16-18 universal square

TRANSPORT STATEMENT

DATE: November 21, 2020
CLIENT: U.K Management College

Transport Planning
Manchester



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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Transport Statement (TS) has been prepared by Transport Planning Manchester to accompany a planning application for the proposed change of use of building suites 16-18, Floor 1, of Universal square, Ardwick, Manchester M12 6JH. The application is submitted on behalf of UK management consultants Ltd. **Figure 1-1** indicates the location of the site.



Figure 1-1: Site Location and Local Context

1.2 EXISTING SITE

1.2.1 The existing building on the site comprises a northern element (4 storeys) and southern element (1storey), which is in B1 use and its floorspace totals 16,450 sqm (Gross Internal Area). The building contains several small office/workshop units occupied by a range of businesses. The remainder of the site at ground floor is occupied by informal court yard car parking which is typically used up by 20-60 vehicles.

1.3 PROPOSED PLANNING

1.3.1 The planning proposal seeks the change of use of current of the current offices 16-18 on the site for 110 sqm of office use to educational institution. This includes 110 sqm. of flexible B1 use on part of the first floor. The proposal includes the use of on-site car parking and secure cycle parking provision at basement level with short stay cycle parking in the court yard.

1.4 PROGRAMME

1.4.1 It is anticipated that the proposed change of use would be implemented in between 2020 and 2024 subject to planning approval. Details of the planning permission are contained in the application and travel plan.

1.4.2 Prior to the submission of this TS, pre-application meetings were held with planning officers from the council. The correspondence/meetings and discussions have led to the change of use of the offices mentioned above.

1.5 DOCUMENT STRUCTURE

1.5.1 The remainder of this TS is structured as follows:

- **Section 2** - reviews relevant transport planning policy at Government, Regional and Local levels;
- **Section 3** – provides details of the site's context in regard of its location and accessibility;
- **Section 4** – describes the sites current use and a description of the proposed planning.
- **Section 5** – summarises the number of trips by mode generated by the current and proposed site uses;
- **Section 6** – assesses the net impact of the development in transport terms;
- **Section 7** – summarises the management plans; and
- **Section 8** – summarises the conclusions of this TS.

1.5.2 This TS is supported by a Workplace Travel Plan (WTP), Outline Delivery and Servicing Plan (DSP) and draft and Traffic Management Plan (CTMP), Manchester.

2 POLICY CONTEXT

2.1.1 This section sets out details of relevant transport related policies. Local and national policy places a focus on encouraging planning that maximises use of sustainable travel modes in areas with good public transport connectivity and which reduces the need to travel by car. The relevant transport policy to this application includes the following:

- National Planning Policy Framework (NPPF) 2018;
- Manchester Plan (2016)
- Draft New Manchester Plan (August 2018)
- TFGM Transport Strategy (May 2010)
- Draft TFGM transport strategy (March 2018)

2.2 NPPF (2018)

2.2.1 The current NPPF was published on 24th July 2018. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. The NPPF contains a presumption in favor of sustainable development as outlined in paragraph 11.

2.2.2 The NPPF has a set of 16 core planning principles that underpin both plan-making and decision-taking. This includes a principle under part 9 aimed at "Promoting sustainable transport".

2.2.3 Paragraph 102 states that:

> "Transport issues should be considered 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 transport technology and usage, are realised – for example in relation to the scale, location or density of changes 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 the design of schemes and contribute to making high quality places".

2.2.4 Paragraph 103 states that:

> "*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.*

Paragraph 109 states that:

"*Planning should only be prevented or refused on reasonable grounds if there would be an unacceptable impact on road safety, or the residual cumulative impacts on the road network would be severe*."

2.2.5 Paragraph 110 states that applications for planning

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*."

2.2.6 It is recognised that a key tool to delivering sustainable travel, and the principles set out in the NPPF, will be the implementation of Travel Plans. Paragraph 111 states;

> "*All planning which generate significant amounts of movement should be required to providea travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*"

2.2.7 The NPPF does not provide guidance on vehicle or cycle parking; however, it does provide guidance on what local authorities should take into account when setting their local parking standards within paragraph 105. This includes:

> "a) the accessibility of the development;
>
> b) the type, mix and use of development;
>
> c) the availability of and opportunities for public transport;
>
> d) local car ownership levels; and
>
> e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.3 MANCHESTER PLAN (2016)

2.3.1 By virtue of its location, the site falls within the Northwest region under the administration of the Greater Manchester Local authority.

2.3.2 The Local authority's Vision and Objectives for Manchester are set out in Chapter 1 and include the City being made up of diverse, strong, secure and accessible neighborhoods where it is easy, safe and convenient for everyoneto access jobs, opportunities and facilities.

