Transport Assessment

BoohooMAN

20 Pollard Street East
Ancoats
Manchester
M40 7FS

a: architecture:m chartered practice
Fairfield Moravian College
14 Fairfield Square
Droylsden
Manchester
M43 6AD
t: +44 [0] 161 370 6166
e: mail@architecturem.co.uk
w: architecturem.co.uk
Percivals (Bolton) Ltd. trading as architecture:m

Manchester Architects
Manchester Society of Architects

RIBA

architecture:m

PROPOSED COMMERCIAL DEVELOPMENT
20 POLLARD STREET, MANCHESTER
TRANSPORT ASSESSMENT

CONTENTS

1 INTRODUCTION....3
2 NATIONAL AND LOCAL PLANNING GUIDANCE....4
National Planning Policy Framework....4
Summary....6
3 SITE DESCRIPTION....7
Site location context....7
Accident Review....8
Car parking....9
4 EXISTING ACCESSIBILITY TO THE SITE....10
Walking....10
Cycling....12
Travel by Public Transport....14
Summary....18
5 DEVELOPMENT....19
Development Proposals....19
Access Strategy....19
Refuse Strategy....19
Parking Provision....20
6 TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS....21
Proposed Commercial Development Trips....21
7 SUMMARY....22
8 FIGURES....23

1. INTRODUCTION

This document has been submitted by Architecture:M on behalf of the client; BoohooMAN to provide transport and highway advice for the traffic and transportation implications relating to the proposed works of a double height office space extension with associated on site parking and elevation alterations as well as the extension of the open plan office space.

The Transport Assessment discusses the following issues;

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Accessibility
- Access Considerations
- Summary & Conclusions.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy Framework

Abstracts are provided for reference, the bold italics are added to emphasis the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy,*** by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, ***with accessible local services that reflect the community's needs and support its health, social and cultural well-being;***
- an environmental role – ***contributing to protecting and enhancing our natural,*** built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development,*** which should be seen as a golden thread running through both plan- making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
- ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*** or
- specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- ***encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;***
- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling,*** and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise ***sustainable transport solutions will vary from urban to rural areas.***

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for m major transport infrastructure;***
- ***safe and suitable access to the site can be achieved for all people;*** and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. ***Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.***

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public
- transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or
- pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan- making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems,*** and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of access and parking.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

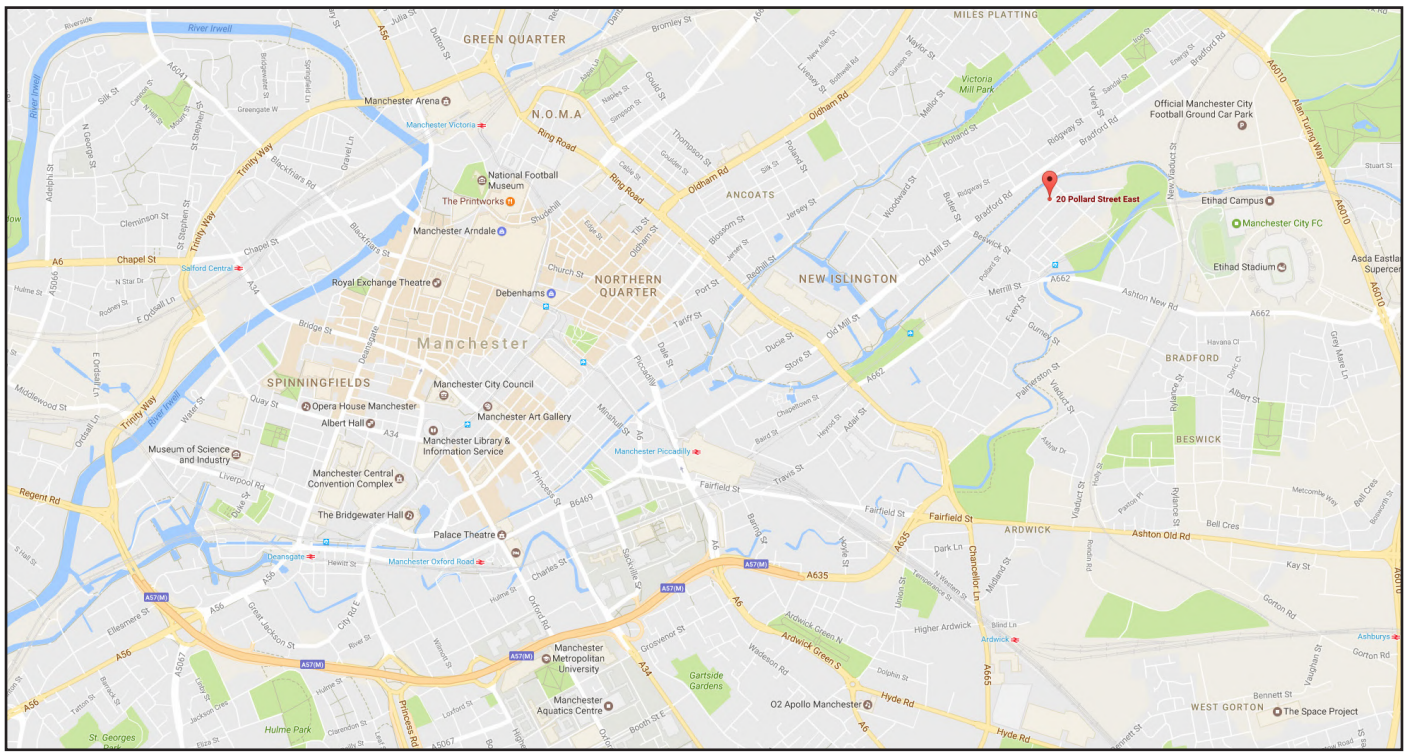
Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is as sustainable as required in local and national policy.

