

Transport Statement

**Proposed Office Extension,
84 North Street, Cheetham Hill, Manchester**

Cityco Ltd

November 2020

Doc Ref: CT/200678/TS/01

Prepared by: Craig Thomson

Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	28.10.20	Draft	CT	PT
01	13.11.20	Issue	CT	PT

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION 2

2.0 EXISTING CONDITIONS 3

3.0 PROPOSED DEVELOPMENT 8

4.0 ACCESSIBILITY 10

5.0 TRIP GENERATION 17

6.0 SUMMARY AND CONCLUSIONS 18

APPENDICES

A PROPOSED SITE LAYOUT

1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Cityco Ltd to produce a Transport Statement (TS) in support of a planning application for the erection of a two-storey roof extension to create 4,800m² of open plan office space above 84 North Street and the surrounding commercial properties in Cheetham Hill, Manchester.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Manchester City Council (MCC), as the local highway and planning authority, regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

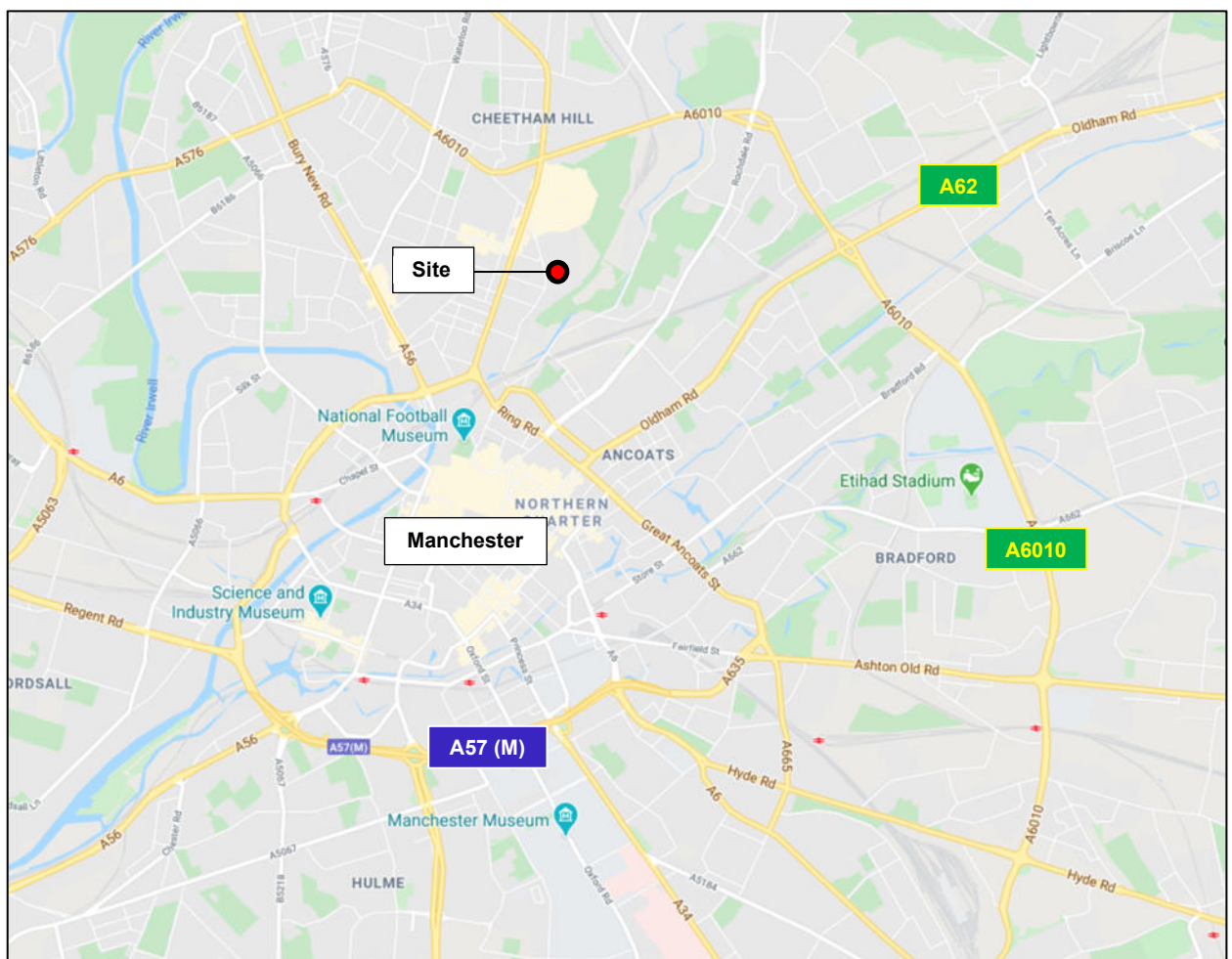
General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Composition / Location

- 2.2 The application site sits above a row of 9 no. 2-storey commercial units, including 84 North Street, which currently comprises 1,878m² office space located to the east of North Street in Cheetham Hill, approximately 1.2km north-east of Manchester city centre.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

[illegible]

- 2.6 North Street fronts the western site boundary and links the A665 Cheetham Hill Road, to the north-west, with Manchester city centre to the south-west, via Red Bank, whilst also serving numerous local roads. North Street is subject to a 30mph speed limit, has a carriageway width of approximately 9.5m and benefits from wide footways and regularly spaced street lighting columns on both sides of the road.
- 2.7 There are largely no TROs on North Street, which is subject to on-street parking, however, the critical sections of highway, including at the A665 Cheetham Hill Road / North Street / Elizabeth Street junction, are protected by 'no waiting at any time' restrictions which helps to ensure that parking does not result in any road safety or operational issues.

