

Parsonage Street, Manchester

Combined Transport Statement &

Travel Plan Framework

March 2020

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1.0 Introduction

1.1.1 Paragon Highway Consultants have been appointed to prepare this Combined Transport Statement and Travel Plan Framework relating to the extension of the existing Mawlawi Kurdish Cultural Centre on Parsonage Street in the Hulme area of Manchester. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to extend the current building and introduce interior mezzanine levels, to improve facilities to fully accommodate the current demands of worshippers and students attending the premises.

1.1.3 The location of the site in Hulme is close to numerous bus routes, substantial high-density residential areas and local shops, schools and employment areas. As a result, the majority of staff and visitors already choose alternatives to car travel to access the site. Visitors in most instances will be people attending religious classes or attending prayer sessions. This report considers how the site will be accessed by various modes of travel. It is also an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

1.1.4 This Combined Transport Statement and Travel Plan Framework considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The potential traffic impact associated with the current development proposals is also presented.

2.0 Existing Conditions

2.1 Site Description

2.1.1 The building is currently in use as a community facility with a prayer hall and classrooms for children and adults. The site is located adjacent to the junction of Parsonage Street and Chichester Road. There is access to a small car park reserved exclusively for users of the centre which is comprised of approximately 5 formal car parking spaces. There is also on-street parking directly in front of the building on a pay and display basis. The main pedestrian access to the building is off Parsonage Street.

2.1.2 The site is located in the Hulme area of Manchester, with the Old Trafford area located approximately 1.33km to the west, Whalley Range 1.47lm to the south and Moss Side 1.07lm to the south east.

2.1.3 The application site is bounded by Parsonage Street to the north and east, Chichester Road South to the west, and a footpath with office buildings with associated car parking beyond to the south.

2.1.4 The site contains an existing pedestrian access off Chichester Road South located centrally along the site frontage. There is a gated opening located off Parsonage Street within the southeast section of the site, which is around 6m in width and is used by vehicles to access the site.

2.1.5 Once into the site it contains areas of hardstanding surrounding the building, with 5 formal parking spaces being laid out for staff.

2.1.6 The community centre currently accommodates between 200 and 300 people during the busiest times (Friday afternoon between 12pm and 1:30pm). Whilst these are local people, the building cannot accommodate all visitors. Therefore, during these busy times the site management have erected marquees around the building to accommodate them.

2.2 Local Highway Network

2.2.1 Parsonage Street is a traditional estate road that runs generally from north west to south east, providing a connection to Chichester Road South in the north west and St Mary's Street in the south east via priority junctions. To the south it becomes B5219 Moss Lane East some 85m from the application site. On the immediate site frontage Parsonage Street has a 6.2m wide carriageway, and footways measuring 2.4m on both sides. Given the number of properties served from it, Parsonage Street is subject to light vehicular traffic volumes throughout the day.

2.2.2 Parsonage Street is a two-way single carriageway which is part of a 20mph speed limit zone and is lit to side road standards. It contains Traffic Regulation Orders that restrict waiting on one side and provides on street pay and display bays on the other, which is restricted to Monday to Friday between 8am and 6pm for permit holders or pay and display for the maximum period of 3 hours providing 8 car parking spaces. There are no areas of highway that aren't included within a Traffic Regulation Order to restrict parking on street.

2.2.3 The road contains street lighting to side road standards and the footways appear to be in good condition and the carriageway in fair condition. The layout and width of both the carriageways and footways appear to be suitable for their day to day use. Parsonage Street joins with Chichester Road South via a simple priority junction complete with giveway road markings. Visibility at the junction is considered to be suitable having regard to the general traffic speeds along Chichester Road South.

2.2.4 Chichester Road South is a two-way carriageway which links to Moss Lane East in the south. It is subject to a 20mph speed limit and has suitable street lighting to a suitable standard. Chichester Road south meets Greenheys Lane West to the north providing part of a longer route through the surrounding residential area, subsequently it is subject to moderate traffic volumes throughout the day. It contains advisory cycle lanes on both sides of the carriageway and strict controls on waiting and loading, providing no opportunity to park on street. The road contains wide footways to both sides and provides access to the nearest bus stops to the site. The carriageways, footways and lighting provision are to a suitable standard for its day to day use.

2.2.5 Chichester Road South joins with Moss Lane East (B5219) via a signalised crossroad arrangement. This contains tactile push button crossing facilities providing safe and convenient access across the road to access bus stops, local facilities, or surrounding residential areas. It also contains advanced stop lines for cyclists.

2.2.6 Parsonage Streets joins with St Mary's Street via an unmarked simple priority junction. St Mary's Street is a local residential access road and is subject to light traffic volumes throughout the day. St Mary's Street is a two way single carriageway with footways provided on both sides. It is subject to a 20mph speed limit and contains street lighting to a good standard. It contains Traffic Regulation Orders that restrict waiting (in the form of single yellow and double yellow lines) and permit parking within designated parking bays. The carriageway, footways and lighting all appear suitable for its use.

2.2.7 Moss Lane East B5219 is a local distributor road that spans between arterial routes that connect to the centre of Manchester and is subject to high traffic volumes throughout the day. Moss Lane East is a 2-way single carriageway road which is subject to a 30mph speed limit and has street lighting to main road standards. The road contains mandatory cycle lanes on both sides and Traffic Regulation Orders that restrict waiting and loading on both sides. Both footways and carriageways are to a high standard and considered to be suitable for the daily use by all modes of traffic.

2.2.8 It is worthy of note that the local highway network that surrounds the site contains Traffic Regulation Orders that restrict parking, waiting and loading, with no opportunities for unrestricted or indiscriminate car parking on street.

2.3 Road Traffic Accidents

2.3.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Department for Transport has been used to identify the road safety record of the streets surrounding the site including Parsonage Street, St Mary's Street and Chichester Road South totalling some 480m of highway. The study period includes the 5 year period between January 2015 and December 2019.

2.3.2 It has been identified that there have been 3 reported injury accidents in the vicinity of the site all of which are located on Chichester Road South and one collision also included the St Mary's Street junction. All of the collisions were classified as slight. The accident data can be found in Appendix B.

2.3.3 The first incident occurred in 2015 on Chichester Road South in May of that year during dry road surface conditions and fin weather during the daylight hours. The collision is located in advance of the signalised crossroad junction and involved a pedestrian crossing the road prior to the signals. An approaching car subsequently collided with the pedestrian.