3. SITE DESCRIPTION

Site Location Context

20 Pollard Street is located on the outer edge of the Ancoats area of Manchester City Centre as shown in the map below.



Location in city region (above) Location in Ancoats Area (below)



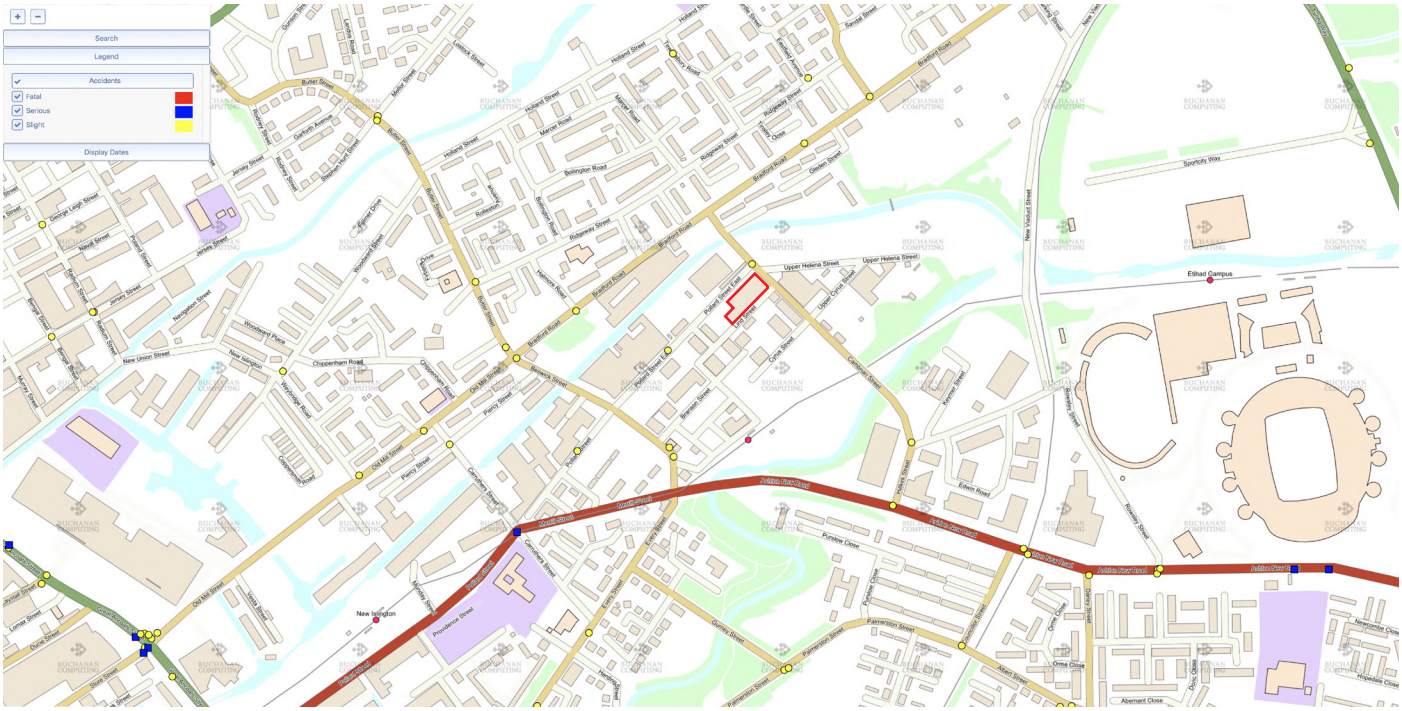
ACCIDENT REVIEW

The local GM accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

This site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together and shown on the map.

Access to the national data base has been undertaken and the resultant mapping provided for reference.



Accident Information from CollisionMap

In the immediate vicinity of the site, between December 2013 and December 2018, 2 incidents are recorded to which are categorised as slight in nature. Whilst the road of Pollard Street East remains relatively free of traffic even during peak travel times, the junction onto Cambrian Street can be hazardous due to the elevation change in the road where it bridges over the canal.

3 severe accidents are recorded on Merrill Street Ashton new Road due to it being a major circulation road that deals with a high volume of traffic at all times.

CAR PARKING



Red indicates on-site (private) parking, blue indicates legal roadside parking. The yellow circles show a 200m and 250m perimeter edge to the site respectively.



4. EXISTING ACCESSIBILITY FOR THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Local facilities
2. accessibility on foot and cycle;
3. accessibility by public transport;