2.3.3 In March 2016 the Manchester City council published Housing Standards and Parking Standards Minor Alterations to the London Plan. These have been considered in this report.

2.3.4 Chapter 6 of the Manchester Plan provides transport policy. Policy 6.1 states "The council will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

- Encouraging patterns and nodes of planning that reduce the need to travel, especially bycar – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to thischapter to set maximum car parking standards in DPDs;
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs;
- supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (see Policy 8.2);
- improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in greater Manchester (see Policy 2.3);
- promoting walking by ensuring an improved urban realm, and
- seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all people, including by securing step free access where this is appropriateand practicable".

2.3.5 Policy 6.3 makes recommendations in relation to the effects of development on transport capacity. It is stated that the impacts of development on transport capacity should be fully assessed. Where insufficient transport capacity exists to accommodate demand generated from new development and there are no proposals to increase capacity, development proposals should be phased or refused.

2.3.6 Policy 6.9 provides policy on cycling and it is recommended that planning decisions should ensure that new developments have secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards outlined in the plan and that on-site changing and showering facilities should be provided for cyclists. Planning decisions need to contribute to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards.

2.3.7 Policy 6.10 provides policy on walking and recommends that planning decisions should ensure that developments have a high-quality pedestrian environment and emphasize the quality of pedestrian and street space by referring to TfGM's Pedestrian Design Guidance.

2.3.8 Table 6.3 of the consolidated Manchester Plan sets out the Cycle Parking minimum standards. The summary oflong and short stay cycle parking requirements is set out in **Table 2-1**.

Table 2-1 London Plan Minimum Cycle Parking Standards

LAND USES	MINIMUM MANCHESTER PLAN CYCLE PARKING	
	Long Stay	Short Stay
B1 – Business Offices	90 per sqm	500per sqm for first 5000sqm 5000per sqm thereafter

2.3.9 Table 6.2 of the Manchester Plan sets out the standards for Blue Badge parking bays and states that one space should be provided for each disabled employee of a work place and 5% of the total capacity should be provided for visiting disabled motorists.

2.3.10 It is further stated that adequate parking spaces for disabled people must be provided for residents and preferably the provision should be on-site.

2.4 DRAFT NEW MANCHESTER PLAN (AUGUST 2018)

2.4.1 A Draft New Manchester Plan was published in December 2017 for consultation which ended in March 2018. Asa result, a revised version amended with minor changes was published in August 2018. An Examination in Public will begin in January 2019 with the new London Plan then expected to be adopted in late 2019.

2.4.2 The Draft New Manchester Plan has not been adopted, and none of the policies tested, and while it provides useful context for the direction of future policy it therefore holds limited weight in decision making. In the meantime, the current 2016 Manchester Plan remains the adopted Development Plan.

2.4.3 The Draft New Manchester Plan will become the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Transport policy is contained within Chapter 10.

2.4.4 Policy T1 notes that development proposals should target 80% of all trips in Manchester to be made by foot, cycle or public transport by 2041. It states that:

> *"All planning should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.4.5 Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.

2.4.6 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and the in the vicinity of, new development.

2.4.7 Policy T5 sets out that planning should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. Inplaces of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one shower per ten long-stay spaces is recommended).

2.4.8 Policy T6 sets out that car-free planning should be the starting point for all planning proposals in places that are (or are planned to be) well-connected by public transport.

2.4.9 Where car parking is provided in new planning, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles.

2.4.10 Policy T7 states that:

> *"Planning proposals should facilitate sustainable deliveries and servicing, including throughthe provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with Transport for greater Manchester guidance and in a way which reflects the scale and complexities of planning.*

2.4.11 Table 10.2 of the Draft New Manchester Plan sets out the Cycle Parking minimum standards. The summary of long and short stay cycle parking requirements is set out in **Table 2-2**.

Table 2-2 Manchester Plan Minimum Cycle Parking Standards

LAND USES	MINIMUM MANCHESTER PLAN CYCLE PARKING	
	Long Stay	Short Stay
B1 – Business Offices	Areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm. Rest of London: 1 space per 150 sqm (GEA)	First 5000sqm: 1 space per 500per sqm Thereafter: 1 space per 5000per sqm

2.5 TFGM'S TRANSPORT STRATEGY (MARCH 2018)

2.5.1 The TFGM Strategy has been published, the document sets out the TFGM policies and proposals to reshape transport in Greater Manchester over the next two decades. Three key themes are at the heart ofthe strategy:

- **Healthy Streets and healthy people** - Creating planning with networks that encourage walking, cycling and public transport use will reduce car dependency and the health problemsit creates;
- **A good public transport experience** - Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on Manchester roads; and
- **New homes and jobs** - More people than ever want to live and work in Manchester. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that Manchester grows in a way that benefits everyone.