2.3.4 The incident at the junction of Chichester Road South and St Mary's Street occurred in July 2018 with dry road surface conditions and during the hours of daylight. The incident involved 3 vehicles with one vehicle waiting to turn left, another in the act of turning right and the third proceeding normally along the carriageway on a left-hand bend. During this manoeuvre the cars waiting to turn left and the car proceeding normally along the carriageway were struck on the offside by the car in the act of turning right. The driver of the vehicle proceeding normally along the carriageway received slight injuries.

2.3.5 The third incident occurred on Chichester Road South between the Parsonage Street and St Mary's Street junctions. This incident occurred during daylight hours and rain weather conditions. This incident involved a vehicle travelling along the road passing a stationary vehicle and a pedestrian crossing the road that was masked by the stationary vehicle resulting in a collision.

2.3.6 As can been seen from the collision information, these occurred at different locations, times, and weather conditions. There are no trends of any significance that would warrant treatment of be a cause for concern as a result of the development, and that no additional traffic is to be generated.

2.4 Transport Sustainability

2.4.1 The site is in a sustainable location being within a short walking distance of local bus services located on Chichester Road South in both directions. The site is also within walking and cycling distance of a large number of residential and commercial properties. It is, therefore, well placed to allow all users of the community facility to either walk or cycle to the premises in line with local and national guidance.

2.4.2 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residential cumulative impacts on the road network would be significant. Within this context, applications for development with regards to Transport should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
- 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

2.4.3 There are footways and street lighting along both sides of the roads in the vicinity of the development site. Pedestrian drop crossings are provided at most local priority junctions, and the nearby signalised crossroads with Moss Lane East includes push button crossing facilities.

2.4.4 Within walking distance of the site are the high density residential areas south of Manchester City Centre including the areas of Hulme, Rushholme and Old Trafford. It is concluded that safe and convenient access to the site is readily available for pedestrians.

2.4.5 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." There are significant residential and commercial areas within this catchment. Salford, Gorse Hill, Stretford, Chorlton-cum-Hardy, West Didsbury, Rusholme, Withington, Levenshulme and Manchester city centre are all within the recommended cycling distance, including Deansgate, Piccadilly and Oxford Road rail stations.

2.4.6 There are bus stops on Moss Lane to the east and west and on Chichester Road South, all within the generally accepted walking distance of 400m. The fare stages have the benefit of passenger shelters timetable cases. The table below summarises the services which use these stops.

Service No.	Bus Stop	Route	Frequency Mon – Sat	Frequency Sundays & late evenings
85	Chichester Road South	Piccadilly Gardens – Chorlton Medlock Music College – Loretto College – Alexandra Park – Chorlton Bus Station	Every 20 mins Every 30 mins on Saturdays	Every 30 mins
85a	Chichester Road South	Arrowfield Estate – Chorltonville – Chorlton Medlock Bus Station – Alexandra Park – Chorlton College of Music – Piccadilly Gardens	Every 30 mins	-
86	Chichester Road South	Chorlton – Brooks Bar – Hulme – Chorlton Medlock Music College – Piccadilly Gardens	Every 10 mins	Every 10 mins
15	Moss Lane	Manchester - Flixton	Every 60 mins	Every 60 mins
728	Moss Lane	Barloe RC High School	Infrequent	-

Table 1: Bus Services

2.4.7 The combination of the above bus services provides a good frequency of buses serving the area of Hulme and the immediate local area.

2.4.8 There are rail stations at Deansgate, Oxford Road and Manchester Piccadilly, all of which are within the generally accepted cycling distance and provide the opportunity for multi-modal journeys. These stations all have the benefit of cycle stands and are covered by CCTV.

2.4.9 It is possible to travel onwards to Manchester airport, Blackpool, Crewe, Liverpool Lime Street, Alderley Edge, Hazel Grove, Southport, Bolton, Buxton, Rose Hill and Cleethorpes on the regular services available from Deansgate, Manchester Oxford Road and Manchester Piccadilly.

2.4.10 From the above it is evident that the site benefits from being in proximity to an excellent frequency and good quality public transport links for travelling around the area.

3.0 The Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to extend the current facility to accommodate the current visitor demands at the site. The site is located in a multi-faith area with many other religious institutions nearby. The current operators of the existing facility acknowledge that they cannot meet the demand for current services and schooling within the existing limits of the building.

3.1.2 To improve facilities for visitors it is proposed to introduce internal mezzanine levels and an extension. This would result in the removal of the temporary marquees located around the building.

3.1.3 Visitor numbers will not change as a result of the development. The busiest times are between 12pm and 1:30pm on Friday and Tarawih Prayers between 8pm and 9:30pm during Ramadan where between 200 and 300 visitors are in attendance. During other times, between Saturday and Thursday there are between 30 and 100 visitors. These visitors are from the local area and the vast majority would travel on foot or public transport to the site.

3.1.4 The Mawlawi Kurdish Community Centre is open between 12pm and 9:30pm every day. There are also classes at the centre on Saturdays between 10am and 2pm for between 80 and 100 children. The children are picked up and dropped off and require no parking arrangements on site. The proposals will not change the existing opening hours.

3.1.5 A copy of the site layout is shown at Appendix D.

3.2 Vehicular Access and Traffic Impact

3.2.1 The existing gated access to the development is off Parsonage Street and is to remain to serve the site. The areas of hardstanding surrounding the building are to remain.

3.2.2 The car park is already sealed by a bituminous surface, that can easily accommodate the traffic demands at the site.

3.2.3 The centre employs 2 full time and 2 part time members of staff. Given the low number of staff the existing parking provision of 5 formal parking spaces can accommodate the employees at the site.

3.2.4 Given the limited car parking and robust parking controls along the adjacent highway network, the majority of visitors travel by other more sustainable modes than the private car.

3.2.5 The proposals will not result in any additional visitors at the site, as it merely improved facilities for those visitors that would be displaced to the marquees erected around the building.

3.3 Overall Parking Provision

3.3.1 The level of car parking provision proposed is to remain as existing. The car parking area is only lightly used and the historical imagery on Google Earth only confirms this. Given that there are 5 formally marked out spaces proposed this can easily cater for employees at the site, with a maximum of 4 employees at the site at any one time.