Peel Lane

- 2.8 Peel Lane meets North Street at a simple priority-controlled junction immediately to the north-west of the site. Peel Lane is a no through road subject to a 30mph speed limit and provides access to several commercial units. Peel Lane has a carriageway width of approximately 7m and benefits from street lighting columns as well as footways on both sides of the road.
- 2.9 There are no TROs on Peel Lane and therefore, on-street parking takes place on both sides of the road associated with the neighbouring commercial properties.

Collingham Street

- 2.10 Collingham Street is located approximately 40m south-east of the site and runs in a south-west to north-east direction, providing a connection between North Street and several commercial properties. Collingham Street measures approximately 6.5m wide and is also a no through road which is subject to a 30mph speed limit and benefits from street lighting columns as well as footways on both sides of the road.
- 2.11 There are no TROs on Collingham Street and therefore, on-street parking takes place on both sides of the road associated with the neighbouring commercial properties.

Parking Survey

- 2.12 A site visit was undertaken on Tuesday 27th October 2020 at approximately 10:30 to review the existing parking demand in the area surrounding the site. It was evident from the site visit that the area surrounding the site is characterised by existing employment uses which have limited or no parking and there is a clear precedent for on-street parking in the area which has not resulted in any highway safety issues, as detailed later.
- 2.13 The spare capacity identified on the surrounding streets from the parking survey is presented in the table below.

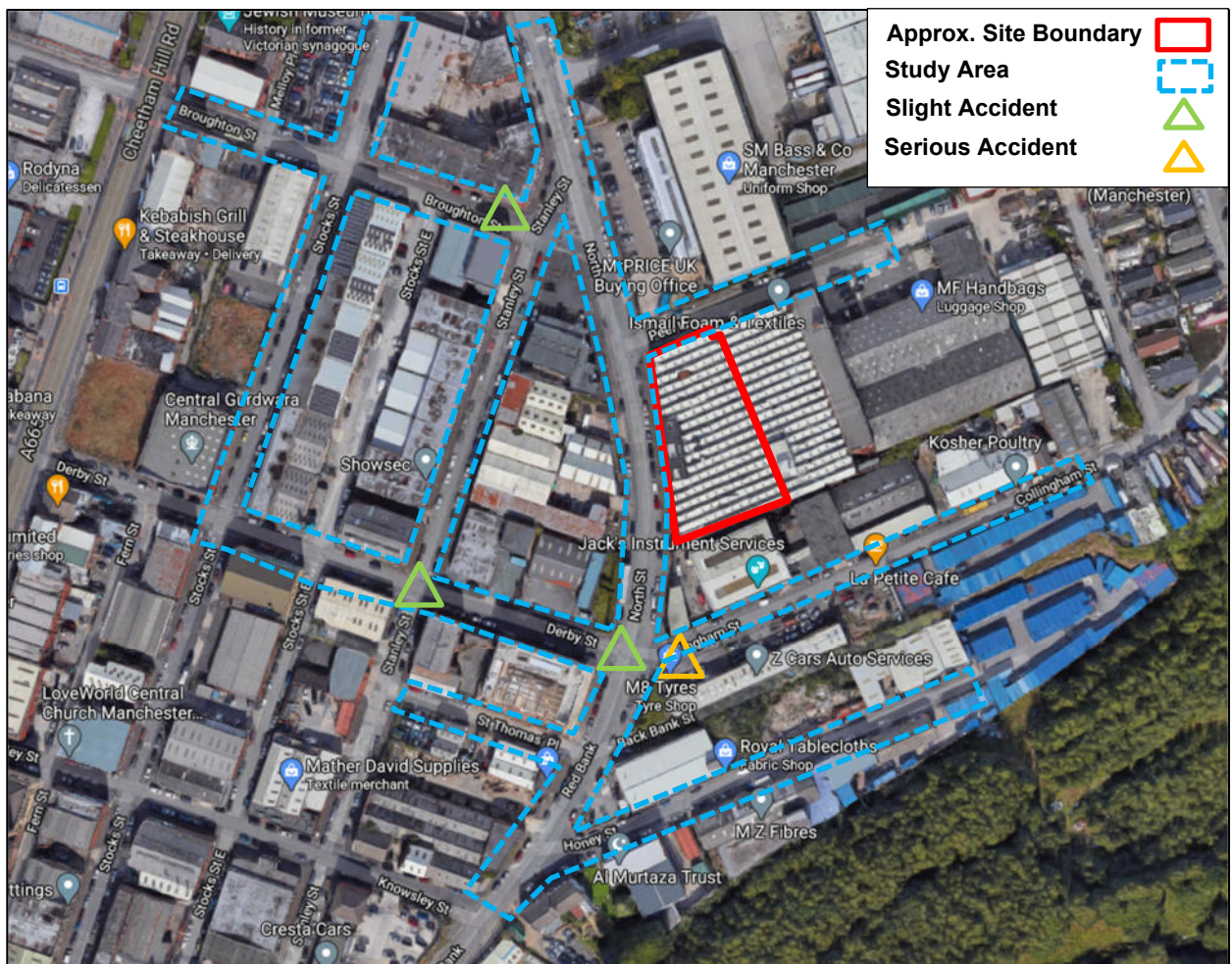
Street	Spare Capacity
North Street (Roundabout to Honey Street)	21
Collingham Street	0
Peel Lane	1
Honey Street	20
St Thomas Place	6
Stanley Street (Between North Street and Derby Street)	0
Broughton Street (Between Stanley Street and Cheetham Hill Road)	7
Derby Street (Between North Street and Stocks Street)	13
Stocks Street (Between Derby Street and North Street)	13

- 2.14 As shown above, at the time of the survey the total spare on-street parking capacity was 80 spaces with the majority of spare capacity located on North Street, Honey Street, Derby Street and Stocks Street.