2.5.2 The location of the site in an area of good public transport accessibility this will result in the majority of trips to the site being made by sustainable modes including ;National Rail and bus services.

2.6 TFGM LOCAL PLAN (2015)

2.6.1 The TFGM Local Plan was adopted in July 2015. The Local Plan sets out the vision, objectives and detailed spatial strategy for future planning in Greater Manchester up to 2028.

2.6.2 Policy CO 3 sets out the strategic objective for Better Travel Choices, that walking, cycling and public transport are safe, easy and attractive, and preferred by our residents to private car ownership and use.

2.6.3 Policy CT 1 aims to improve alternatives to car use. To deliver this the Council will, inter alia:

- "require planning to be located in areas of the borough where publictransport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient capacity as a result of committed improvements to public transport;
- require it to be demonstrated that planning will not result in any material increase in traffic congestion or on-street parking pressure;
- require that all new planning be hassle-free;
- require that parking in the building is for essential need only;
- require cycle parking, in the facility;
- require improvements to the walking and cycling environment, including securing pedestrian and cycle links through the area;
- require new planning to incorporate measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists, and resist development that compromisesroad safety; require Transport Assessments and Travel Plans for planning permissions;
- ensure that planning does not reduce access to, or the attractiveness of, existing footways and footpaths used by the public, or land over which the public have a right of way."

2.6.4 Policy CR7 Servicing sets out the Councils needs to ensure the safe and efficient management of servicing vehicles so that the road network is not hindered.

2.6.5 The Council requires servicing facilities and coach parking to be well designed, built to accommodate the demands of new planning and sensitively integrated into the area and the surrounding townscape. Servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity. To deliver this the Council will:

require sufficient on-site servicing space and coach parking to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the road;

3. EXISTING SITE

3.1.1 This Section of the TS summarizes the existing accessibility of the site and provides details of the site's location and accessibility to services / amenities that support the proposed planning. In accordance with the underlying principles within the NPPF, this section considers the accessibility of the site to local facilities on foot and by bicycle, together with an assessment of accessibility to public transport as measured by the PTAL calculation.

3.2 CURRENT SITE USE

3.2.1 The site is currently in use as offices (16, 450 sqm), and comprises a four-storey building. The majority of the site is situated behind the adjacent property and is accessed via a short access road via Lots Road. The remainder of the site at ground floor is occupied by informal court yard car parking which is typically used up by six - ten vehicles.

3.3 LOCAL HIGHWAY NETWORK

3.3.1 The site is located on Devonshire Road which leads to Devonshire Road to the north and Chorlton Road to the south. The site is within the TFGM Controlled Parking Hours Zone which operates Monday to Saturday 8.30am to 6.30 pm. Pay and display bays are located along Lots Road with a maximumstay of 4 hours.

3.3.2 Resident permit holder only bays (Mon-Fri 8.30am-10pm / Sat 8.30am-6.30pm) are located to the north of the access road into the site with a single yellow line across the site access extending to the south of the site up to the northbound bus stop, which is marked out with bus cage markings. The southbound bus stop is directly opposite the site access marked out with bus cage road markings.

3.4 WALKING

3.4.1 The site is situated in an urban area where the street network provides good pedestrian permeability. Locally, footways are provided on both sides of all highways.

3.4.2 To the north of the site, a signalised pedestrian crossing is located at the end of Devonshire Road that meets Chorlton Road with further signalised pedestrian crossings on the Road on either side of Devonshire Road. The signal crossings in this location provide a controlled route to the bus stops and facilities on Devonshire Road.

3.5 BUS ACCESS

3.5.1 The nearest bus stops are located almost immediately adjacent to the development site on Devonshire Road providing access to bus route 192. Bus stops on Devonshire Road provide access to further bus routes which include: 192, 201, 203, 205, 219 **Figure 3-1** shows the location of bus stops relative to the site.



Fig 3-1 location of access of local buses

How long does it take to get to Devonshire Street by Train?

From Tameside General Hospital, Ashton Under Lyne

62 min

- From Salford Royal, Salford

58 min

- From Aquinas College, Stockport

58 min

- From Wythenshawe Civic Centre, Manchester

71 min

- From Stockport College, Stockport

46 min

- From Parrs Wood Centre, Manchester

45 min

- From Trafford Centre, Trafford Park

  81 min

- From Trafford General Hospital, Urmston

  65 min

Bus lines to Devonshire Street in Manchester

Line Name	Direction
192	Levenshulme
733	Cheetham Hill
201	Manchester City Centre
202	Manchester City Centre
203	Manchester City Centre
205	Dane Bank
727	Ardwick
191	Albert Square
197	Albert Square
797	Piccadilly Gardens

Questions & Answers

- What are the nearest stations to Devonshire Street?

