport infrastructure.

4.2.9 Furthermore, the 2011 census data for Manchester 013 MSOA shows that local car ownership is very low in the vicinity of the Site when compared to the Greater Manchester area. This is demonstrated below:

	Manchester 013 MSOA	Greater Manchester
No cars or vans in household:	58.1%	30.6%
1 car or van in household:	35.7%	42.7%
2 cars or vans in household:	5.6%	21.8%
3 cars or vans in household:	0.5%	3.9%
4 or more cars or vans in household:	0.0%	1.1%



- 4.2.10 Therefore, it is not unreasonable to expect that the demand for parking at the Site will be lower than other parts of Manchester and also Greater Manchester. Notwithstanding this, it is likely that some potential residents of the Site will own cars and will want some parking provision. Particularly those residents with jobs outside of the city centre or whom need access to a car as part of their work.
- 4.2.11 The proposed development also proposes 100% cycle parking for both the apartments and the houses and the MCC publication Manchester Residential Quality Guidance suggests that increased cycle parking can provide justification for providing less than 100% parking for apartments.
- 4.2.12 It should also be recognised that the apartment scheme is for social rent, which is the most heavily discounted form of affordable rental products and is aimed at those on lower incomes that need support. Therefore, many of the tenants are unlikely to own or have access to a motor vehicle. Great Places Housing Association are an experienced social housing provider and the level of car parking proposed in their view will be adequate to meet the likely demand, based on similar apartment schemes that they have implemented.
- 4.2.13 It is also proposed to implement waiting restrictions on St Vincent Street as part of the development, restricting the opportunity for on-street parking in the immediate vicinity of the apartments and supporting the parking strategy (see below for details on TRO).
- 4.2.14 In conclusion, the Site is in a very sustainable location close to Manchester city centre. The MSOA data shows that a smaller percentage of people living in this part of Manchester travel to work by car than in Manchester as a whole. Similarly, the car ownership of residents of Manchester 013 MSOA are lower than Greater Manchester as a whole. The apartments are for social rent and these tenants are likely to be on low incomes and may not have access to a car. It is also proposed to introduce TROs on St Vincent Street to support the parking strategy by restricting the availability of on-street parking. Therefore, it is concluded that the proposed development parking strategy is appropriate.

4.3 EV Charging Points

- 4.3.1 To encourage residents of the proposed development to operate Electric Vehicles (EV), the development will include the provision of 100% EV provision within the base-build of the houses. 7kW charging points will be provided. For the apartments, 20% EV provision will be included in the base-build (4 spaces), with capacity built in to allow 100% provision if demand arises.



4.4 Footpath Diversion

- 4.4.1 There is an existing footpath that passes through the Site. The footpath runs between St Vincent Street and Woodward Street. It is proposed to divert the portion of this footpath that passes through the Site around the northern edge of the development.

4.5 Waiting Restrictions

- 4.5.1 It is proposed to introduce 'double yellow line' waiting restrictions on St Vincent Street as part of the development. It is proposed that the full length of the east side of St Vincent Street, the turning head and a section of the west side of St Vincent Street will be subject to the new waiting restrictions. It is suggested that the waiting restrictions are for no waiting at any time.
- 4.5.2 It is also proposed to introduce waiting restrictions at the extended Downley Drive turning head to assist the movements of a refuse vehicle. It is suggested that the waiting restrictions are for no waiting at any time.
- 4.5.3 It is also proposed to introduce waiting restrictions in the vicinity of the following junctions:
- (i) Downley Drive/Woodward Street,
 - (ii) St Vincent Street/Woodward Place,
 - (iii) Woodward Place/Woodward Street.
- 4.5.4 There are existing waiting restrictions at the St Vincent Street/Union Street junction and hence, new waiting restrictions are not proposed at this location.
- 4.5.5 Drg No 1741/01/A presents a plan showing the extent of the proposed waiting restrictions. These waiting restrictions will be introduced through a Traffic Regulation Order (TRO).

4.6 Summary

- 4.6.1 It is considered that the proposed Site access arrangements provide a suitable means of serving the proposed development.