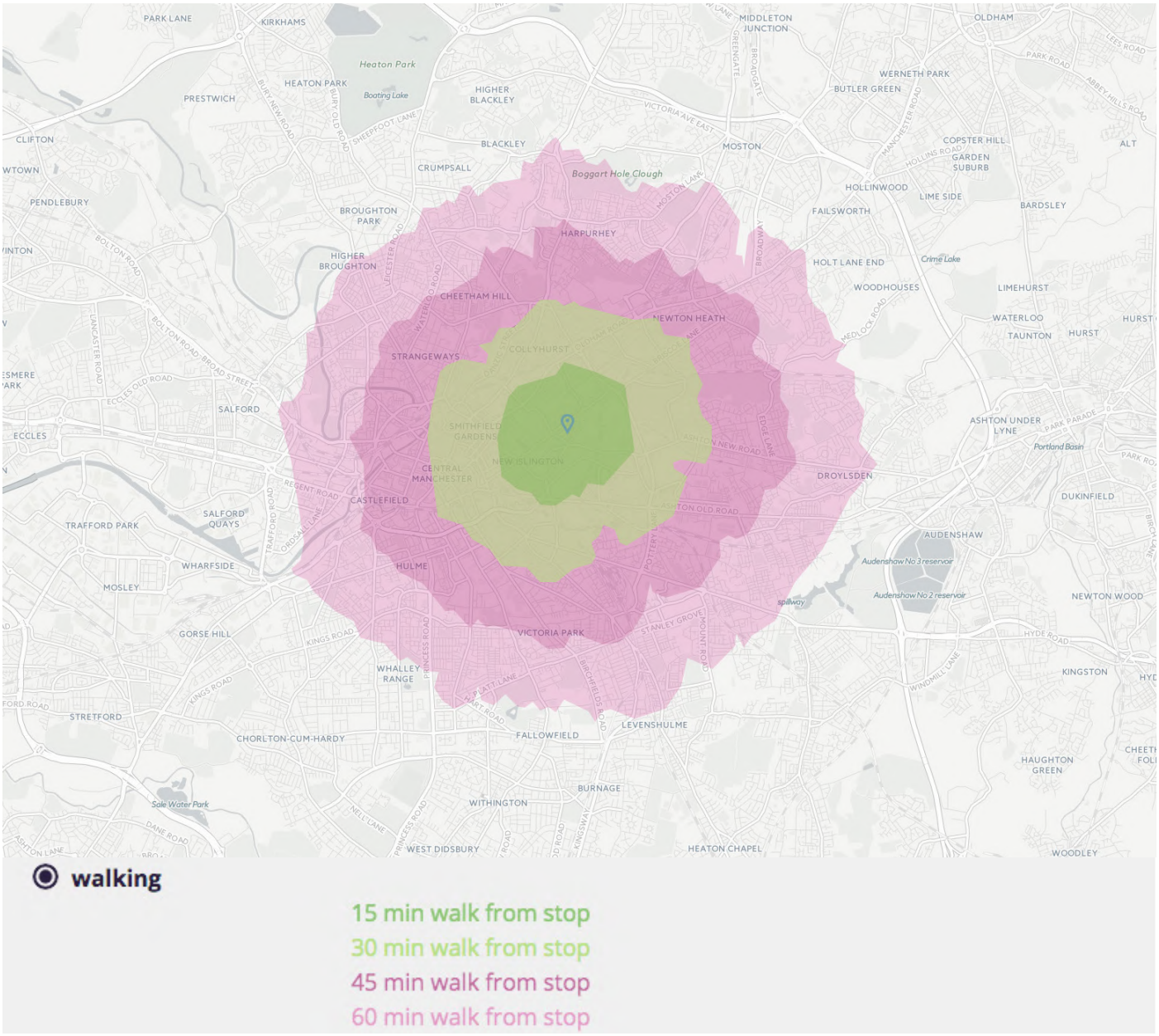
Walking

The proposed development site is located within an existing urban area with a range of local land uses, services and facilities.
The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

For the key urban areas a 200m desirable distance to bus stops based on urban studies corresponds to a walk time of 2.5 minutes, based upon typical normal walking speed, the site lies inside this for all the stops shown from the site centroid at around a 2 minute walk time.



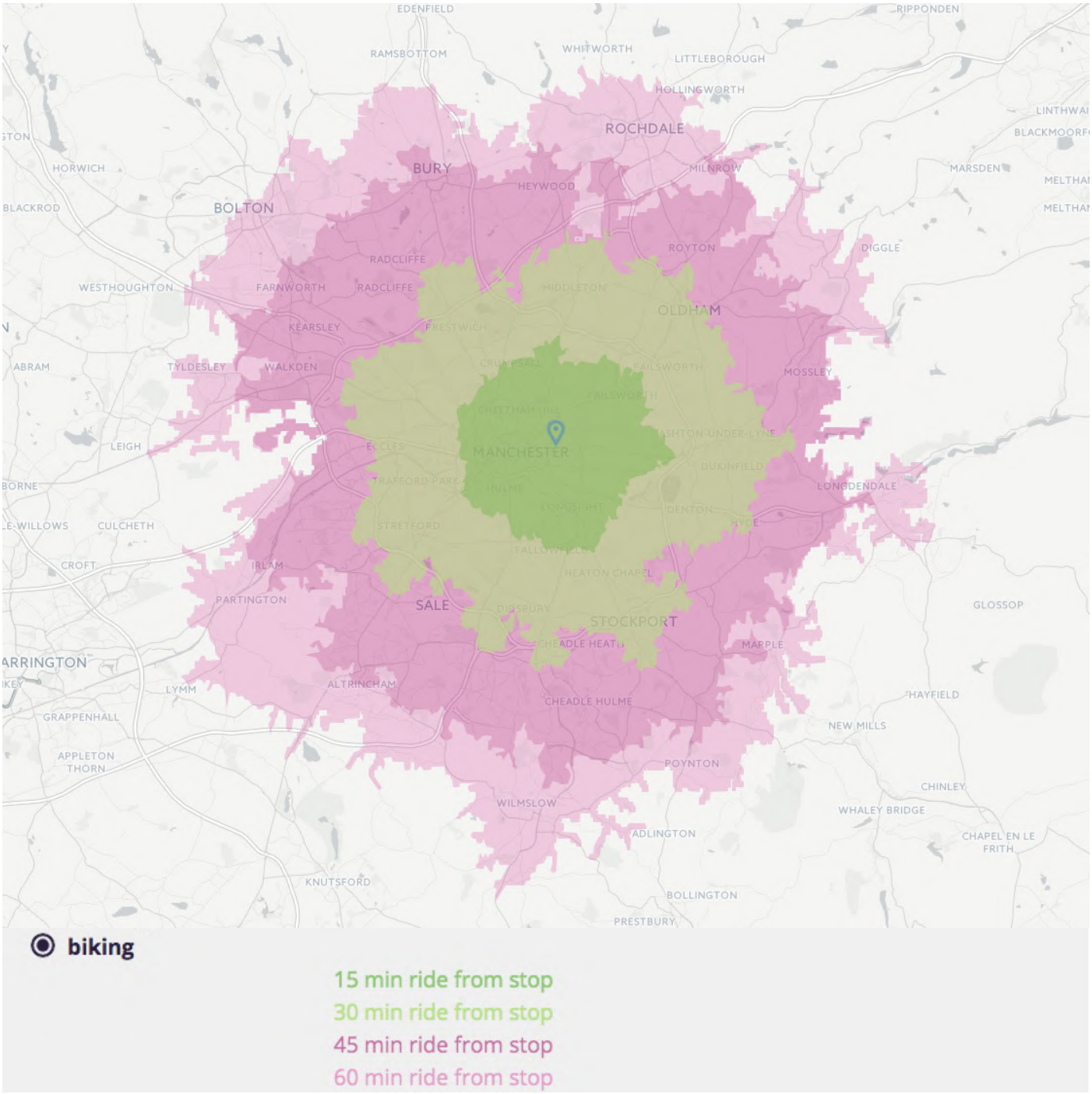
Walk Catchment

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

Importantly, the catchment extends to cover a significant residential and employment area. There are, therefore, significant opportunities for travel on foot. Clearly, there is also potential for walking to form part of a longer journey for residents via the bus or tram services.

In conclusion, the proposed application site can be considered as being accessible on foot.