  The nearest stations to Devonshire Street are:

  - Ardwick Post Office, Ardwick is 226 meters away, 3 min walk.
  - Devonshire Street, Ardwick is 228 meters away, 3 min walk.
  - Stagecoach Depot, Ardwick is 260 meters away, 4 min walk.
  - Lincoln Grove, Chorlton upon Medlock is 579 meters away, 8 min walk.
  - Ardwick is 653 meters away, 9 min walk.

More details

- Which Bus lines stop near Devonshire Street?

  These Bus lines stop near Devonshire Street: 192, 201, 203, 217, 219, 50.

More details

- Which Train lines stop near Devonshire Street?

  These Train lines stop near Devonshire Street: CROSSCOUNTRY, NORTHERN, TRANSPENNINE EXPRESS

3.6 CYCLE NETWORK

3.6.1 The site is ideally located in terms of cycle accessibility, with several surrounding roads recommended for the use of cyclists. The TfL Local Cycling Guide 7 (2017) identifies routes signed or marked for use by cyclists on a mixture of quiet or busier routes' which run along Lots Road, Harbour Avenue, and Kings Road. These roads provide onward connections to other signed routes and recommended quieter roads throughout London. Off road routes; either alongside roads, through parks or along tow paths run along Chelsea Embankment providing access to the Cycle Superhighway 8 (CS8).

3.6.2 Cycling is growing in popularity in London and has the potential to substitute for short car trips, particularly those under 5 km, and to form part of a longer journey by public transport. At an average speed of 17 km/h, this relates to a journey time of approximately 20 minutes.

3.6.3 **Figure 3-2** is an extract from TFGM's mapping which indicates cycling accessibility from the site within Manchester.

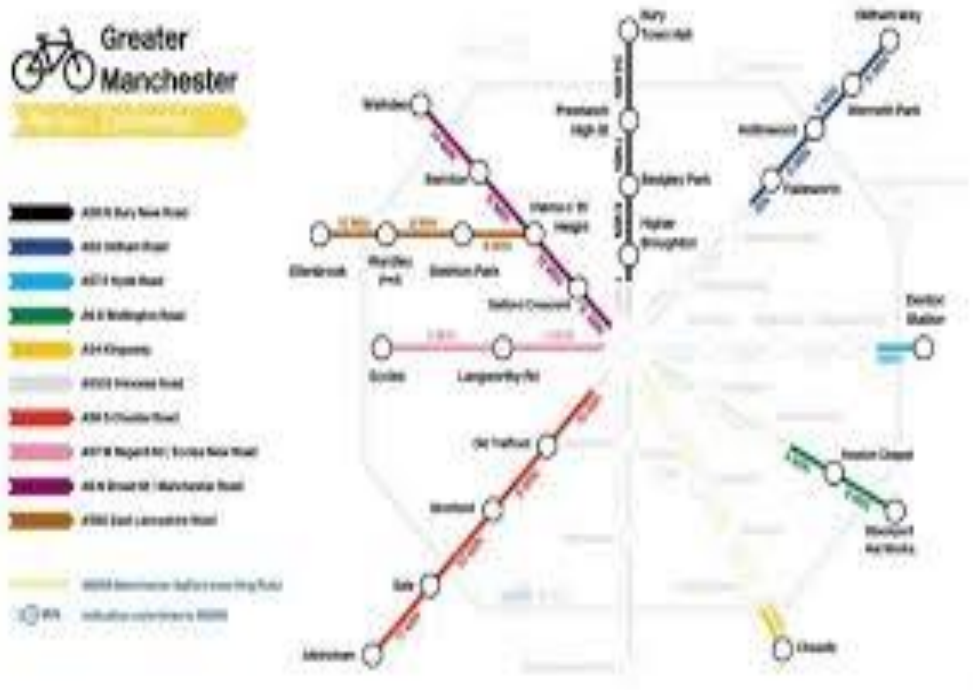


Figure 3-2: TFGM Mapping – Cycling



Fig 3-2.1 showing the cycle routes within Manchester city centre.

3.6.4

Figure 3-2.1 demonstrates that it is possible to access a significant catchment extending throughout the TFGM.Local destinations accessible by cycle include in less than 30 minutes by cycle.