5 Accessibility By Non-Car Modes

5.1 Walk

5.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

5.1.2 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 80% of journeys are carried out on foot.

5.1.3 The NTS establishes that:

- (i) 80% of all trips under 1 mile (1.6km) are made by foot,
- (ii) The average walk trip is 17 minutes which equates to a distance of about 1.36km,
- (iii) Walking accounts for 26% of all trips and 3% of distance travelled,
- (iv) Education and Shopping trips account for 39% of all walk trips,
- (v) 71% of people undertake a walk of 20 minutes or more at least once a week,
- (vi) The average shopping trip is 16 minutes and 25% of shopping trips are made by foot.

5.1.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

5.1.5 Shops and Food stores

5.1.5.1 Review of Figure 5.1 shows that Great Ancoats Street is within a 10 minute walk and there are numerous shops and amenities along both sides of the road. There is an existing Aldi at Urban Exchange, which is just off Great Ancoats Street and within an 800m walk of the Site.

5.1.5.2 There is a co-op food store on Blossom Street, which is within a 10 minute walk of the Site and a row of shops on Bollington Road that includes a convenience store and is also within a 10 minute walk.



- 5.1.5.3 The northern quarter is located within a 15/20 minute walk and contains numerous shops and food stores.

5.1.6 Education

- 5.1.6.1 There are also schools within a practical walk of the Site. New Islington Free School is located within a 10 minute walk of the Site. St Anne's Roman Catholic Primary School is located also within a 10 minute walk. Park View Community School is within a 15 minute walk of the Site.

5.1.7 Leisure & Recreation

- 5.1.7.1 There is a children's playground to the south of Woodward Street within a 5 minute walk of the Site. Ancoats Green and Victoria Mill Park are located within a 10 minute walk of the Site.

- 5.1.7.2 There are numerous sports facilities at Sportcity and these are around a 25 minute walk of the Site. The facilities at Sportcity which are open to the public include:

- (i) Athletics facilities
- (ii) Squash courts
- (iii) Tennis courts
- (iv) Velodrome
- (v) Fitness centre
- (vi) Philips Park recreational area.

5.1.8 Health

- 5.1.8.1 New Islington Medical Practice is within a 10 minute walk of the Site. The practice is part of New Islington Primary Care Centre which also includes a dentist and pharmacy.

5.1.9 Transport

- 5.1.9.1 There are bus stops on Great Ancoats Street and Old Mill Road that are within a 10 minute walk of the Site. Piccadilly Gardens bus station and Shudehill bus interchange is within a circa 20 minute walk of the Site.

- 5.1.9.2 New Islington Tram Stop is located next to Pollard Street to the south of the Site and within a 10 minute walk of the Site. The New Islington stop is located on the Ashton-under-Lyne to Eccles Metrolink line.



- 5.1.9.3 Both Manchester Piccadilly and Victoria train stations are located within a 25 minute walk of the Site.

5.1.10 The Bee Network

- 5.1.10.1 The Greater Manchester Bee Network is a proposal to create a joined-up walk and cycle network to connect the all of the communities of Greater Manchester, making it easily to undertake journeys without using a car. It has been developed in collaboration with all 10 Greater Manchester local authorities and co-ordinated by Transport for Greater Manchester.
- 5.1.10.2 Figure 5.2 presents the proposed Bee Network in the vicinity of the Site and Figure 5.3 shows the section of this network that have already been confirmed as Beeways. There are proposals for an extensive network of Beeways in the vicinity of the Site.
- 5.1.10.3 Review of Figure 5.3 shows that the canal tow path to the north of St Vincent Street is a confirmed Beeway. This part of the network continues to westward to the A665 Great Ancoats Street. Improvements to this route are under construction at the time of writing. The improvements include;
- Better quality surface,
 - Improved headroom under a low bridge at Butler Street to the east of the Site,
 - Improvements to stepped accesses to the towpath.

5.1.11 Summary

- 5.1.11.1 It is clear that there are a range of amenities within a practical walk of the Site, providing good opportunity to undertake walk journeys to/from the proposed residential development.