Existing Road Safety Record

- 2.15 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.16 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3** below.

Figure 2.3 – Road Safety Record



-
- 2.17 The analysis shows that no accidents were recorded in the immediate vicinity of the site boundary, although four accidents were recorded in the study area during the 5-year study period. Two accidents occurred in the vicinity of the North Street / Red Bank / Collingham Street / Derby Street junction to the south of the site, in 2016 and 2019, and resulted in 'serious' and 'slight' severity injuries respectively. Of the remaining two accident, one took place at the Derby Street / Stanley Street junction in 2015 which resulted in 'slight' severity injuries and the other occurred at the Stanley Street / Broughton Street junction and also resulted in 'slight' severity injuries.
- 2.18 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing on-street parking does not result in any highway safety issues for any road users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the erection of a two-storey roof extension to create 4,800m² of open plan office space above 84 North Street and the surrounding commercial properties in Cheetham Hill, Manchester.
- 3.2 The proposed site layout plan is contained in **Appendix A** which demonstrates that the office space is proposed to be a car free development and therefore, no vehicular access is proposed.
- 3.3 Pedestrian and cycle access will take place from North Street via the existing pedestrian entrance.

Servicing

- 3.4 The servicing arrangement will follow that of the existing servicing arrangement for the office/commercial units whereby, on bin collection day, the bins are be placed at the back of footway and collected from North Street.

Parking

- 3.5 As detailed earlier, the proposed development is car free which is considered acceptable in this instance for the following reasons:
- As detailed in the following Chapter, the site benefits from high levels of accessibility, being within easy access of Manchester city centre and associated facilities, amenities and numerous transport links including bus services, tram stops and railway stations. Furthermore, the nearby residential areas of Cheetwood, Cheetham Hill, Ancoats and Manchester city centre provide a large catchment for prospective staff members and the surrounding retail areas in the city centre and at Manchester Fort Shopping Park, located approximately 350m north of the site, provide a number of nearby facilities which staff can access on foot during their lunchbreaks, including various convenience stores, takeaways and cafes etc.
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a car free development, will help to reduce the reliance on the use of the private car and meet these policy objectives by encouraging staff to travel via sustainable modes.

- It should also be noted that 62 secure cycle parking spaces are proposed which is in excess of the Council's cycle parking standards and will encourage prospective staff members to travel via bicycle.
- As is typical of most offices in and surrounding city centre locations, staff generally live within an acceptable commute distance to their place of work and therefore, travel via sustainable modes of transport. Notwithstanding this, a welcome pack will be provided to all new staff members to promote sustainable travel and minimise car use / parking demand, which can be dealt with via a suitable worded condition following the grant of any planning permission.
- As detailed earlier, it is clear that the area surrounding the site is characterised by existing employment uses which have limited or no parking and the principle of reduced levels of parking/car free sites within this highly accessible location of Manchester is well established.

3.6 Having regard to the above, the majority of staff are anticipated to travel to the site via sustainable modes of transport, particularly given that the lack of any dedicated off-street parking will help dictate how people travel and sustainable modes of travel will be promoted through a welcome pack issued to each prospective staff member.

3.7 Notwithstanding the above, should some staff wish to travel via car it has been demonstrated that there is on-street parking capacity available in the areas surrounding the site, as detailed earlier. Whilst it is acknowledged that the parking survey was undertaken during the COVID-19 pandemic and may not be fully representative of future conditions, it is reasonable to assume that spare on-street parking capacity will be available when traffic conditions return to 'new normal' levels, particularly given that businesses are likely to continue to allow flexible working from home.

3.8 Furthermore, it is evident that there is a clear precedent for on-street parking in the area surrounding the site which has not resulted in any highway safety issues, as detailed earlier.

3.9 It should also be noted that the local highway network is well protected by existing Traffic Regulation Orders (TROs), with extensive parking restrictions provided along the A665 Cheetham Hill Road. Therefore, it is clear that the key junctions and critical sections of highway in the vicinity of the site are protected by waiting restrictions, which helps to ensure that parking does not result in any road safety or operational issues.