3.7 SANTANDER CYCLE HIRE

3.7.1 A number of Santander Cycle Hire docking stations are located within a short walking distance to the site providing access to 115 cycle docking spaces. The location of these facilities and number of spaces for bikes are identified in **Table 3-2.**

Table 3-2 Cycle hire docking stations and spaces in the vicinity of the site

CYCLE STATION	DISTANCE (APPROXIMATE)	NUMBER OF DOCKING SPACES
Oxford Road	1.0 km	29 Spaces
Salford central	1.2 km	25 Spaces
City centre	1.5 km	24 Spaces

3.8 RAIL ACCESS

3.8.1 Devonshire Station is served by Southern trains. The rail station is located with the Chorlton station and can be accessed on foot in approximately 6 minutes, providing access to Barlow moor Junction, as well as towards St. Werburgh's road.

3.9 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

3.9.1 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. A site-specific public transport accessibility level (PTAL) assessment has been undertaken using the TfGM database www.webptals.org (WEBCAT).

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	




University of Salford
Salford
ANCOATS
NORTHERN QUARTER
Manchester
BRADFORD
Regent Rd
ORDSALL
IWM North
The University of Manchester
Ashton Old Rd
Google
Map data ©2020

3.9.2 The PTAL calculation only considers walk times to a bus stop of up to 8 minutes, and to a rail station of 12 minutes. In reality commuters regularly walk greater distances / for longer. Given that the PTAL methodology does not account for variation in distance / access time by a weighting within the calculation past these walk times, it doesn't fully describe the sites connectivity and accessibility.

3.9.3 Empirical research indicates that it is possible to quantify the distances people can be expected to travel on foot. Guidance given by the Institute of Highways and Transportation Guidelines for Providing Journeys on Foot (2000) suggests that in terms of commuting, schools and recreational journeys, walk distances of up to 2000m can be considered.

3.10 TRAFFIC AND ACCESS SURVEYS

3.10.1 In order to understand the existing operation of the site, traffic and access surveys were undertaken at Devonshire Road on the Tuesday 9th and Wednesday 10th October 2018. The surveys were undertaken from 0700-1900 on both days.

3.10.2 The surveys recorded pedestrian, cycle and vehicle access and egress to and from the site, as well as on-street delivery and passenger pick-up / drop-off at the kerb-side

3.11 TRAFFIC AND ACCESS SURVEY ANALYSIS

PEDESTRIANS AND CYCLISTS

3.11.1 An average of 235 pedestrians, and 13 cyclists entered and exited the site each day (470 and 26 movements, respectively), the summary of movements is presented in Table 3-3.

Table 3-3 - Pedestrian and Cyclist movements

	09 OCTOBER 2018		10 OCTOBER 2018	
	In	Out	In	Out
Pedestrians	250	249	223	217
Cyclists	14	14	11	12

3.11.2 Peak AM arrivals occurred between 8.45 and 9.45 with 72 movements on the Tuesday and 74 movements on the Wednesday. In the PM, movements peaked between 17.15 and 18.15 with 86 departures on the Tuesday and 66 departures on the Wednesday.

CAR PARKING

3.11.3 Eleven cars parked on-site on the 9th of October and ten cars parked on the 10th of October.

OFF STREET (ON SITE) SERVICING AND PASSENGER DROP OFF

3.11.4 There were five passengers drop offs on both days.

3.11.5 There were four and three deliveries on the 9th and 10th, respectively. The average delivery durations were 7m52s and 9m07s, respectively. Only two of the small vans were able to enter and exit the site in forward gear, with the remaining servicing vehicles either reversing to or from the public highway. The summary data is presented in **Table 3-4**.

Table 3-4- On-site servicing and passenger drop-off

	09-OCT		10-OCT	
Motorcycle	1	FIFO	3	FIFO
Cars Parked	11	FIFO	10	FIFO
Cars Drop off	5	FIFO	5	FIFO
Small Van	3	RIFO,FIFO,FIRO	2	RIFO,FIFO
Large Van	0		1	RIFO
Small Lorry	1	RIFO	0	

*(F)orwards (I)n (R)everse (O)ut

ON STREET SERVICING AND PASSENGER DROP OFF

3.11.6 There were three on-street passenger drop-off / pick-ups on the 9th October, and none on the 10th.

3.11.7 There were four small van deliveries on the 9th, and one small van, one large van and one small lorry on the 10th. The average durations of stay were 7m24s and 4m56s for the delivery vehicles on the 9th and 10th respectively. The summary data is presented in **Table 3-5**.

Table 3-5 - On-street servicing and passenger drop-off

	09-OCT	10-OCT
Car	3	0
Small Van	4	1
Large Van	0	1
Small Lorry	0	1

TOTAL EXISTING SERVICING AND DROP OFF DEMAND

3.11.8 In total (on-site and on-street) there were eight and five passenger drop-off / pick-ups on the two days, respectively; and eight and six delivery vehicles, respectively.