5.2 Cycle

- 5.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

- 5.2.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)



5.2.3 Figure 5.4 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 5.4 highlights that a large part of the city centre of Manchester is within a 10 minute cycle ride. All of the city centre, west Gorton, Clayton and parts of Failsworth and Crumpsall are within a 25 minute cycle ride. This provides very good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes, including work, education, shopping and leisure.

5.2.4 Cycle Routes

5.2.4.1 Figure 5.5 presents the national cycle routes in the vicinity of the Site. National Cycle Route 66 runs along St Vincent Street to the north of the Site. The Route runs from the centre of Manchester to Kingston upon Hull, also passing through Leeds, York and Beverley. This route also forms part of the Beeway network.

5.2.4.2 National Cycle Route 60 runs to the east of the Site along the A6010. National Route runs between the northernmost edge of Houldsworth Golf Course in Reddish and Harpurhey to the north.

5.2.4.3 Also shown on Figure 5.5 is part of National Cycle Route 6, to the west of the Site in the centre of the city. National Cycle Route 6 is a long-distance route that links London to the Lake district, passing through numerous towns and cities, including Manchester city centre. It also connects with National Cycle Route 60 at North Reddish.

5.2.4.4 Figure 5.6 presents the Transport for Greater Manchester (TfGM) cycle routes in the vicinity of the Site. There is a route to the west of the Site that provides a link between Redhill Street and Old Mill Street in New Islington. There are additional routes to the north along Oldham Road and to the south along Pollard Street. There are numerous routes on the approach to and within the city centre.

5.2.4.5 As set out in Chapter 3, the proposed development includes 100% cycle parking provision for both the houses and the apartments, providing further encouragement for residents to undertake journeys by cycle.

5.2.4.6 It is evident that the location of the Site and the existing infrastructure provides good opportunity for residents of the Site to undertake journeys by cycle.



5.3 Public Transport

5.3.1 The proposed development affords opportunity for residents of the Site to undertake public transport journeys by bus, Metrolink and by rail.

5.3.2 Bus

5.3.2.1 There are existing bus stops on Butler Street within a 5 minute walk of the Site. There are existing bus stops on Great Ancoats Street and Old Mill Street that are within a 10 minute walk of the Site. The bus services that call at these stops are set out below:

Service	Route	Mon-Fri	Frequency	
			Saturday	Sunday
74/76	Manchester - Oldham	15 min	-	-
216	Manchester - Ashton	10-15 min	15-20 min	15-30 min
217	Wythenshawe hosp - Ashton	60 min	60 min	60 min
230	Manchester - Littlemoss/Ashton	30-60 min	30-60 min	60 min
231	Manchester - Littlemoss/Ashton	30 min	30 min	60 min.

5.3.2.2 In addition to the 217 bus service, the 709 bus calls at the stops Old Mill Street that are within a 10 minute walk of the Site (near Jersey Street). The 709 is a school service that operates that runs between Ancoats and St Matthews High School. This service operates 1 trip from Ancoats to the school in the morning and 1 return trip in the evening.

5.3.2.3 As set out in paragraph, 5.1.9.1, Shudehill bus interchange is within a 20 minute walk. There are numerous bus services available from Shudehill to a variety of destinations in Greater Manchester.

5.3.2.4 There is a free bus service operating around the Manchester city centre. The service operates with 3 routes and these are set out below:

Route 1

Monday to Friday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Salford Central Station, Spinningfields, St James Square, to Piccadilly Rail Station.

Saturday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Museum of Science & Industry, St James Square, to Piccadilly Rail Station.



Sunday and Public Holidays: Piccadilly Rail Station, St Mary Gate, Spinningfields, St James Square, to Piccadilly Rail Station.

Route 2

Piccadilly Rail Station, Stevenson Square, Shudehill Interchange, Victoria Rail Station, Oxford Street, to Piccadilly Rail Station.

Route 3

Piccadilly Rail Station, Oxford Road Rail Station, Deansgate Castlefield Metrolink Station, Spinningfields, Victoria Rail Station, Shudehill Interchange, to Piccadilly Rail Station.