4.0 ACCESSIBILITY

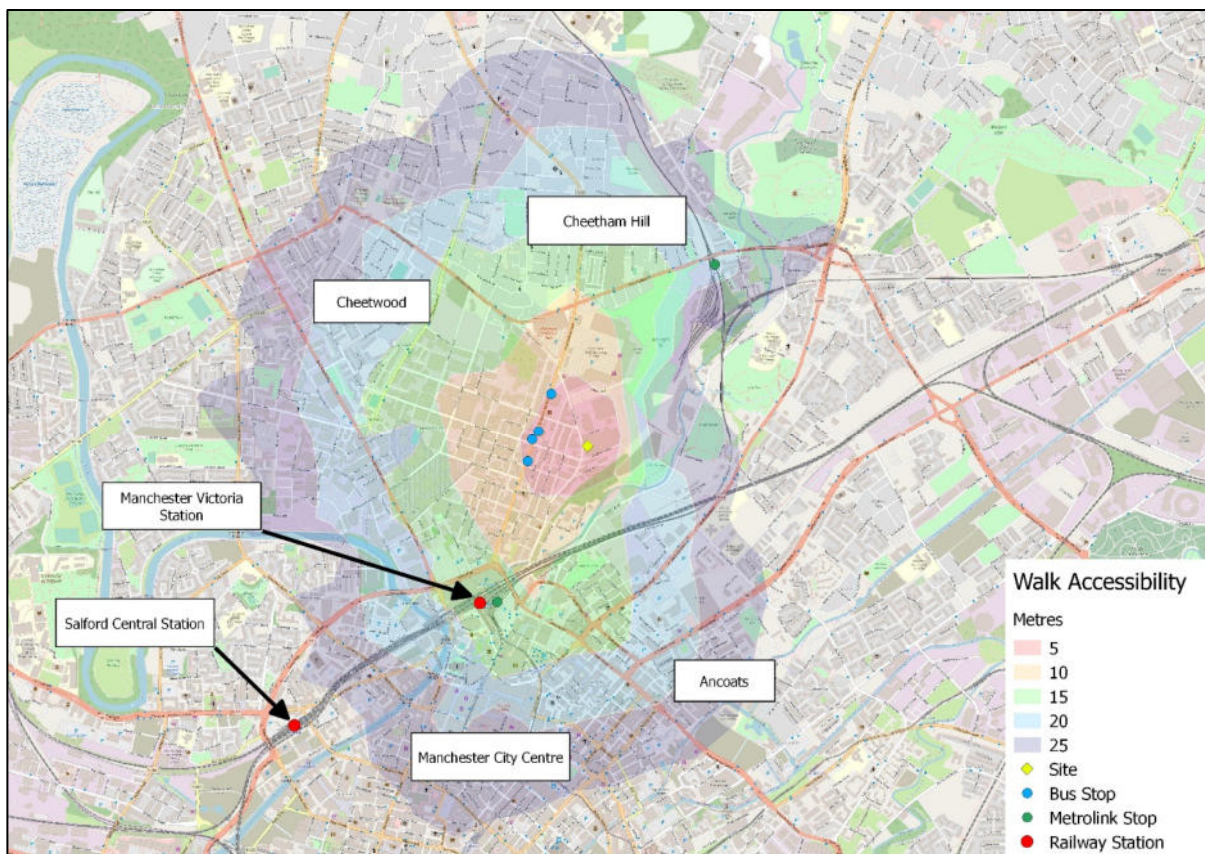
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