3.3.2 Given the robust parking controls on the local highway network and that the site is situated within a highly sustainable location, the parking provision is considered appropriate, as visitors would generally use other modes of transport to access the site.

3.3.3 The proposals include secure and sheltered cycle parking, the type is to be agreed with the LPA, and the number spaces will cater for the existing demand and the anticipated demand as a result of the measures to promote sustainable travel choices within this report.

3.3.4 The majority of children attending classes, plus those visitors attending prayers are generally all local people and this is not likely to change throughout the lifetime of the development.

3.3.5 Given the above, the parking provision for the development is therefore considered appropriate.

3.3.6 Staff will also have responsibilities to ensure that the activity of visitors being picked up or dropped off at the community facility is carried out in a safe and proper manner, and will act as a point of contact (Site Travel Coordinator) should any problems arise.

3.3.7 The location of the site in proximity to densely populated areas will result in many people attending classes being attracted from the local population so they will be able to walk or cycle to the centre. The frequent and varied bus routes which serve the local area will also encourage any potential future members of staff from outside the immediate area to utilise public transport to attend their place of work.

3.4 Servicing

3.4.1 The servicing requirements for the development can be adequately catered for via the existing access into the site. The current use as a community centre with educational facilities has limited requirements for deliveries other than for catering.

3.4.2 There is a bin store located adjacent to the access allowing convenient refuse collection from Parsonage Street as per the current arrangements.

4.0 Sustainable Transport Initiatives

4.1.1 Whilst it has been demonstrated that the proposed development is unlikely to have any material impact in traffic terms there are other initiatives which can be considered to encourage the use of more sustainable transport. Such initiatives are usually embodied within a travel plan framework for the development.

4.1.2 A Travel Plan (TP) is typically a package of practical measures to encourage visitors and staff to choose an alternative to single-occupancy car use, and to reduce the need for travel in connection with their education or worship.

4.1.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at the site, eg. Setting up a car sharing scheme, providing cycle facilities, restraining car parking or providing high speed broadband to allow access to educational facilities from home to cut the need to travel. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to staff and visitors.

4.1.4 It is necessary to look at the way visitors and staff might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single-occupancy car use. The TP should encourage visitors and staff to reconsider how they make regular journeys.

4.1.5 The following paragraphs will first detail the physical infrastructure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

4.2 Proposed Improvements to Increase Pedestrian Usage

4.2.1 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting is provided along pedestrian links into the site and within the car parking area.

4.2.2 The footways within the local area are to a good standard in terms of width, construction and street lighting typical of an urban environment.

4.2.3 The catchment areas for the preferred maximum walking distance of 2km are shown in the plan at Appendix C. This demonstrates that there is a high density of residential and commercial areas within the normally accepted walking distance of the site. As such, it can be seen that the site is well placed in relation to the public footway network. This provides staff and visitors with the opportunity to access the site from the surrounding areas on foot.

4.3 Proposed Improvements to Increase Cycle Usage

4.3.1 The guidance within PPG 13 is still useful as a reference.

4.3.2 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." The plan at Appendix C shows the 5km cycle catchment area for the site. This plan demonstrates that there are significant levels of residential and service centre areas within this major catchment, providing the potential for staff and visitors to cycle from their homes of places of work to the community facility.

4.3.3 Safe and convenient access through the site for cyclists will be provided.

4.3.4 The development includes secure cycle storage facilities the type to be agreed with the LPA.

4.4 Travel Plan Co-ordinator (TPC)

4.4.1 To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information.

4.4.2 The TPC for the proposed development will promote each form of sustainable travel in the following ways.

4.5 Initiatives to Promote Walking and Cycling

4.5.1 Information in respect of walking and cycling routes to the site will be made available to staff, students and visitors. This information will be included on maps to be produced and made available through leaflets and communal areas/ noticeboards.

4.5.2 Consideration will be given to setting up a user group for cycling should there be a demand for it. This would act as a forum to discuss issues related to these matters and develop measures to address them. These will also aid ownership of the travel plan by staff, students and visitors.

4.5.3 Information on local cycle network routes will be made available to staff, students and visitors. This information will be included on maps to be produced and made available through noticeboards within communal areas and leaflets. Details of local cycling promotion and assistance initiatives will also be disseminated via the same methods.

4.6 Measures to Promote Public Transport

4.6.1 The TPC will liaise with Transport for Greater Manchester and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services via noticeboards within communal areas and leaflets.

4.6.2 The TPC will make arrangements to demonstrate to staff, students and visitors (if requested) how to access online real-time bus information and the journey planner on the Transport for Greater Manchester website. Visitors will also be made aware of all relevant online sites administered by public transport operators.

4.7 Targets

4.7.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed.)

4.7.2 The baseline data resulting from the travel survey will influence the setting of SMART targets and the latter shall be agreed between the applicants' and the Council.

4.8 Implementation

4.8.1 The Travel Plan will be continually marketed through the provision and updating of travel information, noticeboards and leaflets. This will be the responsibility of the TPC.

4.8.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Team, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to the Council's Travel Plan Officer.

4.8.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for delivery and monitoring of this Travel Plan, including the timeframe and content for the initial travel survey. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.

4.8.4 The TPC will be provided with an annual budget to fund the provision of travel information, marketing and promotional activities, etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the local authority and relaying this information to all those involved. The TPC will agree at the onset with the Council how these outcomes will be reviewed.

4.8.5 The TPC will advise and have input in the recruitment of new staff and any publicity literature and media. The TPC can then inform new staff of the site's aims and objectives regarding the Travel Plan and sustainable travel. It will also provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of the Travel Plan and its initiatives amongst the employees, students and visitors. The TPC shall then advise staff and students on how they might travel to the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for an employee, if requested.

4.8.6 In order to be able to determine the potential effect of new staff, personnel will be asked to complete the staff travel questionnaire as part of their induction. In this way, the travel patterns of new staff can be considered in the same light as those for existing staff.

4.9 Monitoring

4.9.1 Following the initial travel surveys, repeat travel surveys will be undertaken, analysed and submitted to the local authority and agreed with the Council's Travel Plan Officer.

4.9.2 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.

4.9.3 An objective of this Travel Plan is that there will be an on-going improvement process including periodic monitoring where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.

4.10 Measures to Reduce Car Use

4.10.1 Car sharing is a good means of reducing single-occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of staff, visitors and students by implementing and publicising a formal scheme. This can be established by setting up a database for users, available via the internet or noticeboards.