- 5.3.2.5 A copy of the route map is included in Appendix B.
- 5.3.2.6 Route 1 operates with a 10 min frequency between 0700 and 1915 on Mondays to Fridays. On Saturdays it operates with a 10 min frequency between 0820 and 1915 and on Sundays it has a 12 min frequency and operates between 1100 and 1800.
- 5.3.2.7 On Mondays to Fridays, Route 2 operates with a 10 minute frequency between 0630 and 1910 and then with a 20 minute frequency between 1910 and 2330. It operates between 0830 and 1930 on Saturdays with a 10 minute frequency, reducing to a 15 minute frequency between 1930 and 2330. On Sundays, the service operates between 1000 and 1900 with a 12 minute frequency.
- 5.3.2.8 Route 3 operates in the evenings only. It has a 20 minute frequency between 1930 and 2330 on Mondays to Fridays. On Saturdays it operates with a 15 minute frequency between 1930 and 2330.
- 5.3.2.9 Both Routes 2 and 3 call at Shudehill bus interchange which is within a 20 minute walk of the Site.

5.3.3 Metrolink

- 5.3.3.1 The nearest Metrolink station to the Site is New Islington which is within a circa 10 minute walk of the Site (800m) of the Site. There are also 5 cycle storage spaces at the stop.



5.3.3.2 New Islington tram stop is on the Eccles/ Media City UK – Ashton-Under-Lyne tram line.

5.3.3.3 The frequency of the services calling at the New Islington Metrolink stop are as follows:

Day	Frequency
Monday-Friday	06:00-19:00 every 10 mins 19:00-00:00 every 20 mins
Saturday	06:00-08:00 every 20 mins 08:00-20:00 every 10 mins 20:00-00:00 every 20 mins
Sunday	07:00-23:00 every 15 mins.

5.3.3.4 Review of the above shows that residents of the Site will benefit from a frequent Metrolink service only a short walk from their homes. Whilst the New Islington stop is on the Eccles-Ashton-under-Lyne Metrolink line, there will be opportunity to change trams to access other parts of the network.

5.3.4 Rail

5.3.4.1 Both Manchester Piccadilly and Victoria Train stations are located within a 2000m walk of the Site. Both stations are also connected to the Greater Manchester Metrolink network, proving residents of the Site the opportunity to travel to/from these stations by tram.

5.3.4.2 Facilities at Manchester Piccadilly station include:

- (i) 43 Cycle Storage spaces,
- (ii) A long stay car park (856 spaces with 35 accessible spaces as well as 2 Blue Badge spaces),
- (iii) A short stay car park (47 spaces with 3 accessible spaces).

5.3.4.3 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Piccadilly are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Manchester Airport	19-22	3-5



Stalybridge	4	1
Huddersfield	32-42	1
Dewsbury	53-59	1
Leeds	72	1
Wigan	28-32	1
Preston	36-60	1-2
Stockport	7-13	8-9
Glossop	37	2
Macclesfield	21-33	1
Stoke-on-Trent	37-55	1
Sheffield	50	1-2
New Mills	30	2
Liverpool Lime St	51-62	1-3.

5.3.4.4 Other destinations available from Manchester Piccadilly include Birmingham, Edinburgh, Glasgow and London.

5.3.4.5 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Victoria are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Rochdale	13-20	3-4
Dewsbury	42-70	2
Salford Central	3	4
Salford Crescent	6	4
Bolton	19	1
Blackburn	51	1
Clitheroe	75	1
Huddersfield	27-31	1
Leeds	55-86	2-3
Wigan Wallgate	36-45	1-2
Chester	60-69	1-2
Liverpool Lime St	40	1
Stalybridge	14	1.

5.3.4.6 It is clear from the above that the residents of the Site will have very good opportunity to undertake journeys to a range of destinations by train.



5.4 **Summary**

- 5.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides very good opportunity for journeys to and from the Site to be undertaken by sustainable modes.
- 5.4.2 The Site is located on the eastern edge of Manchester city centre and this provides great opportunity to access a range of public transport infrastructure, including bus services, tram and rail services.