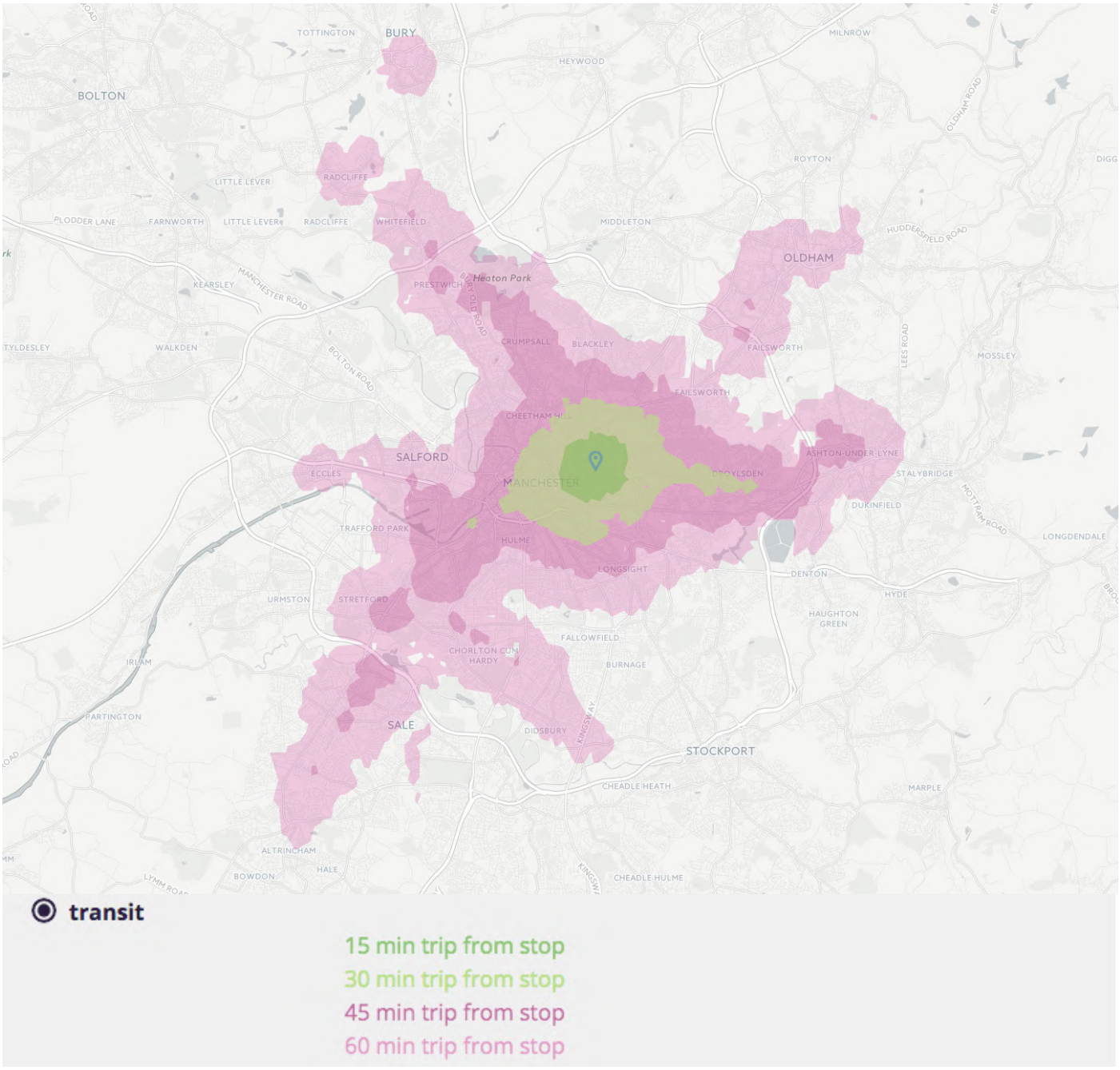


Cycling Catchment

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

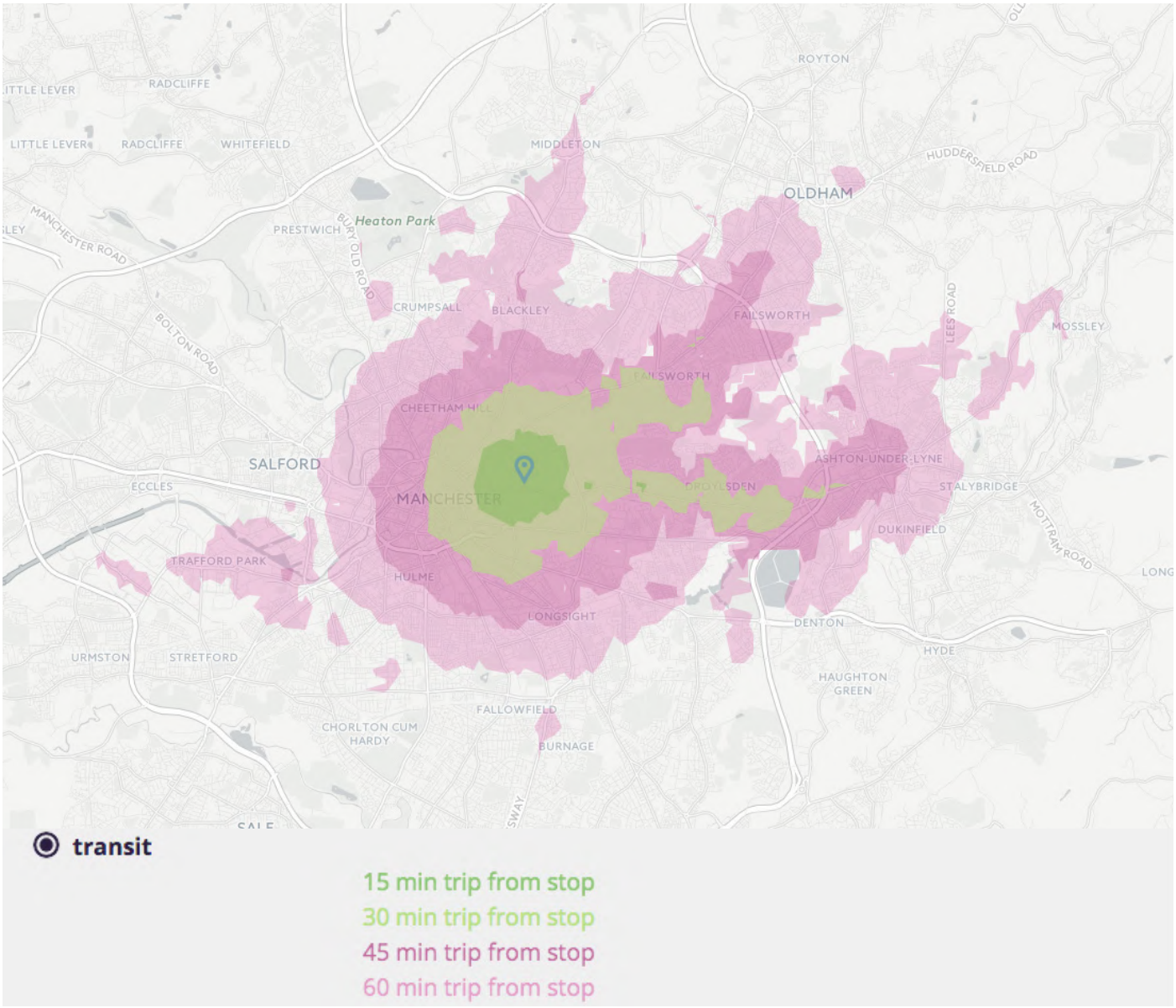
The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace.