4.10.2 Where practicable, deliveries that are in the control of the applicant shall be optimised so as to reduce unavoidable movement of heavy goods and service vehicles, particularly during network peak times.

4.11 Summary of Initiatives

4.11.1 The proposed travel plan initiatives are summarised in the following paragraphs.

4.11.2 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the public highway. Appropriate levels of lighting is provided within the site and suitable cycle parking facilities will be provided.

4.11.3 A Travel Plan Co-ordinator (TPC) for this development will be appointed. The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting via the annual travel surveys. They will also act as the main point of contact for all organisations outside the development site.

4.11.4 The TPC will promote walking, cycling, car sharing and the use of public transport. This information will be included on maps to be produced and displayed on noticeboards within communal areas and leaflets. Initiatives such as bike buddy service will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area wide initiatives. A spares and tools box to assist with on-site repairs shall be retained at the centre.

5.0 Transport Policy

5.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this combined Transport Statement and Travel Plan, confirming the project's compliance with the policy objectives.

5.2 National Planning Policy Framework – Promoting Sustainable Transport

5.2.1 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that developments 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 significant. Within this context, applications for development with regard to Transport should:

- Consider the potential impacts of the development on the transport network;
- Provide opportunities to promote cycling, waking and public transport use are identified;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations

5.3 Local Transport Plan

5.3.1 The current Local Transport Plan is the third Greater Manchester Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- To ensure that the transport network supports the Greater Manchester economy to improve the residents' quality of life and the success of businesses;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;

- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised;

- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces, and provides equality of transport opportunities, and;

- To maximise value for money in the provision and maintenance of transport infrastructure and services.

5.3.2 The LTP sets out the walking and cycling strategy for Greater Manchester to encourage more people to use these modes of travel to help reduce the dependency on private cars.

5.3.3 The LTP also sets out a public transport strategy for Greater Manchester and seeks to increase patronage for all categories of public transport passenger and modal shift towards public transport and away from the car.

5.4 Manchester City Council Core Strategy

5.4.1 Local Transport Policy is set out in the City Council's Core Strategy. Chapter 11 refers to Objective 5 of the Strategy which sets out three policies to encourage Sustainable Transport (T1), to manage development to ensure Accessible Areas of Opportunity and Need (T2) and to ensure that development proposals do not compromise the Strategic Integration (T3) of key transport initiatives.

6.0 Conclusion

6.1.1 This Report is a combined Transport Statement and Travel Plan Framework relating to the extension and conversion of an existing community facility on land at Parsonage Street in the Hulme area of Manchester.

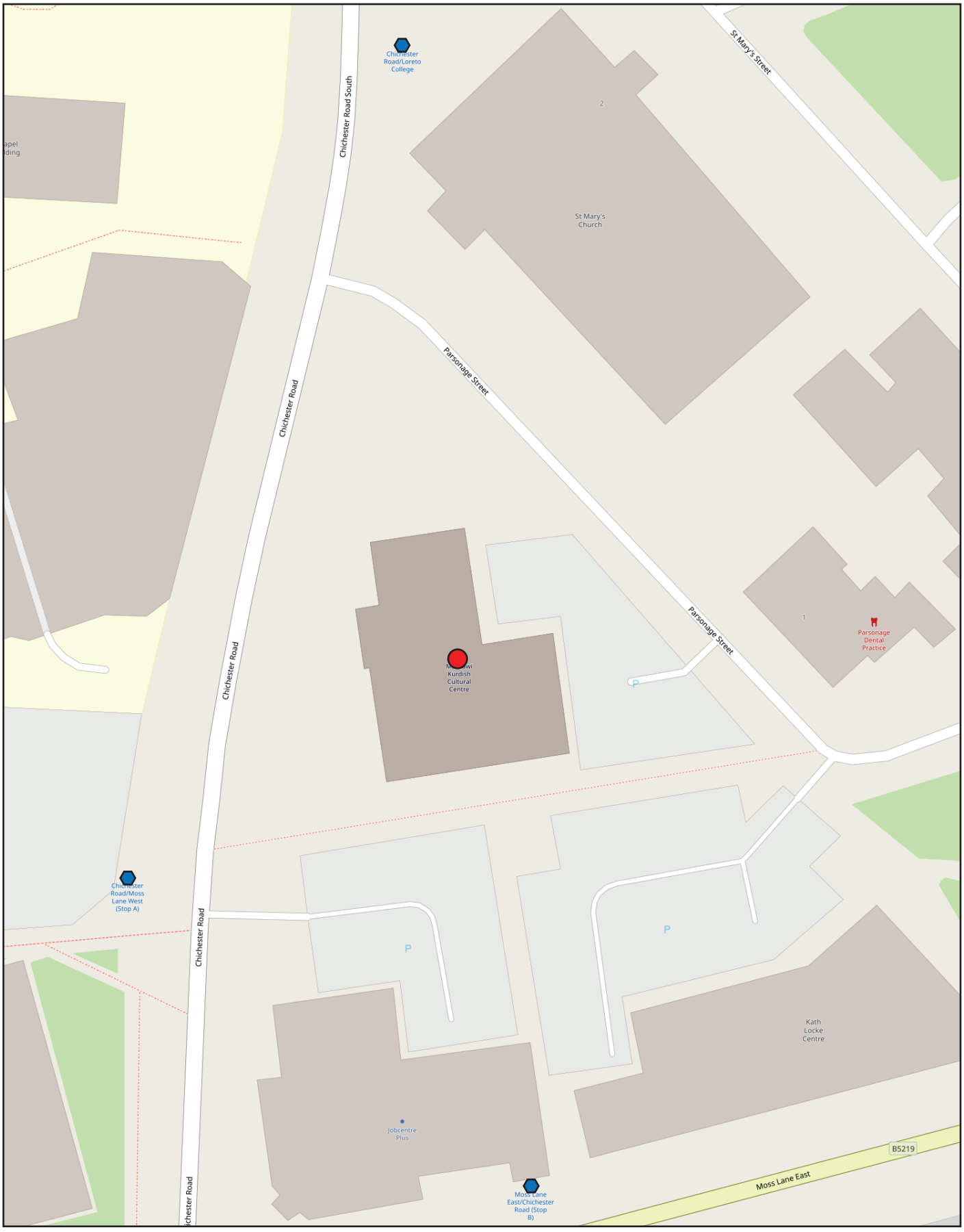
6.1.2 The location of the site in Hulme is close to numerous bus routes, substantial high density residential areas and local shops, schools and employment areas. Therefore, a high proportion of staff, students and visitors already choose alternatives to car travel to access the site, and this is to be improved as a result of the measures proposed within this report. Visitors in the most incidences are people attending classes and prayers. This statement considers how the site will be accessed by various modes of travel. It also provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

6.1.3 The development proposals would appear to comply with the general requirements of the NPPF and Local Transport Plan.