6 Traffic Flows

5.1 Peak Periods

- 6.1.1 The times when the combination is greatest of traffic generated by the proposed residential development and existing highway network traffic are the weekday AM and PM peak hours. TS quantitative analysis is undertaken for the AM and PM peak hours. These are typically around 0800-0900 and 1700-1800.

6.2 Generated Traffic

- 6.2.1 The proposed development comprises 23 town house and 45 apartments. Great Places Housing Association is a social housing provider and all of the apartments and 11 of the houses will be rented properties. The remaining 12 houses will be shared ownership. On this basis, affordable house/apartment trip generation rates are adopted for quantitative assessment, as these are considered more representative of the development proposals than private house/apartment trips would be.

6.2.2 Affordable Houses

- 6.2.2.1 TRICS is interrogated to establish suitable trip generation rates for affordable houses. The criteria adopted for the TRICS interrogation is as follows:
- Affordable/Local Authority Houses,
 - 16-29 units,
 - All surveys 2012 or more recent,
 - Any sites in London and Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.
- 6.2.2.2 On this basis, 4 sites are identified and the results of the TRICS interrogation are included in Appendix C.
- 6.2.2.3 TRICS calculates average trip rates for a specified database of Site entries. Additionally, TRICS can rank trip rates for a specified database and identify the 85%ile rank order rates. However, TRICS explicitly states that the 85%ile statistic is not reliable for a database with less than 20 entries; in this circumstance TRICS does not calculate an 85%ile trip rate and advises against use of 85%ile rates. Therefore, average trip rates are adopted in this instance.



6.2.2.4 The typical AM peak hour for a highway network is usually around 0800-0900 and review of the TRICS data shows that the AM affordable housing trip rates are also highest at this time. The PM peak hour for a highway network is typically around 1700-1800, but can be slightly earlier or later than this. Review of the TRICS data shows that the 1500-1600 trip rates are higher than any of the hourly trip rates between 1600-1900 and are actually the highest hourly rates in the 12-hour period 0700-1900. It seems likely that these trip rates coincide with the afternoon school pick-up period. It is unlikely that the local highway network PM peak is quite as early as 1500-1600, but given that it is fairly close to the PM peak period these trip rates are adopted for robust assessment.

	Arrival	Departure	Two-way
AM	0.179	0.359	0.538
PM	0.385	0.205	0.590.

6.2.2.5 Adopting the above trip generation rates, the proposed 23 houses are estimated to generate the following vehicular trips in the AM and PM peak hours:

	Arrival	Departure	Two-way
AM	4	8	12
PM	9	5	14.

6.2.2.6 The proposed houses are estimated to generate 12 two-way trips in the AM peak hour and 14 two-way trips in the PM peak hour.

6.2.3 Affordable Apartments

6.2.3.1 TRICS is interrogated to establish suitable trip generation rates for affordable apartments. The criteria adopted for the TRICS interrogation is as follows:

- Affordable/Local Authority Flats,
- 22-66 units,
- All surveys 2012 or more recent,
- Any sites in London and Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

6.2.3.2 On this basis, 6 sites are identified and the results of the TRICS interrogation are included in Appendix C.



6.2.3.3 As for the same reasons as are set out in paragraph 5.2.2.4, average trip rates are adopted in this instance.

6.2.3.4 The typical AM peak hour for a highway network is usually around 0800-0900, but review of the TRICS data shows that the AM affordable housing trip rates are slightly higher for the period 0900-1000. Therefore, for robust analysis the 0900-1000 trip generation rates are adopted. The PM peak hour for a highway network is typically around 1700-1800, but can be slightly earlier or later than this. Review of the TRICS data shows that the 1700-1800 trip rates are the highest during the period 1600-1900. The actual peak hour during the day for the affordable apartments is in the middle of the afternoon at 1400-1500, but will almost certainly be an hour or two earlier than the PM peak hour for the local highway network. Therefore, the 1700-1800 trip rates for affordable apartments are adopted in this instance. The AM and PM peak hour trip generation rates are set out below:

	Arrival	Departure	Two-way
AM	0.114	0.168	0.282
PM	0.141	0.145	0.286.