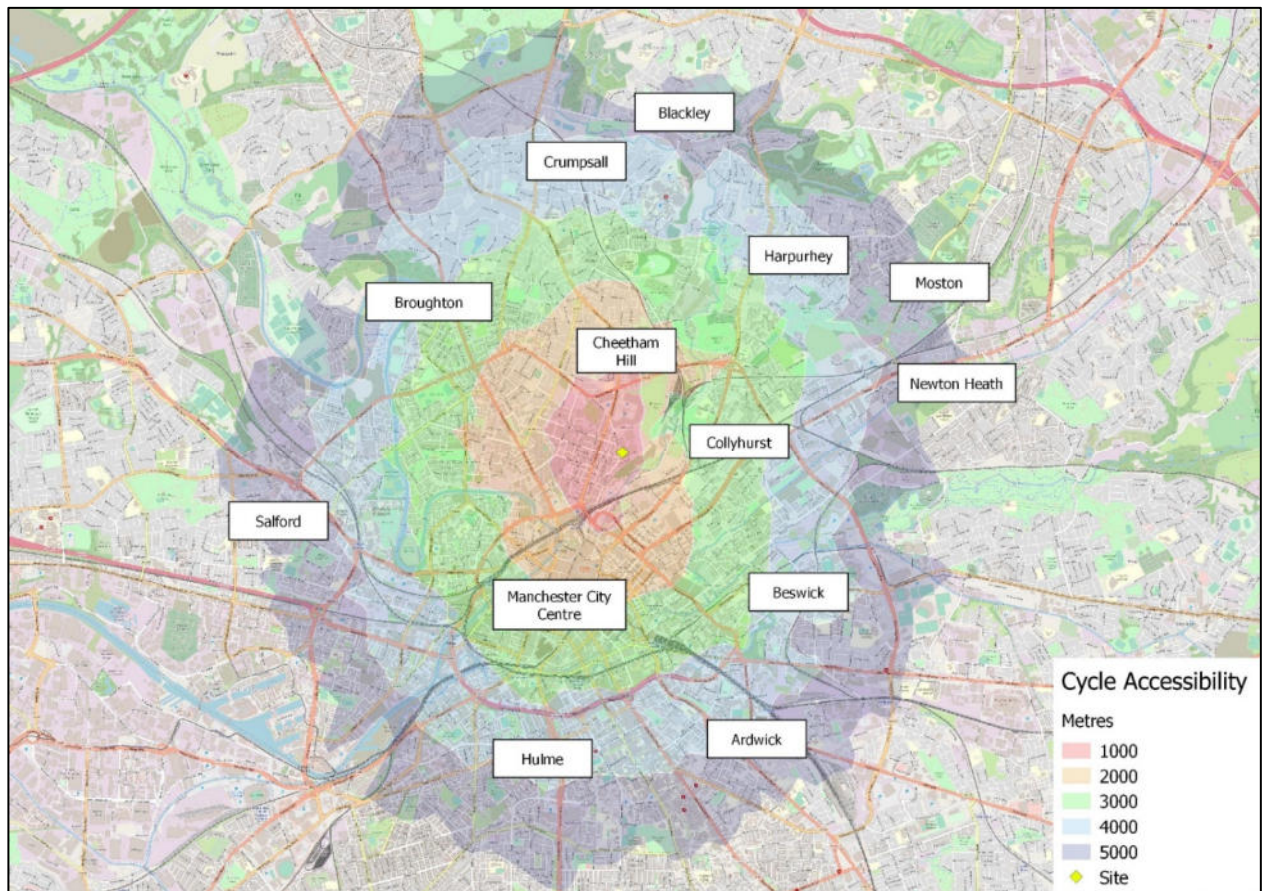


-
- 4.4 The site is within an acceptable walk distance of Manchester city centre and the vast array of amenities the city of Manchester has on offer as well as the nearby residential areas of Cheetwood, Cheetham Hill, Ancoats and Manchester city centre. The site is also within an acceptable walk distance of numerous transport facilities to encourage prospective staff to travel via sustainable modes. The closest bus stop is located on the A665 Cheetham Hill Road approximately 350m west of the site and the site is located centrally between two Metrolink stops. Manchester Victoria Railway Station and Metrolink Stop are located to the south-west of the site and can both be accessed in under a 12-minute walk time (or <1km walk distance) and Queens Road Metrolink Stop is located to the north-east of the site and can be accessed in under a 17-minute walk time (or <1.3km walk distance).
- 4.5 The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.
- 4.6 Overall, the site benefits from high levels of accessibility by foot, with Manchester city centre only a short walk from the site, providing opportunities for linked shopping and leisure trips as well as transport connections. It should also be noted that the nearby residential areas of Cheetwood, Cheetham Hill, Ancoats and Manchester city centre provide a large catchment for prospective staff members and the surrounding retail areas in the city centre and at Manchester Fort Shopping Park, located approximately 350m north of the site, provide a number of nearby facilities which staff can access on foot during their lunchbreaks, including various convenience stores, takeaways and cafes etc.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

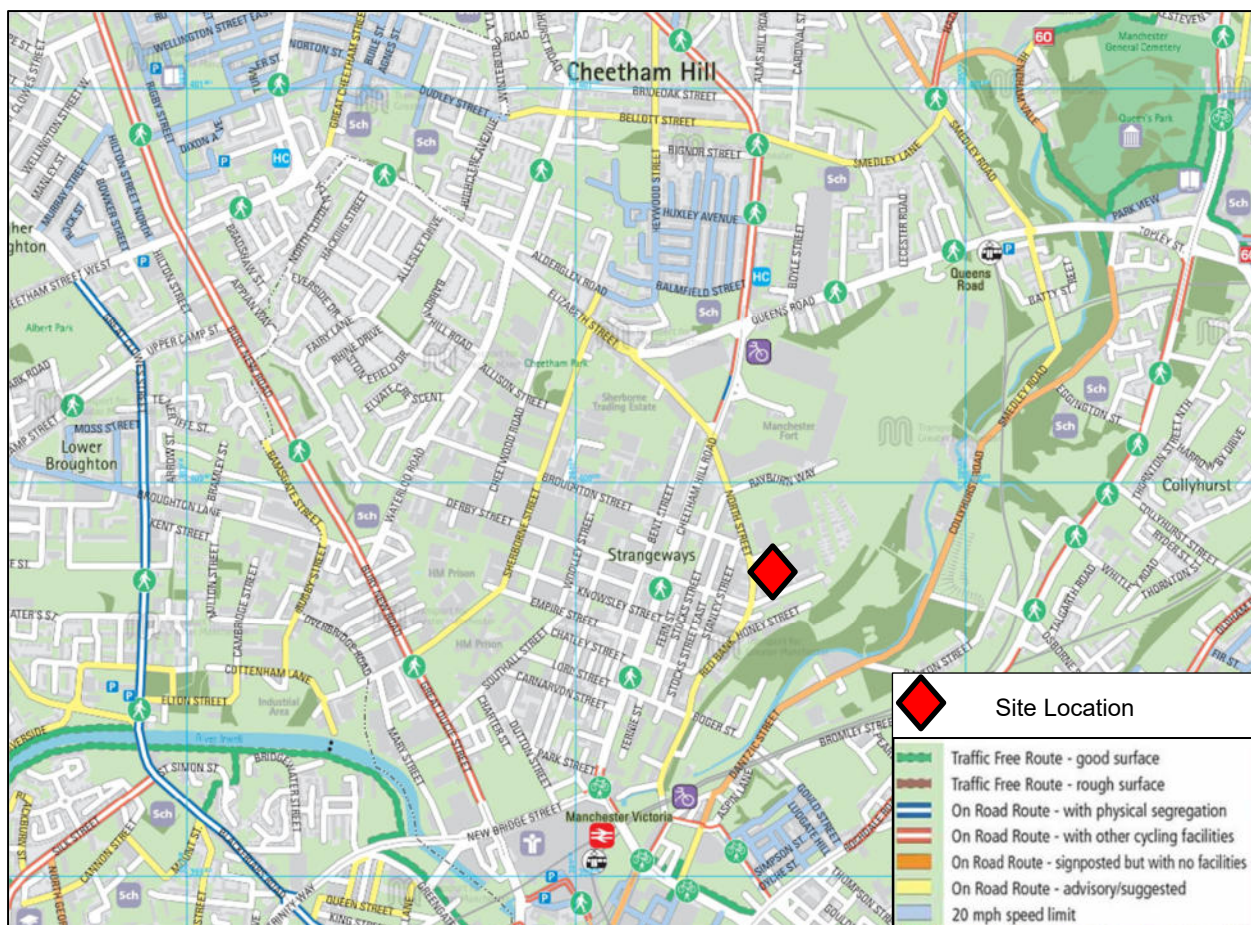
Figure 4.2 - Cycle Accessibility 5km Isochrone



4.9 The plan demonstrates that the nearby areas of Manchester city centre, Hulme, Ardwick, Cheetham Hill, Salford, Crumpsall and Harpurhey, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.

4.10 **Figure 4.3** below shows the available cycle facilities in the vicinity of the site.