3.11.9 The survey data demonstrates that vehicles servicing the existing building do so from on-street and off-street. Based on the survey enumerators' observations, there were no impacts to the operation of the highway or the bus stop resulting from the use of Lots Road for on-street or off-street servicing by vehicles accessing 79-89 Lots Road.

3.12 ACCIDENT DATA

3.12.1 A high-level review of the personal injury accidents that took place in the most recent five-year period (2017-2012) in proximity to the site has been undertaken using data extracted from Crash Map as shown in **Figure 3-5**.

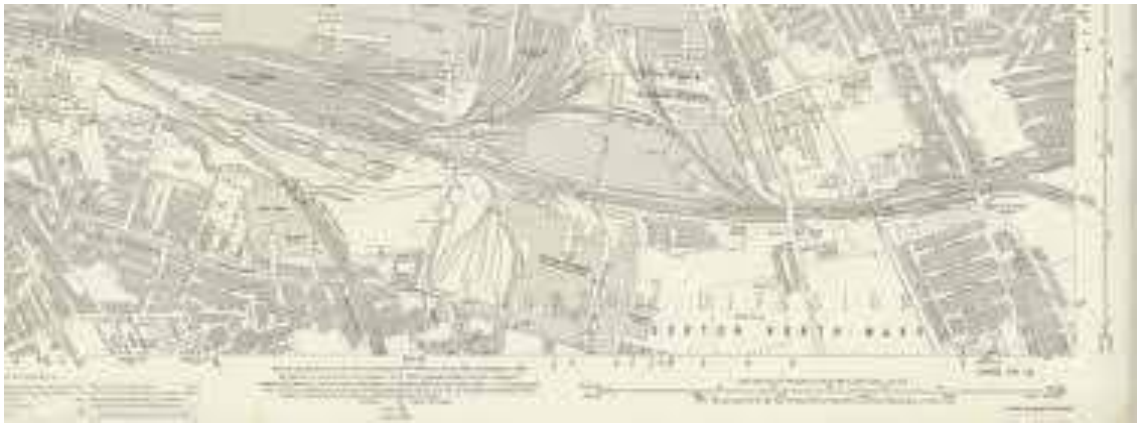


Figure 3-5 Crash Map Output

3.12.2 This identifies four 'slight' accidents and one serious accident on Devenshire Road in the last 5 years. None of the recorded accidents are adjacent to the site access andthere is no clustering of accidents.

3.12.3 Analysis of the data indicates that accidents did not arise due to deficiencies in highway layout and do not suggest there is an underlying safety issue in the immediate surroundings of the site that could be exacerbated by the redevelopment proposals.

3.13 SUMMARY

3.13.1 The proposed site is well located for access to both public transport services and local walking and cycling routes. The site has a PTAL score of 4 which demonstrates a good level of public transport accessibility.

3.13.2 The site benefits strong radial links to the rest of the borough through 3 frequent bus services accessed from immediately adjacent the site and within 320m of the site.

3.13.3 Cycle access to other locations in wider areas such as Oxford Road, Chorlton cum hardy and City centre can be made within less than 30 minutes.

3.13.4 The survey data demonstrates that vehicles servicing the existing building do so from on-street and off-street. Based on the survey enumerators' observations, there were no impacts to the operation of the transport on Devonshire road, Universal square or near abouts.

3 IMPACT ASSESSMENT

6.1.1 This Section of the TS assesses the impacts of the Planning associated with the net change in trips by all modes.

6.1.2 It is not anticipated that the ancillary café floor area will have an impact on trip generation as visitors to the café will relate to the office element and not open to the public. However, if the café was open to the public it is expected that these trips would be pass-by trips and would not generate any new trips other than localised pedestrian and cyclist movements.

6.2 PUBLIC TRANSPORT

6.2.1 It is anticipated that a large proportion of trips will be undertaken by public transport, with over 50% of trips expected to be undertaken by buses/rail. This equates to up to 123 additional buses/rail trips and 28 additional car trips, when trip generation is highest in the pm peak. Due to the good accessibility ofthe site by public transport, this is not expected to have a significant impact on the public transport network and can be accommodated safely within the capacity and provisions of the existing transport network.