6.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons as to why planning consent for the proposed development should not be granted.

Appendix A

Site Location Plan



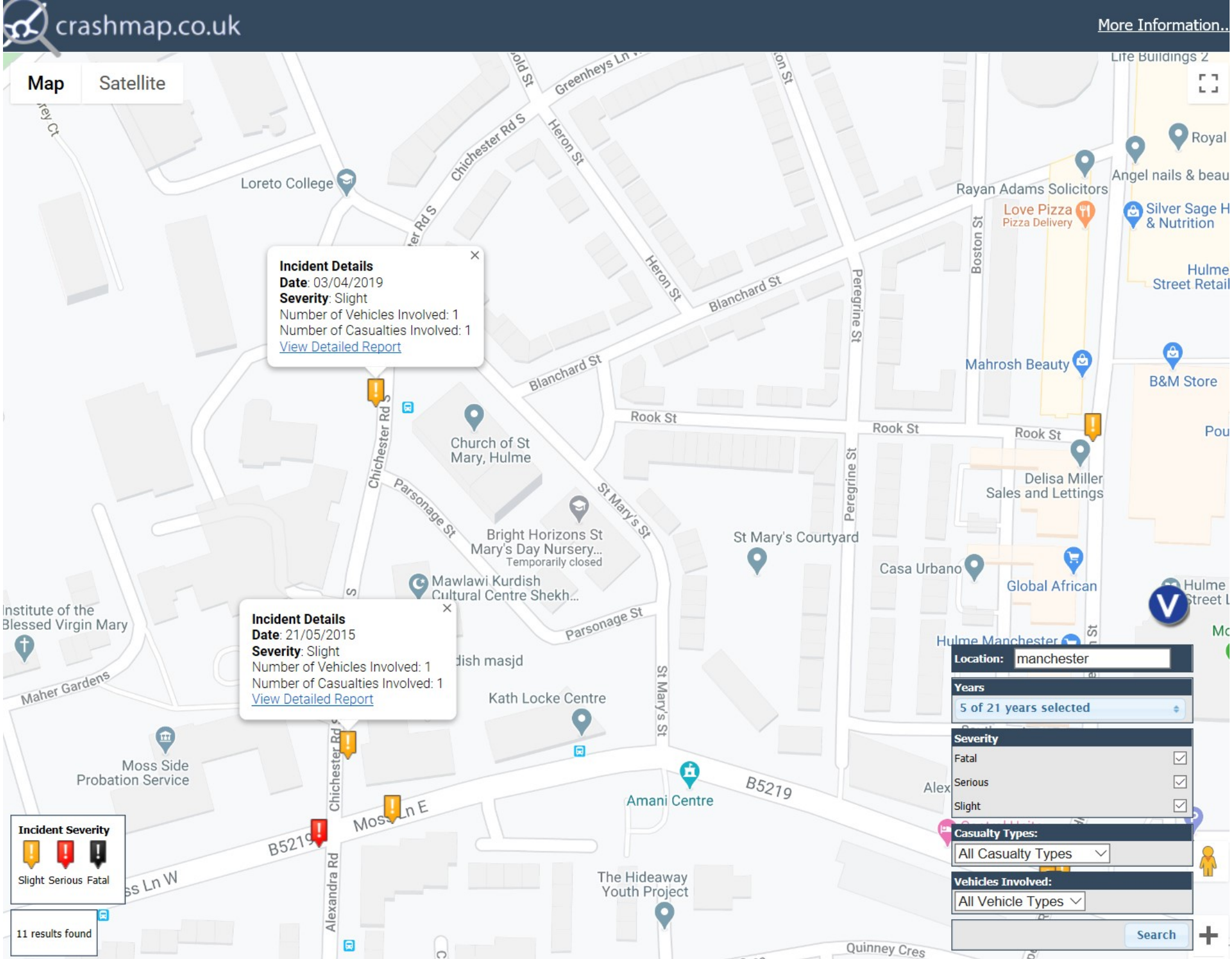
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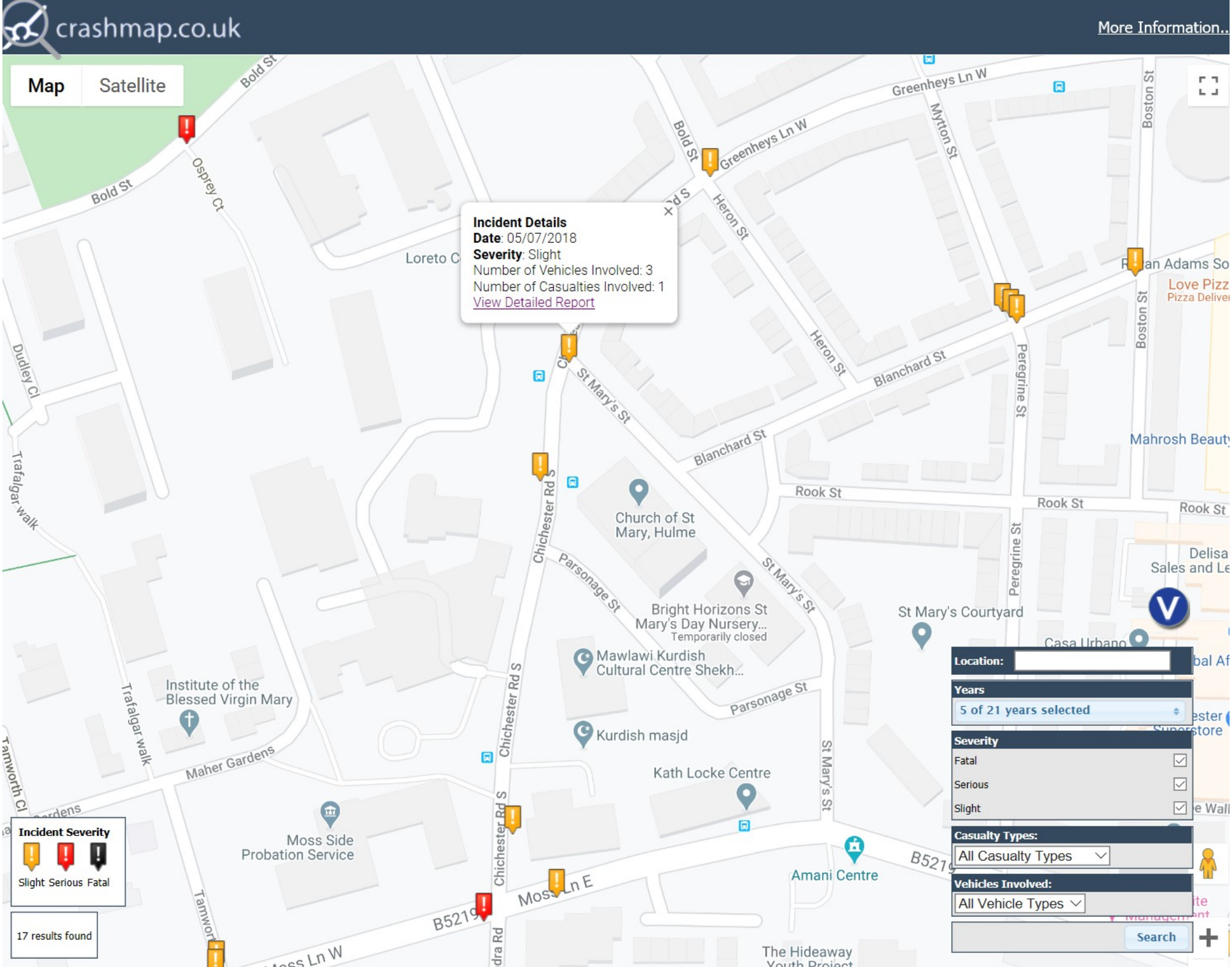
- Site Location
- Closest Unique Bus Stops