Figure 4.3 – Cycle Route Map



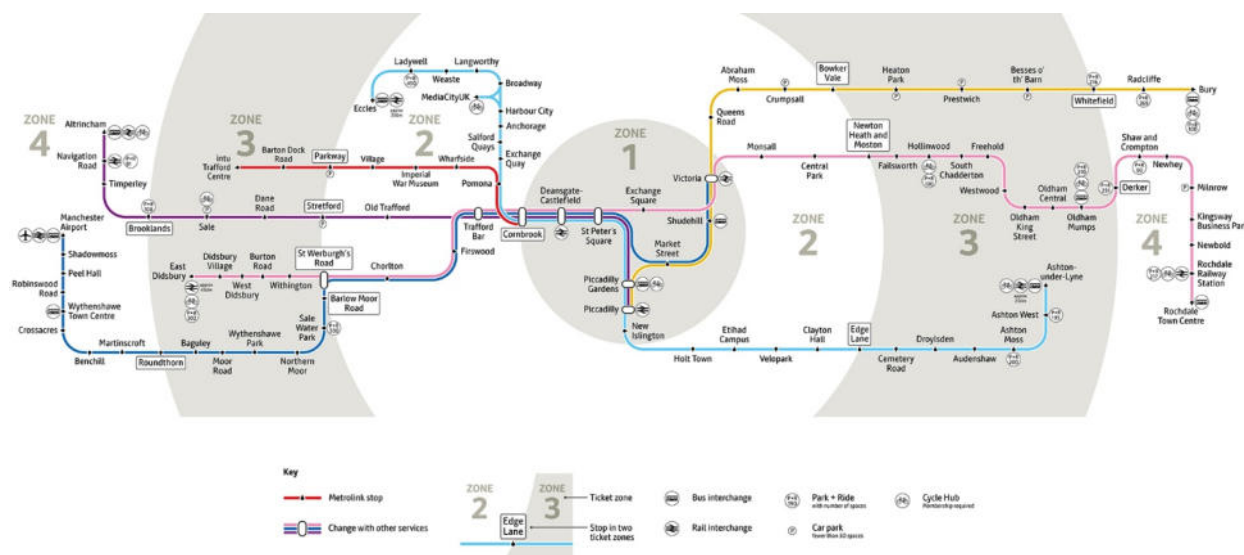
- 4.11 North Street fronts the site boundary and is identified as an advisory on-road cycle route which provides a link into Manchester city centre and Manchester Victoria Railway Station to the south-west. The advisory cycle route on North Street also provides a link onto an on-road route with other cycle facilities on the A665 Cheetham Hill Road, to the north, which provides a useful cycle connection to Cheetham Hill.
- 4.12 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff, particularly when secure cycle parking is also being proposed.

Public Transport

- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

- 4.14 As shown on **Figure 4.1** earlier, there are several bus stops located on A665 Cheetham Hill Road within 400m of the site. These bus stops are served by the number 41 and 135 busses which provide regular services, seven days a week, to numerous locations including Sale, West Didsbury, Rusholme, Manchester city centre, Higher Crumpsall, Middleton and Bury, amongst others. Therefore, prospective staff of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
- 4.15 As detailed earlier, the site is located centrally between two Metrolink stops, namely Manchester Victoria and Queens Road, which can both be accessed in an acceptable walk and cycling distance. In addition, Manchester Victoria Metrolink stop can be accessed via the number 41 bus service which stops close to the site. The Manchester Metrolink Map is shown on **Figure 4.4** below.