Public Transport (Metrolink) Catchment

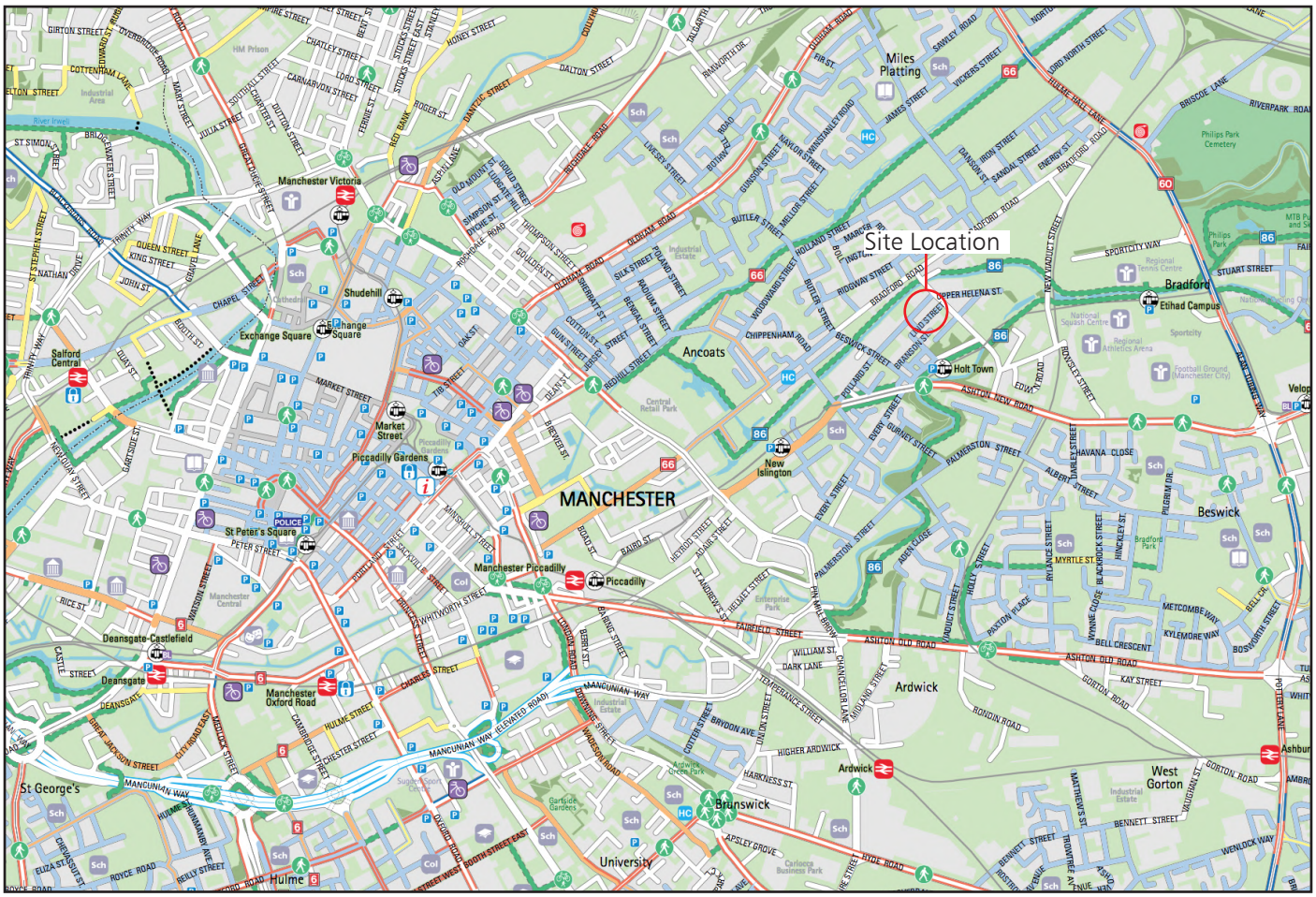
Manchester Metrolink began operation in 1992 and has served as a viable means of fast, hassle free transport that is covered across the majority of the Greater Manchester area. In the past 5 years, Transport for Greater Manchester has contributed to the significant increase in local tram stops to enable even those who live on the very edge of the borough to access the city centre quickly.