6.3 WALKING AND CYCLING

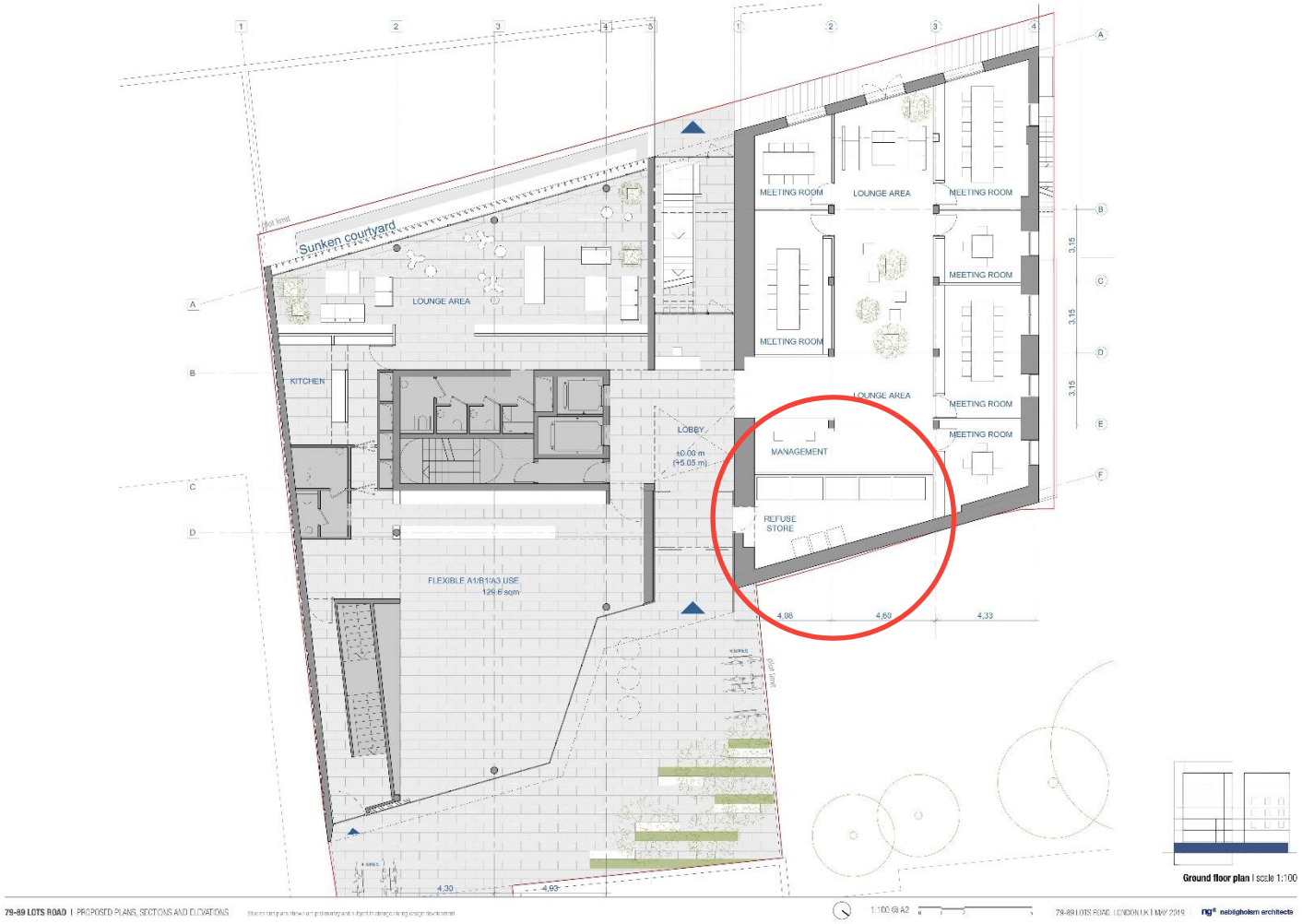
6.3.1 It is anticipated that a proportion of trips will be undertaken by walking or cycling, given that the site is within walking distance of local amenities and public transport access points. The modal split indicates that there could be 106 walking trips and 98 additional cyclist trips per day (in addition to those trips walking to or from public transport access points). The site benefits from a good pedestrian environment with consistent street lighting, and pedestrian crossings across Deveonshire Road and Chorlton Road within the vicinity of the site.

6.4 DELIVERIES, SERVICING AND REFUSE COLLECTION

6.4.1 The proposed reverse in servicing bay would be capable of accommodating all the anticipated trips, although it is possible that on occasion there will be more than one delivery / service movement taking place at one time. On these occasions (when a service vehicle is already in the access bay), the second vehicle would undertake on-street servicing via Devonshire Road as happens at present. It is not foreseen that continued minimal on-street servicing / delivery movements will have any significant impact on the operation of the highway.

6.4.2 Refuse collection will be undertaken as per existing situation. The refuse store is located at the front of the site at ground level and trolleyed out by site management for collection by the site access. **Figure 6-1** shows the location of the refuse store.