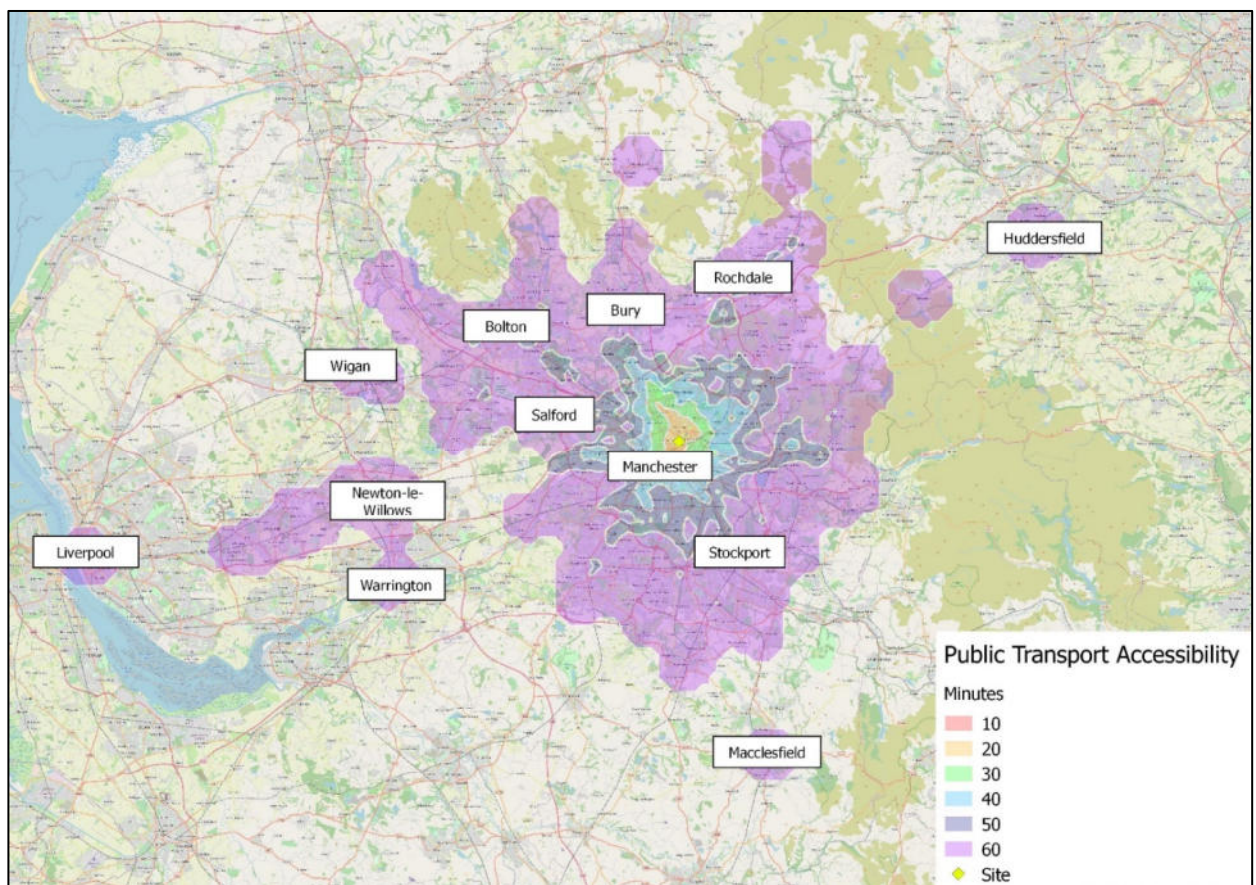
Figure 4.4 – Manchester Metrolink Map



- 4.16 Manchester Victoria Metrolink stop is served by the yellow and pink lines which provide direct services every approximately 12 minutes between Bury, Manchester city centre, Rochdale, East Didsbury, Oldham, Trafford, and Chorlton, amongst several others throughout Greater Manchester. Other destinations such as Altrincham, Eccles, MediaCityUK, Ashton-under-Lyme and Manchester Airport are all available with a connecting service.
- 4.17 In terms of rail services, Manchester Victoria Railway Station can be accessed in under a 12-minute walk time (or <1km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Rochdale, Southport, Clitheroe and Stalybridge, amongst others.

- 4.18 Manchester Piccadilly Railway Station is located approximately 2.4km south of the site and is therefore located well within an acceptable cycling catchment from the site. Furthermore, prospective staff can access Manchester Piccadilly Railway Station via the number 41 bus service which stops close to the site. Manchester Piccadilly Station is the primary railway station in Manchester and provides connections to locations both regionally and nationally. It is served by East Midlands Trains, Transport for Wales, Cross Country, Northern, Transpennine Express and Avanti West Coast at a high frequency. The above services run directly to Chester, Crewe, Buxton, Liverpool and London, amongst others.
- 4.19 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.5** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.5 – 60 Minute Public Transport Catchment Isochrone



-
- 4.20 The above demonstrates that the site is within a close proximity to a number of bus, tram and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Bolton, Stockport, Rochdale, Bury, Wigan and Warrington amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.21 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple bus/tram stops and railway stations within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 TRIP GENERATION

General

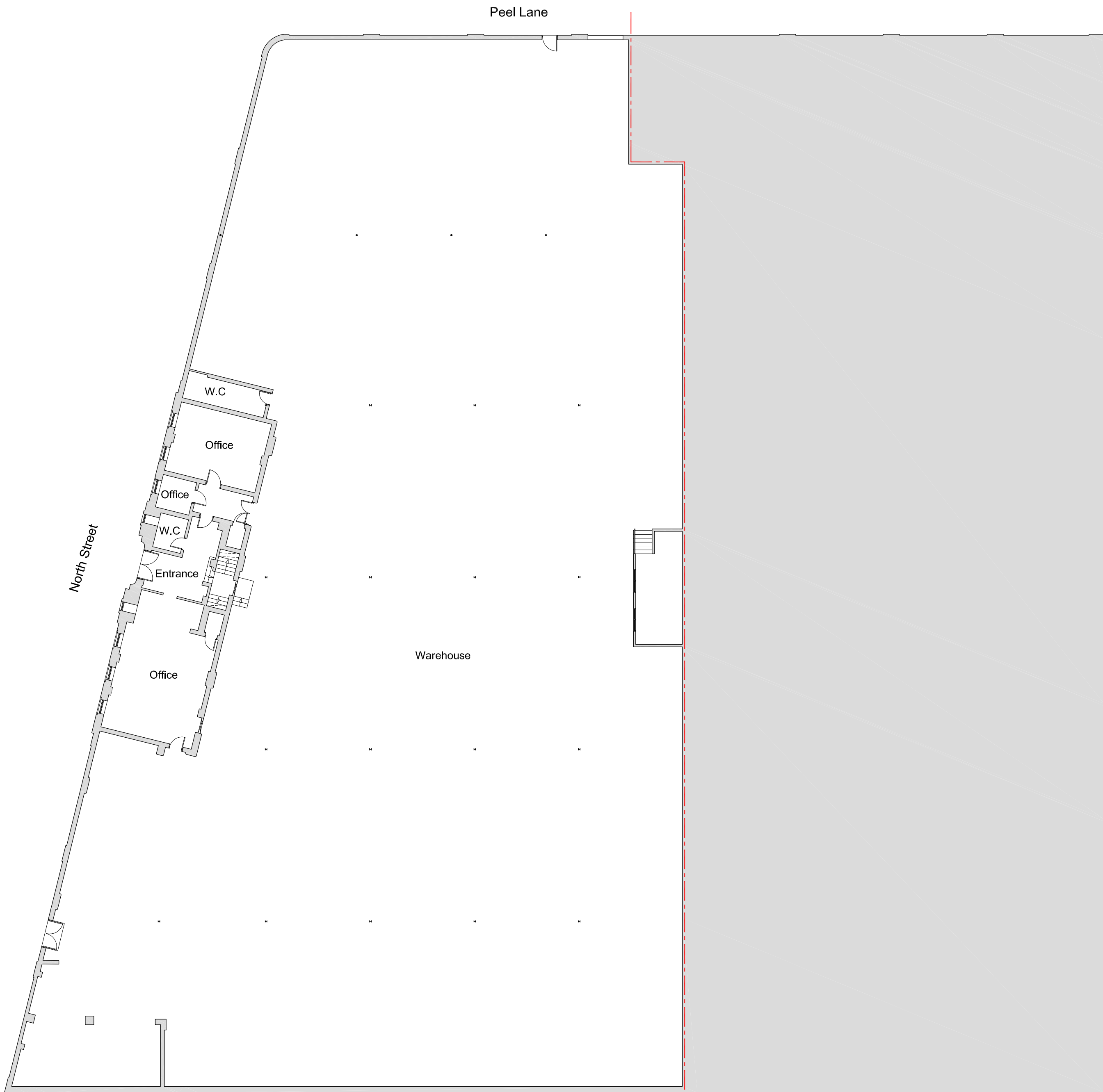
- 5.1 As detailed earlier, the proposed office space will be a car free development in a highly sustainable location and the lack of any dedicated off-street parking will encourage prospective staff to travel via sustainable modes of transport, as is typical of many offices in and surrounding city centre locations.
- 5.2 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Cityco Ltd to produce a Transport Statement in support of a planning application for the erection of a two-storey roof extension to create 4,800m² of open plan office space above 84 North Street and the surrounding commercial properties in Cheetham Hill, Manchester.
- 6.2 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing on-street parking does not result in any highway safety concerns for any road users.
- 6.3 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple bus/tram stops and railway stations within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.
- 6.4 The proposed office space will be a car free development in a highly sustainable location and the lack of any dedicated off-street parking will encourage prospective staff to travel via sustainable modes of transport, as is typical of many offices in and surrounding city centre locations. Therefore, the proposed development is not anticipated to result in a material intensification of the local highway network
- 6.5 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to MCC for approval.