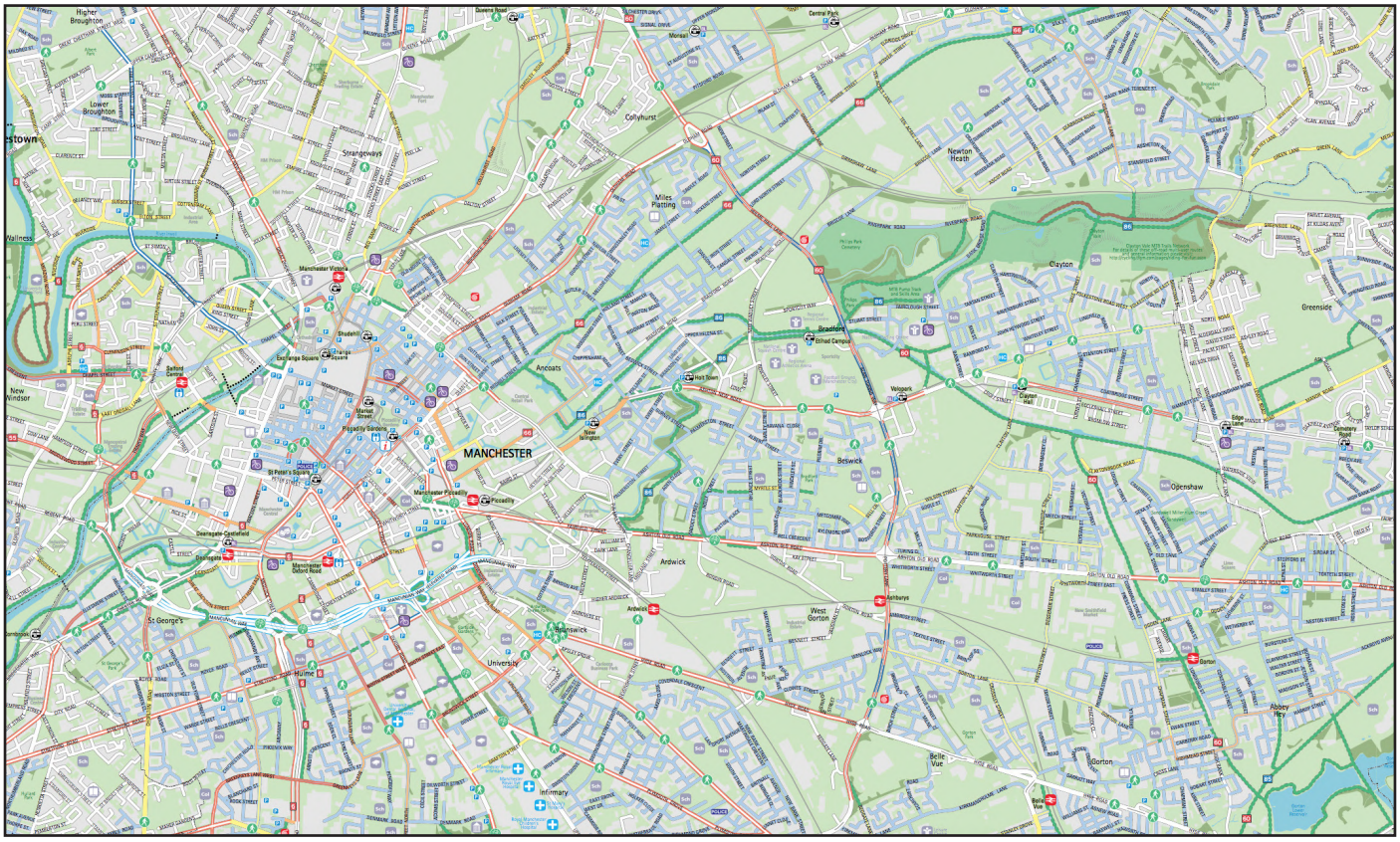
Public Transport (Bus Routes) Catchment

The bus routes of Greater Manchester move more people into and out of the city centre than any other means of transport. This is partly due to a relatively cheap cost and frequent service that essentially covers the entirety of the Greater Manchester borough.

Whilst the majority of bus services cannot compete with the fast travel time compared to that of the Metrolink, local bus routes allow a mode of transport that is virtually on the doorstep of every home or business.



Extract from Manchester City Cycle Route Map (larger scale below)



In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility to opportunities for work and leisure for large parts of the population.

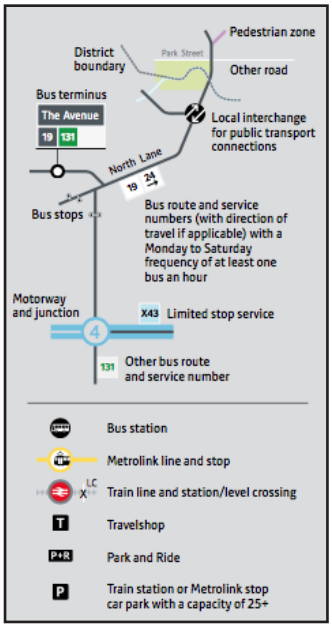
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

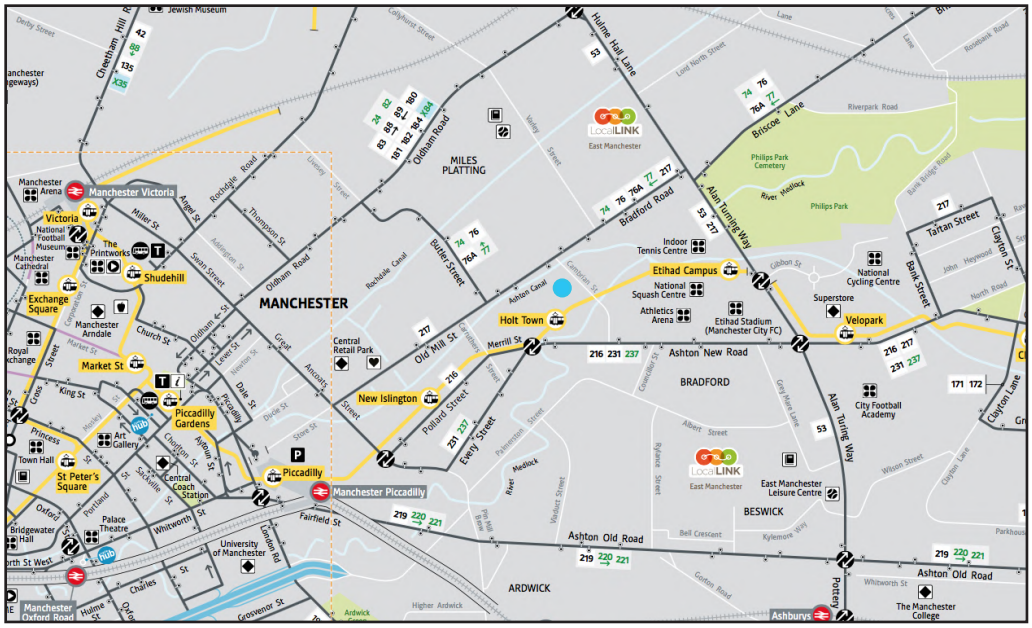
- What is the existing situation with respect to public transport provision in and around the development?
- What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?
- Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved? (paragraph 4.18).

The proposed development site is therefore located with access to bus stops and a Metrolink stop that regularly serve a number of communities in the vicinity of the site.