PARAGON HIGHWAYS
Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

Appendix B

Accident Data

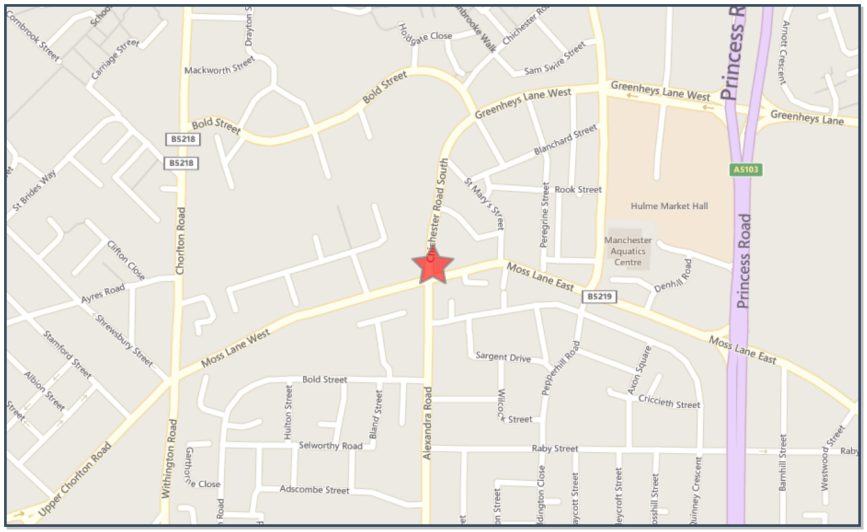

crashmap.co.uk
More Information..
Map
Satellite
Incident Details
Date: 03/04/2019
Severity: Slight
Number of Vehicles Involved: 1
Number of Casualties Involved: 1
View Detailed Report
Incident Details
Date: 21/05/2015
Severity: Slight
Number of Vehicles Involved: 1
Number of Casualties Involved: 1
View Detailed Report
Loreto College
Chichester Rd S
Heron St
Blanchard St
Peregrine St
Boston St
Rook St
Parsonage St
St Mary's St
Church of St Mary, Hulme
Bright Horizons St Mary's Day Nursery...
Temporarily closed
Mawlawi Kurdish Cultural Centre Shekh...
St Mary's Courtyard
Rayan Adams Solicitors
Love Pizza
Pizza Delivery
Mahrosh Beauty
B&M Store
Delisa Miller Sales and Lettings
Casa Urbano
Global African
Institute of the Blessed Virgin Mary
Maher Gardens
Moss Side Probation Service
Kath Locke Centre
Amani Centre
B5219
Alexandra Rd
The Hideaway Youth Project
Quinney Cres
Location: manchester
Years
5 of 21 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Incident Severity
Slight Serious Fatal
11 results found


crashmap.co.uk
More Information..
Map
Satellite
Incident Details
Date: 05/07/2018
Severity: Slight
Number of Vehicles Involved: 3
Number of Casualties Involved: 1
View Detailed Report
Bold St
Osprey Ct
Greenheys Ln W
Heron St
Myrton St
Boston St
Blanchard St
Peregrine St
St Mary's St
Rook St
Chichester Rd S
Parsonage St
Church of St Mary, Hulme
Bright Horizons St Mary's Day Nursery...
Temporarily closed
Mawlawi Kurdish Cultural Centre Shekh...
Kurdish masjd
Kath Locke Centre
St Mary's Courtyard
Casa Urbano
Mahrosh Beauty
Delisa Sales and Le
Institute of the Blessed Virgin Mary
Maher Gardens
Trafalgar walk
Dudley Cl
Moss Side Probation Service
Amani Centre
Moss Ln E
Moss Ln W
B5219
The Hideaway
Incident Severity
Slight Serious Fatal
17 results found
Location:
Years
5 of 21 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search

crashmap.co.uk

Crash Date:	Thursday, May 21, 2015	**Time of Crash:**	5:20:00 PM	**Crash Reference:**	**201506E001964**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester			**OS Grid Reference:**	383350 395990
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