Figure 6-1 Proposed Location of Refuse Collection point



6.5 SUMMARY

6.5.1 In summary, the proposed planning equating to a net increase of 1200 sqm of office use will have a minimal impact on the local network with additional trips dispersed on the various modes of public transport located within proximity to the site. The proposals have been discussed with TFGM and developedbased on the consultation and feedback received by TFGM officers.

4 MANAGEMENT PLANS

7.1.1 This Section of the TS identifies the strategy for mitigation in relation to the transport impacts of the proposed planning.

7.1.2 The mitigation measures are proposed to ensure the planning maximises the benefits of its excellent access to public transport and seeks for to discourage the use of privately-owned vehicle trips.

7.2 WORKPLACE TRAVEL PLAN (WTP)

7.2.1 As part of this application, a WTP has been prepared which sets out a range of preliminary management strategies and measures to support and encourage sustainable travel.

7.2.2 The overall aim/objective of any TP should be to minimise the impact of travel on the local and wider environment and to promote sustainable travel choices, such as walking, cycling and public transport.

7.2.3 It is proposed to develop the TP to ensure occupants are provided with up-to-date travel information and have the scope to develop initiatives to encourage monitoring and use of sustainable travel modes.

7.2.4 Upon planning consent being granted for the development, the TP is proposed to be developed further, firstly by appointing a TP co-ordinator who will then manage the rollout and implementation of measures within the TP. The content of the document will be agreed with RBKC prior to occupation of the office space to ensure it has the maximum potential to encourage use of non-car modes of transport.

7.3 DELIVERY AND SERVICING PLAN (DSP)

7.3.1 A DSP has been produced to support the planning application as a standalone document in order to manage refuse, delivery and service vehicle arrangements and overall accessibility. While it is recognised this will be a live document that will need to be adapted over the life of the development the DSP sets out a range of management strategies and measures to ensure the site can be readily serviced in an efficient and safe manner, without inconveniencing others.

7.3.2 The DSP and proposed development layout ensure that:

- Refuse and delivery vehicles service via Devonshire Road, and do not impact upon traffic flows whenundertaking loading / unloading activities;
- Refuse stores are located ground floor, the bins will be wheeled a collection points on the day of collection by the site management; and
- Site management will have overall responsibility for the day to day management of deliveries, servicing, and refuse. They will be on hand to provide any necessary assistance during refuse collection/deliveries, will keep a record of delivery/servicing demand and any variants to the schedule associated with the commercial units and any incidents which may occur.

7.4 CONSTRUCTION TRAFFIC MANAGEMENT PLANS (CTMP)

7.4.1 CTMPs (Construction Traffic Management Plans) are required with planning applications for change of use.

7.4.2 TFGM provides a CTMP pro-forma template and Draft CTMPs submitted with planning applications must provide sufficient detail to demonstrate that the construction traffic and activity associated with the proposed development works would not cause unacceptable harm to pedestrian, cycle, vehicular and road safety, adversely affect bus or other transport operations (e.g. cycle hire), significantly increase traffic congestion, nor place unreasonable inconvenience on the day to day life of those living, working and visiting nearby.

7.5 SUMMARY

7.5.1 It has been demonstrated that the proposed change of use of premises will have a negligible transport impact. However, a robust set of mitigation measures are proposed to ensure the redevelopment maximises the benefits of its good access to public transport and seeks to promote the use sustainable mode trips.

5 SUMMARY & CONCLUSIONS

8.1.1 This TS has been prepared on behalf of UK management consultants LTD, to accompany a planning application for the proposed of 16- 18 suites of Universal square building on Devonshire Road, M12 6JH, in Greater Manchester.

8.1.2 The site is currently in use as offices (16,450 sqm) and comprises a four-storey building. The majority of the site is situated behind the adjacent property and is accessed via a short access road via Devonshire Road. The remainder of the site at ground floor is occupied by an informal court yard car parking which is typically used up by 20 – 60 vehicles.

8.1.3 The proposed planning includes the change of use of the premises 16-18 suites on the first floor, yellow zone of the building (D1 office use).

- Refuse and recycling collection will be undertaken from the site access as per the existing situation; and
- Management plans and strategies are in place to ensure sustainable travel and reduce potential impacts associated with the development and associated events. These will be secured by planning condition.

8.2 CONCLUSION

8.2.1 In conclusion, the proposed planning is suitably located and designed to maximise the potential for sustainable travel and minimise impacts on the local transport networks through appropriate access, parking and servicing strategies.

8.2.2 It is considered that the site (16-18 suites), will have no significant impact on the local highway network; nor, to the publictransport networks due to the good accessibility of the site by public transport and can be accommodated safely within the capacity and provisions of the existing transport networks.

8.2.3 The proposed planning is, therefore, sustainable and appropriate in principle on transport grounds in accordance with National, Regional and Local Planning Policies.