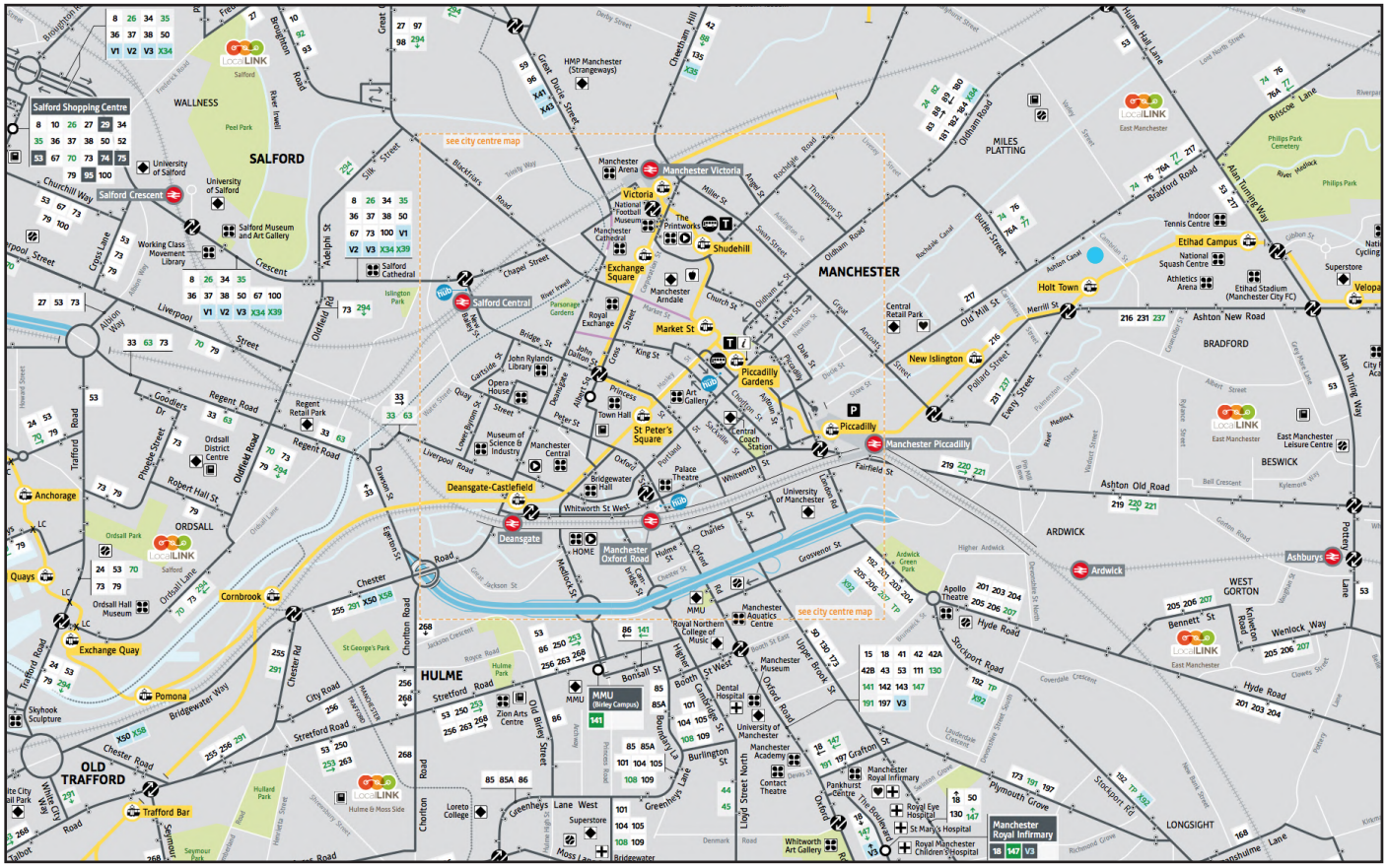
These services provide the opportunity for employees of the proposed development site to travel via public transport, including those who travel from outside of the city centre.

The local bus routes are shown on the plan below. (Site shown as a blue dot, located to the east of Manchester City Centre)





Bus Routes in local area and wider below



Railway Transport

The site is located approximately 1.5km from Manchester Piccadilly Railway Station. This is a major railway junction and transport hub and offers frequent and regular train services to the local towns of the Greater Manchester area, the Northwest region, Yorkshire, the Midlands, London and the rest of the UK.

The proximity of Manchester Piccadilly Railway Station presents a useful opportunity to use this form of transport for journeys to work for those employees who work further afield from the Central Manchester area. More local modes of transport such as buses and the Metrolink provide frequent transport from the city centre to the site of development.

The proposed application site is therefore considered as being highly accessible by train.