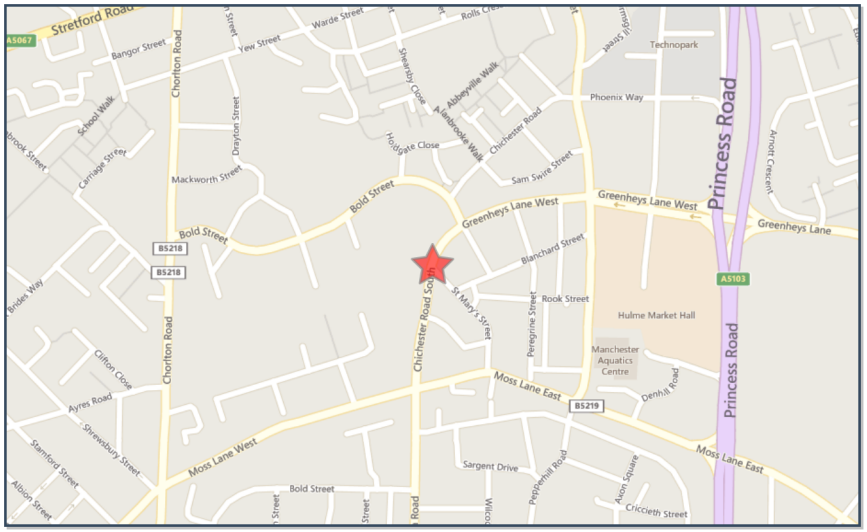
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

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Crash Date:	Thursday, July 05, 2018	**Time of Crash:**	1:55:00 PM	**Crash Reference:**	**201806E145787**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	3
Local Authority:	Manchester City			**OS Grid Reference:**	383370 396151
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	10	Female	21 - 25	Vehicle is waiting to turn left	Offside	Commuting to/from work	None	None
2	Car (excluding private hire)	16	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Commuting to/from work	None	None
1	Car (excluding private hire)	5	Female	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

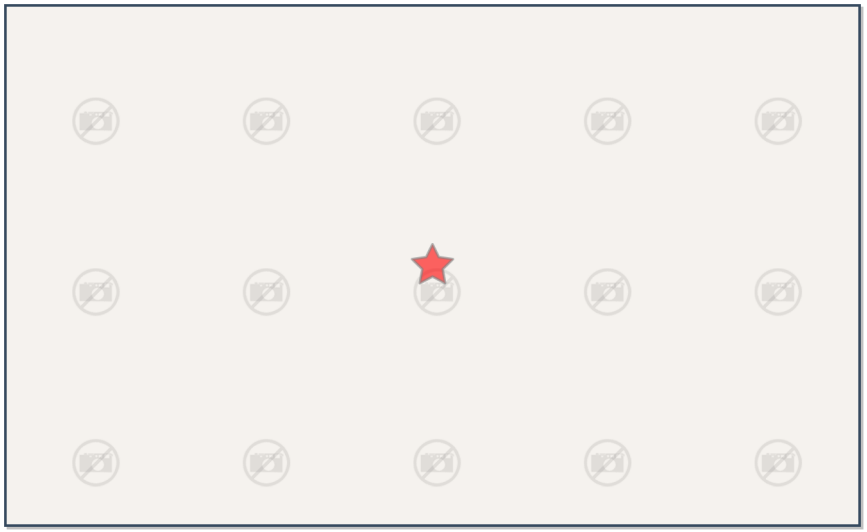
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

2019 data is provisional and is subject to change

Crash Date:	Wednesday, April 03, 2019	**Time of Crash:**	8:30:00 AM	**Crash Reference:**	**201906E055709**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Manchester			**Number of Vehicles:**	1
Local Authority:	Manchester City			**OS Grid Reference:**	383360 396110
Weather Description:	Raining without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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2019 data is provisional and is subject to change

Vehicles involved

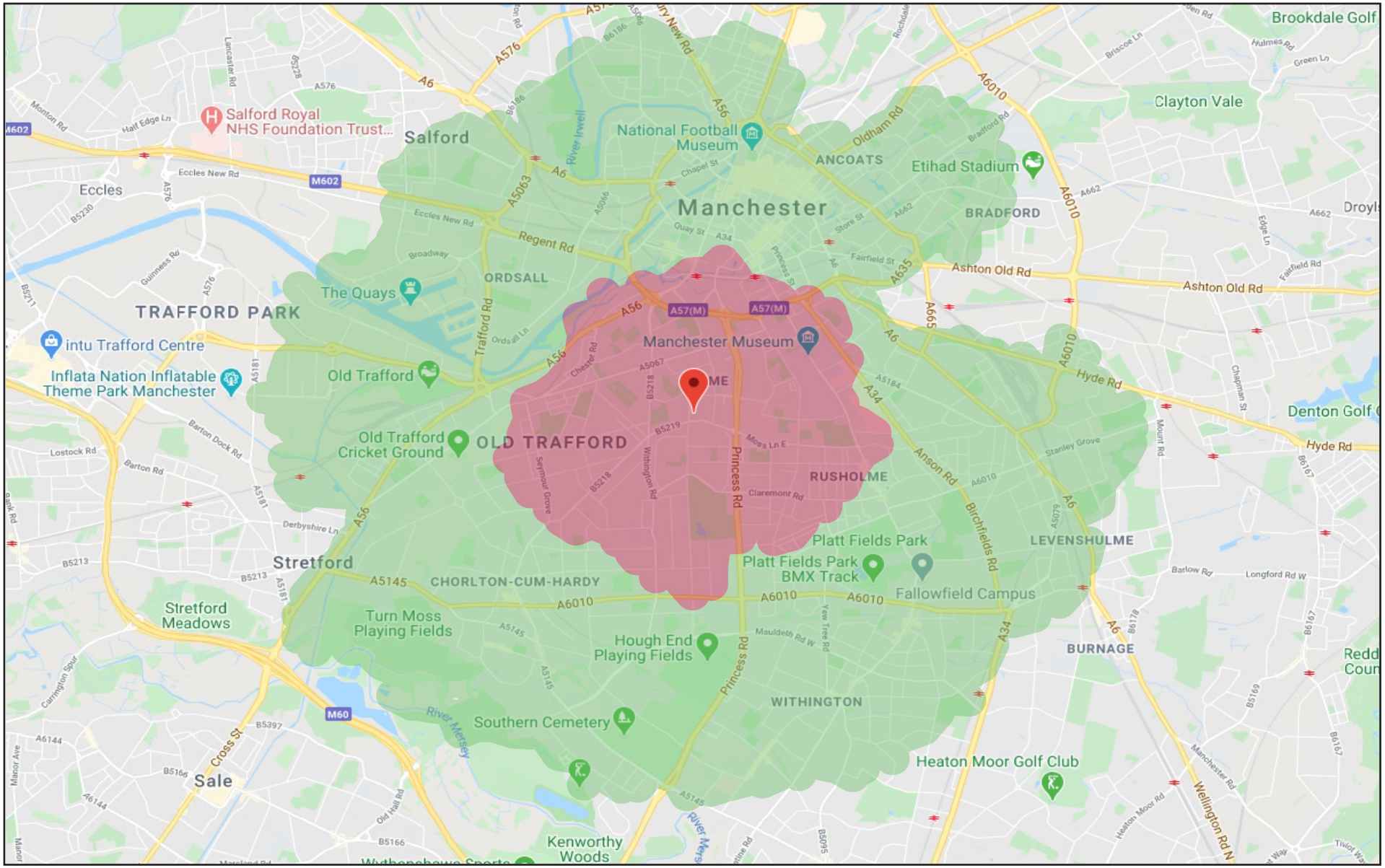
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	25-34	Vehicle is passing a stationary vehicle on its offside	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16-24	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