6.2.3.5 Adopting the above trip generation rates, the proposed 45 apartments are estimated to generate the following vehicular trips:

	Arrival	Departure	Two-way
AM	5	8	13
PM	6	7	13.

6.2.3.6 The proposed houses are estimated to generate 13 two-way trips in both the AM peak hour and PM peak hours.

6.2.4 Total Development

6.2.4.1 The proposed development of 23 houses and 45 apartments are estimated to generate the following vehicular trips in the AM and PM peak hours:

	Arrival	Departure	Two-way
AM	9	16	25
PM	15	12	27.



- 6.2.4.2 The traffic impact of the proposed development is estimated to be 25 two-way vehicular trips in the AM peak hour and 27 two-way trips in the PM peak hour.

6.3 Traffic Impact of the proposed development

- 6.3.1 The traffic impact of the proposed development is estimated to be 25 two-way vehicular trips in the AM peak hour and 27 two-way trips in the PM peak hour. However, as the development proposes more than one access location, the traffic impact of the development will be spread across the local highway network reducing the level of impact on any one road.
- 6.3.2 The development access strategy proposes that the apartments and 12 of the houses will be accessed from St Vincent Street, with the remaining 11 houses served from Downley Drive. Therefore, the net impact of the development on these roads is as follows:

	AM			PM		
	Arrival	Departure	2-Way	Arrival	Departure	2-way
St Vincent Street	7	12	19	11	10	21
Downley Drive	2	4	6	4	2	6.

- 6.3.3 Review of the above shows that the majority of vehicular movements are estimated to occur on St Vincent Street with 19 and 21 two-way trips in the AM and PM peak hours respectively.
- 6.3.4 Beyond the roads in the immediate vicinity of the Site, it is likely that the traffic generated by the development will be further dispersed as drivers taken various routes to the wider highway network.
- 6.3.5 In summary, the proposed development is estimated to generate a total of **25** two-way vehicular trips in the AM peak hour and **27** two-way trips in the PM peak hour. These trips will be split between St Vincent Street and Downley Drive and will be further dispersed beyond the highway in the vicinity of the Site. Consequently, it is concluded that the proposed development will not have a material impact on the local highway network and further quantitative assessment is not required.

6.4 Summary & Conclusions

- 6.4.1 The proposed development comprises 23 town house and 45 apartments. The traffic generated by the proposed development is estimated adopting affordable house/apartment trip generation rates from the TRICS database.



- 6.4.2 The traffic impact of the proposed development is estimated to be **25** two-way vehicular trips in the AM peak hour and **27** two-way trips in the PM peak hour.
- 6.4.3 The development access strategy proposes that 12 of the houses and the apartments will be served from St Vincent Street, with the remaining 11 houses served from Downley Drive. Therefore, the trips will be split between St Vincent Street and Downley Drive and will be further dispersed beyond the highway in the vicinity of the Site. Consequently, it is concluded that the proposed development will not have a material impact on the local highway network and further quantitative assessment is not required.



7 Summary & Conclusions

7.1 Ashley Helme Associates Limited (AHA) are appointed by Great Places Housing Association to prepare a Transport Statement (TS) report to support the planning application for a residential development at land north of Downley Drive, Ancoats, Manchester.

7.2 The Site is currently unoccupied grass/scrub land. The proposed development comprises the construction of 23 townhouses and 45 apartments.

7.3 Site Access Strategy

7.3.1 AHA engaged in pre-application discussions with MCC to agree as much of the access strategy in advance of the application. These discussions included:

- (i) The Scope of the TS report,
- (ii) The access proposals,
- (iii) Waste Management, including swept path tracking of the enlarged turning head,
- (iv) The need for and extent of the Traffic Regulation Orders (TRO's),
- (v) The parking strategy,
- (vi) The EV charging infrastructure,
- (vii) The footpath diversion.

7.3.2 The access strategy for the proposed development comprises:

- (i) St Vincent Street: Direct access to 12No town houses and vehicular access to the apartment block,
- (ii) Downley Drive: Direct access to 11No town houses.

7.3.3 It is proposed to introduce direct driveway accesses on St Vincent Street to serve the 12 townhouses. The access to the apartments will be formed at the northern end of St Vincent Street.