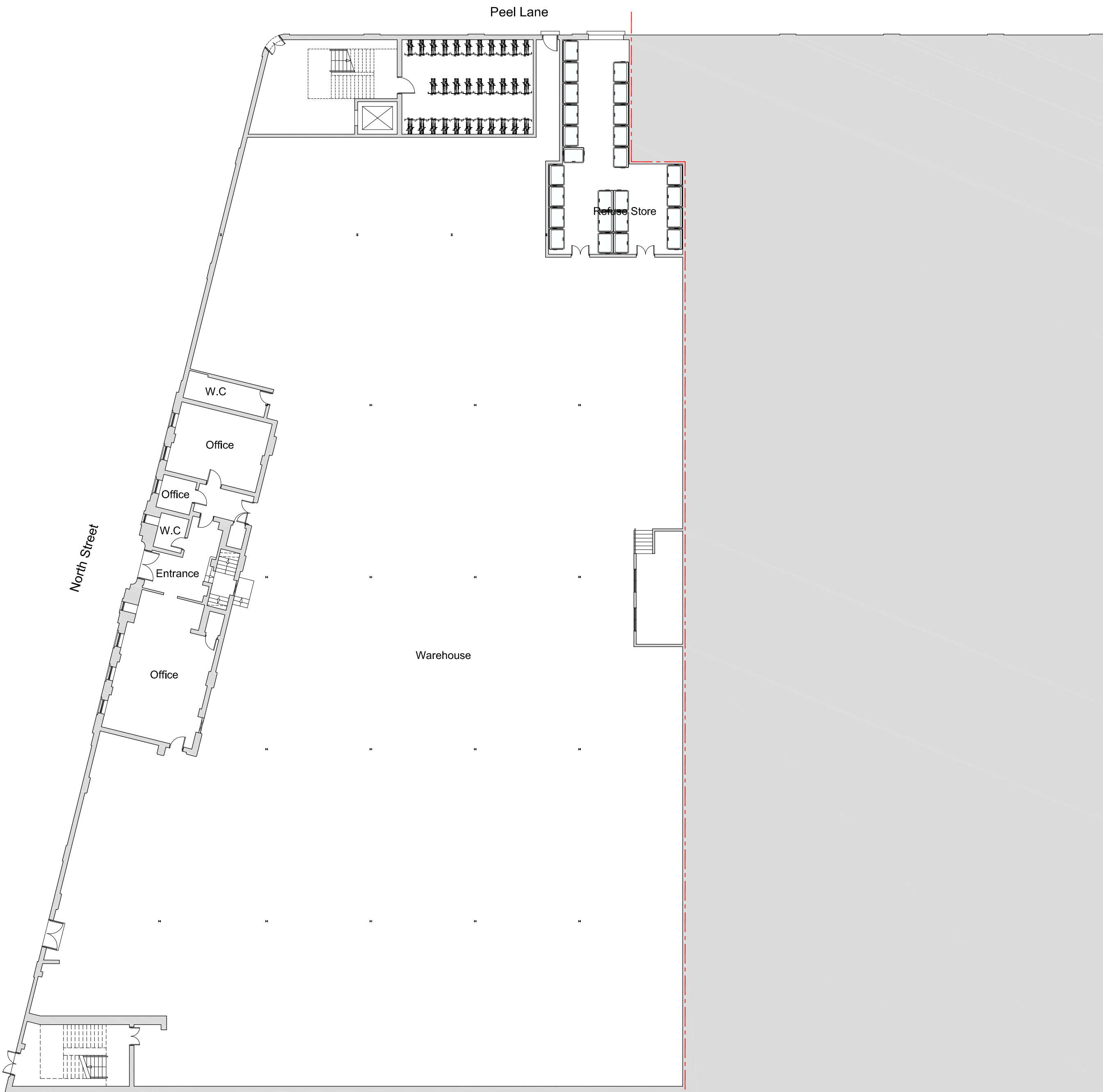
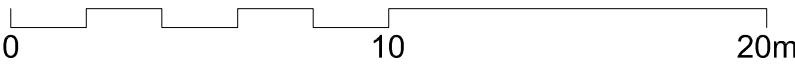
S|C|P

APPENDIX A



Existing G/F Plan 1:200

Scale Bar 1:200



Proposed G/F Plan 1:200