Appendix C

Pedestrian / Cycle Catchment Plan



Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

PARAGON HIGHWAYS
Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

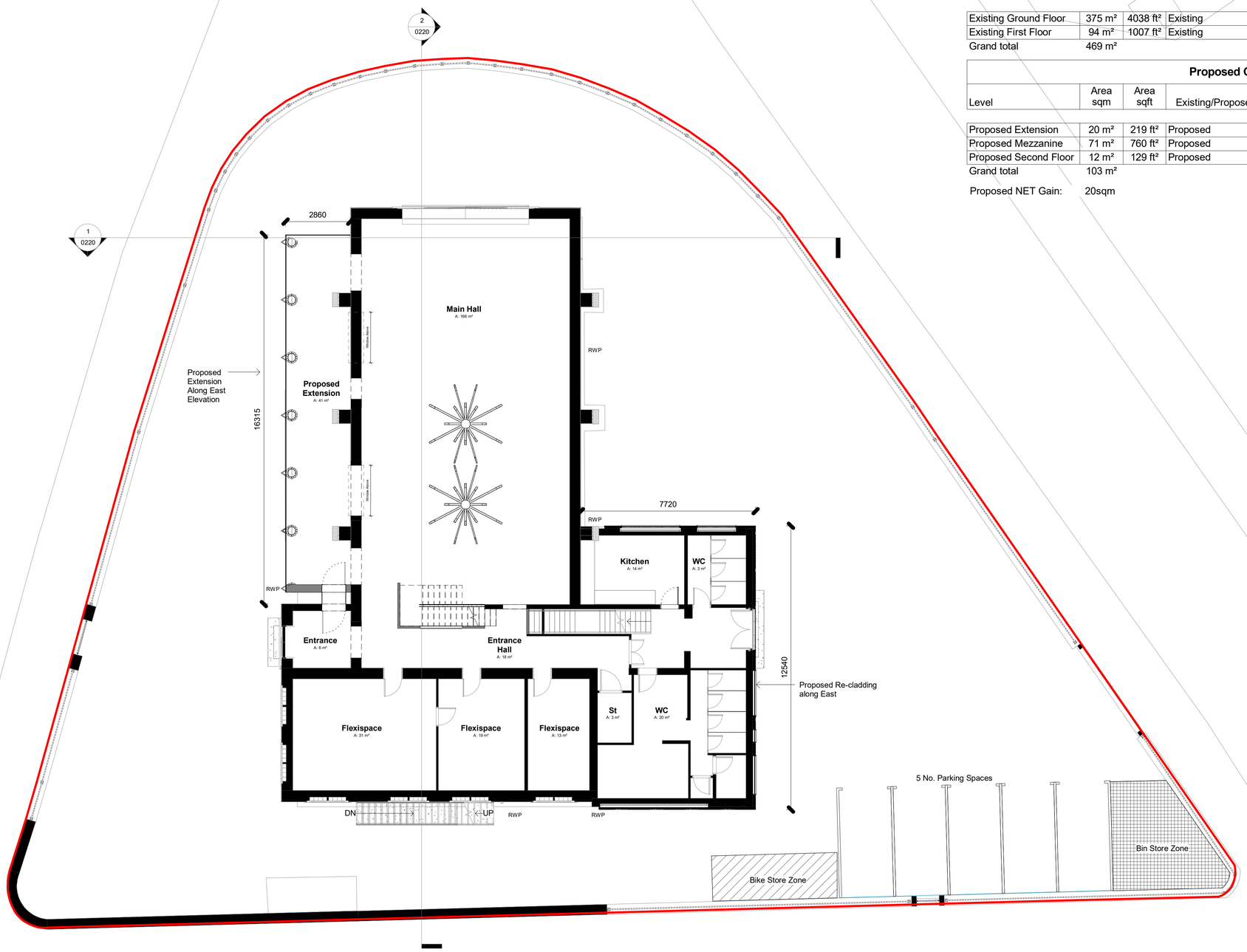
Appendix D

Proposed Site Layout

Existing GIA				
Level	Area sqm	Area sqft	Existing/Proposed	Comments
Existing Ground Floor	375 m²	4038 ft²	Existing	n/a
Existing First Floor	94 m²	1007 ft²	Existing	n/a
Grand total	469 m²			

Proposed GIA				
Level	Area sqm	Area sqft	Existing/Proposed	Comments
Proposed Extension	20 m²	219 ft²	Proposed	Increase in Net Gain
Proposed Mezzanine	71 m²	760 ft²	Proposed	Built Within Hall, No increase in Net gain
Proposed Second Floor	12 m²	129 ft²	Proposed	Built Within Hall, No increase in Net gain
Grand total	103 m²			

Proposed NET Gain: 20sqm



revision	date	drawn	description
-	XX.03.20	TH3M	Issued For Planning

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T H ∃ M

0m 2m 4m 6m 8m 10m

Ground Floor Plan
Proposed

MKCC Parsonage St

FOR PLANNING

T-0230-2-0200-Ground Floor Plan — number
- — revision

1:100 @ A1 — scale
0230 — job reference
MGS — drawn