7.3.4 It is proposed to extend the existing turning head at the western end of Downley Drive. The turning head will be extended along the frontage of the new properties and to Woodward Place, forming a junction. The 11 townhouses on Downley Drive will each have a direct driveway on the road.



7.3.5 It is proposed to introduce 'double yellow line' waiting restrictions on St Vincent Street as part of the development. It is also proposed to introduce waiting restrictions in the vicinity of the following junctions:

- (i) Downley Drive/Woodward Street,
- (ii) St Vincent Street/Woodward Place,
- (iii) Woodward Place/Woodward Street.

7.3.6 Drg No 1741/01/A presents a plan showing the extent of the proposed waiting restrictions. These waiting restrictions will be introduced through a Traffic Regulation Order (TRO).

7.4 Waste Management & Swept Path Tracking

7.4.1 Refuse collection for the development will take place on St Vincent Street and Downley Drive. The houses on Downley Drive and St Vincent Street will have individual bins that will be stored at the front of the properties and brought to the front of the houses by individual householders for on-street collection. The apartments will have a bin store within the apartment building. These bins will be taken outside of the store area by the apartment's caretaker and left in a dedicated area a short distance from the turning head (not in public highway) on the day of collection.

7.4.2 Swept path tracking is undertaken of the development access arrangements. A 11.22m refuse vehicle and an 8.68m fire tender. These are indicated on Drg Nos 1741/04/B and 1741/SP/06, respectively. It is demonstrated that a refuse vehicle and a fire tender can access and turn around within the proposed St Vincent Street turning head and also extended turning head at the end of Downley Drive.

7.4.3 The proposed waiting restrictions on St Vincent Street and Downley Drive will ensure that these areas are kept free from on-street parking and ensure sufficient space is available for larger vehicles to turn around.

7.5 Parking

7.5.1 The development parking provision is agreed with MCC and comprises:

- (i) 11 houses on Downley Street: 11 spaces (100% parking),
- (ii) 12 houses on St Vincent Street: 12 spaces (100% parking),
- (iii) 45 apartments: 21 spaces (47% parking).



- 7.5.2 The Site is in a very sustainable location close to Manchester city centre. The MSOA data shows that a smaller percentage of people living in this part of Manchester travel to work by car than in Manchester as a whole and that car ownership is significantly lower than for Greater Manchester as a whole. The apartments are for social rent and these tenants are likely to be on low incomes and may not have access to a car. It is also proposed to introduce TROs on St Vincent Street to support the parking strategy by restricting the availability of on-street parking. Therefore, it is concluded that the proposed development parking strategy is appropriate.

7.6 Accessibility

- 7.6.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and there is good existing infrastructure to encourage journeys to be undertaken by walk and cycle.
- 7.6.2 There is a wide range of amenities and employment opportunities within close proximity of the Site. There is a range of bus services calling within close proximity of the Site, and New Islington Metrolink stop is within an 800m walk of Site. Additionally, Piccadilly and Victoria rail stations are accessible by walk/cycle from the Site, providing opportunity for residents of the proposed development to undertake journeys to a very wide range of destinations by rail.

7.7 Traffic Impact

- 7.7.1 Analysis is undertaken of the traffic impact of the proposed development on the local highway network. The proposed development comprises 23 town house and 45 apartments. The traffic generated by the proposed development is estimated adopting affordable house/apartment trip generation rates from the TRICS database.
- 7.7.2 The traffic impact of the proposed development is estimated to be **25** two-way vehicular trips in the AM peak hour and **27** two-way trips in the PM peak hour. The development access strategy proposes that 12 of the houses and the apartments will be served from St Vincent Street, with the remaining 11 houses served from Downley Drive. Therefore, the trips will be split between St Vincent Street and Downley Drive and will be further dispersed beyond the highway in the vicinity of the Site. Consequently, it is concluded that the proposed development will not have a material impact on the local highway network and further quantitative assessment is not required.

7.8 Conclusions

- 7.8.1 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national



and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures

A Architect's Layout Plan

B Manchester Free Bus Map

Drawings