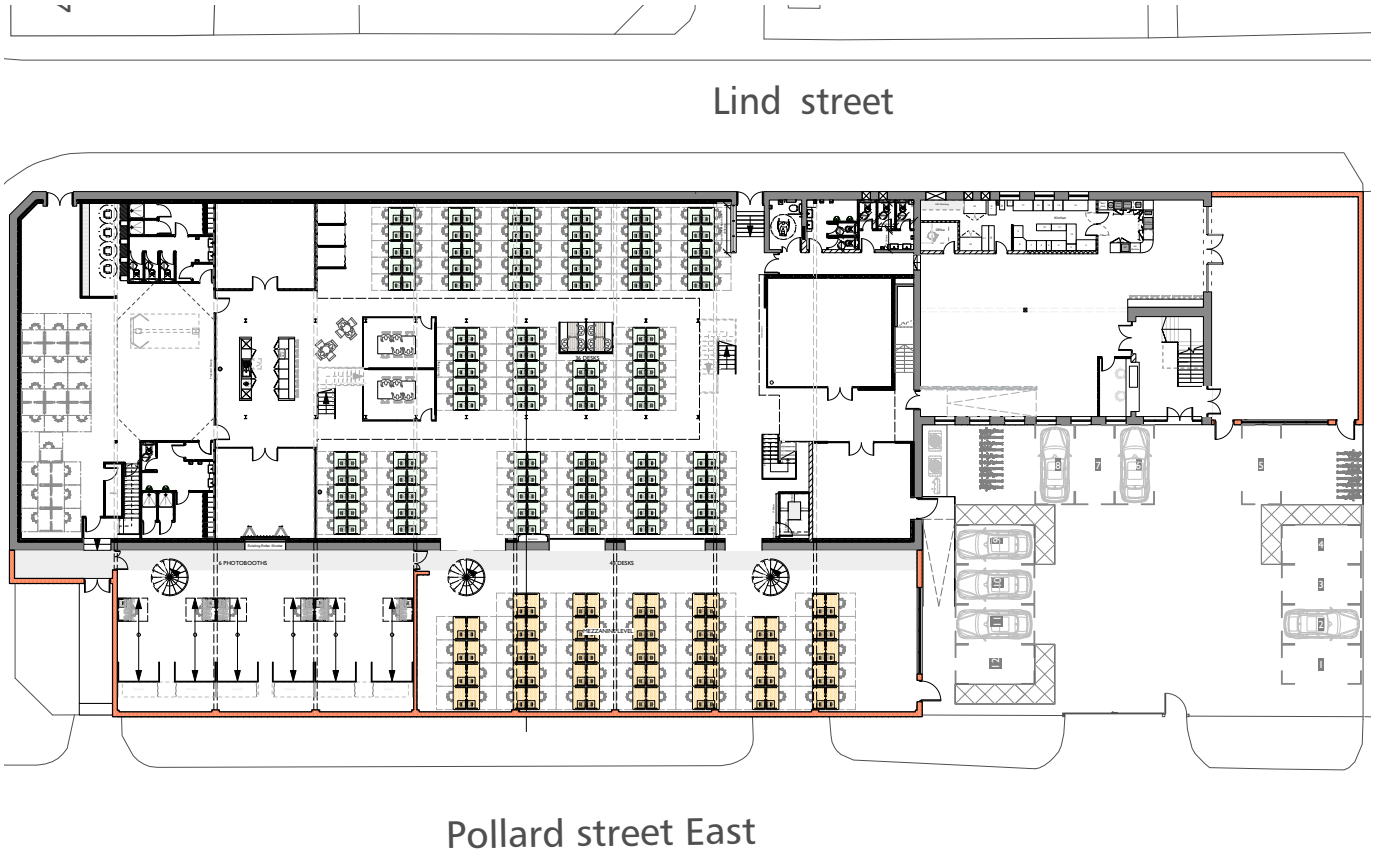
Summary

In summary, therefore, the application site can be considered as being very accessible by public transport and sustainable travel modes, in particular bus, train, tram, walking and cycling in accordance with planning policy guidance.

5. DEVELOPMENT

Development Proposals

The site proposal has been designed to incorporate 350 desks and employees to a total floorspace of 2735 sqm (1535 sqm existing/1200 sqm proposed).



Access Strategy

The site is accessible to cars and pedestrians via the main entry gates at the front of the site (Pollard Street East). Entry to the building is gained via the Reception/Entrance block. Alternative access allows employees to escape the main office space via fire doors on the Pollard Street East and Lind Street elevations.

Refuse Strategy

Waste is to be stored in a bin storage area which is easily accessible from the front side of the site. Waste disposal will be by daily collection of general waste and dry mixed recycling by a contractor. Refuse and recycling vehicles can enter through one gate of the compound and leave through another. These collections will be supervised by on site security colleagues.

Parking Provision

There is only space on site for 12 spaces (including 3 disabled parking bays) of the size specified within the appendix of this document. Parking is only provided for Director level and above employees, disabled colleagues, visitors and visiting contractors. Parking will be supervised by on site security colleagues. Staff are encouraged to walk or cycle to work and not providing car parking discourages staff from driving and the use of cars in the city centre. Boohoo cannot be held responsible for the actions of staff parking off site.

Certain roads in the local vicinity of the site features pay and display roadside parking. This is unlikely to happen due to well structured public transport and expenses involved with paying for parking.

The TFGM Transport for Sustainable Communities states that "To maximise the sustainability of a new development, the following five transport principles should be followed;"

- maximise accessibility
- reduce the need to travel by car
- make the best use of existing infrastructure
- design for active travel
- mitigate impacts

Land Use	Maximum number of car parking spaces		Minimum number of spaces required for:-		
	District Centres	Areas not within the City Centre or District Centres	Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
			Up to 200 in total	Over 200 in total	
B1: Business					
Stand alone offices	1 space per 35sqm	1 space per 30sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
Business Parks	1 space per 40sqm	1 space per 35sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces

A total of 9 secure bicyle spaces are proposed for the site development

6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

Proposed Commercial Development Trips

The standard working hours for the vast number of employees on site falls between 9AM - 6PM. Boohoo actively encourages it's employees to adopt sustainable methods of transport with the greatest numbers traveling by either bus or Metrolink trams. During these peak times of the day, public transport is both a frequent and reliable mode of transport to and from the site.

Due to the low development rate in the Ancoats area, traffic numbers are far less frequent than that found in the city centre and so disruptions to traffic circulation is not expected, especially given the relatively low number of parking provisions that have been proposed on the site.

The Guidance for Transport Assessment does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. Given the number of on site parking spaces to be limited to a maximum of 12 vehicles, it is concluded that in the specific case of this Transport Survey, the 30 two-way trip threshold should be adopted as the basis of a materiality test of traffic impact for the study junctions.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area. Construction vehicles can be either kept on site during the construction stage or behind the building on the less frequently used Lind Street to reduce the amount of hindrance caused to traffic on the roads.

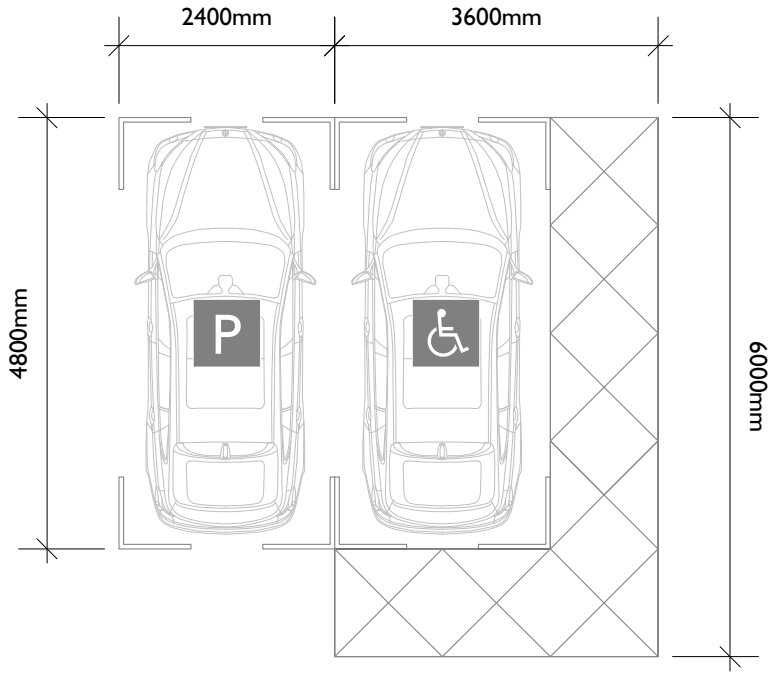
7. SUMMARY

The site is located on the edge of the urban area. The surrounding area has a wide range of facilities and attractions to serve the employees needs within walk and cycle distance. BoohooMAN is actively encouraging staff to take more sustainable methods of transport to and from work. As such, the local vicinity of a tram stop is makes it capable to achieve these aims.

There are no local highway capacity or safety issues along the road frontage.

There are no transport or highway reasons that would prevent the site from being taken forward for commercial development.

8. FIGURES



Parking bay sizes for both a standard and disabled parking space

