

Proposed Mixed Use Development
7 Rainforth Street, Longsight, Manchester

KAAM LIMITED

Transport Statement
January 2020



REPORT

Document: Transport Statement

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Croft have been instructed by Kaam Limited to advise on the traffic and transportation issues relating to the potential to develop a site for residential and retail purposes at number 7 Rainforth Street in the Longsight area of Manchester.
- 1.1.2 The location of the site is shown on **Plan 1**.
- 1.1.3 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.4 Following this introduction, Section 2 provides a description of the existing site and the development proposals. Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport, before Section 4 discusses the traffic impact of the proposed development.
- 1.1.5 Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

- 2.1.1 This section of the report will describe the site and existing highway conditions and provide details of the potential development.

2.2 Development Site

- 2.2.1 The site is located at number 7 Rainforth Street in the Longsight area of Manchester. The site at present is occupied by a 5 storey building with each floor occupying around 140 square metres of floor space. The building's permitted use is currently B class employment uses on the upper floors and retail use on the ground floor. No car parking exists at the site.

2.3 Development Proposals

- 2.3.1 The proposals would maintain the retail use at ground floor and basement levels whilst converting the floors above retail from their present B class permitted use into 8 residential apartments.
- 2.3.2 As with the existing use of the building there will be no car parking proposed and the building will continue to be served from the Rainforth Street frontage.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

- 3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.
- 3.1.2 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.
- 3.1.3 The accessibility of the proposed site has been considered by the following modes of transport:
- Accessibility on foot;
 - Accessibility by cycle;
 - Accessibility by bus; and
 - Accessibility by rail.

3.2 Access by Foot

- 3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

- 3.2.2 Footways exist on both sides of Rainforth Street of around 2 metres in width. These connect to the footways throughout the Longsight and Levenshulme area.
- 3.2.3 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 3.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This 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, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

3.2.7 Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 3.3.

Children under 8 Walk Distances	Children over 8 Walk Distances
3,200m	4,800m

Table 3.3 DfE Walk Distances to Schools

3.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

Table 3.4 WYG Report/NTS Data Walk Distances



- 3.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 3.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 3.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 2** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.15 In addition to the pedestrian catchment plan, a review of the proximity of local facilities has been undertaken. The locations of such facilities in relation to the site are also shown in Plan 2.
- 3.2.16 The 2,000 metre pedestrian catchment includes numerous useful amenities such as local bus stops, Wise Pharmacy, Boots Pharmacy, Shoe Zone, Albemarle Bond, Asda, The Universal Halal Cash and Carry, St Agnes Church of England School, APPNA Food Store, Head Over Heels, Belle Vue Leisure Centre.
- 3.2.17 Table 3.5 below, shows the walking distance from the centre of the site to a range, but not exhaustive list, of the local key amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Wise Pharmacy	110m	1,600m	YES
Boots Pharmacy	140m	1,600m	YES
Shoe Zone	140m	1,600m	YES
Albemarle Bond	140m	1,600m	YES
Asda	300m	1,600m	YES
The Universal Halal Cash and Carry	320m	1,600m	YES
St Agnes Church of England Primary School	320m	3,200m	YES
APPNA Food Store	340m	1,600m	YES
Head Over Heels	510m	1,600m	YES
Belle Vue Leisure Centre	950m	1,600m	YES

Table 3.5 Distance from Site to Local Facilities

- 3.2.18 As can be seen in the above table, key amenities are well within the 'preferred maximum' walk distances described earlier in this section including the nearest shop, school and bus stops.
- 3.2.19 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle. A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester City Centre, Hulme, Reddish and West Didsbury.
- 3.3.2 National cycle route 6 is located approximately 1.8 kilometres from the centre of the site. National Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere.
- 3.3.3 Route 60 runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loop line and is also located 4.3 kilometres from the centre of the site.
- 3.3.4 National Route 62 is 2.3 kilometres away from the site and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.
- 3.3.5 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

- 3.4.1 The nearest bus stops are located very close to the site on Dickenson Road. There are also further bus stops located on the A6 Stockport Road. All the nearest bus stops to the site are shown on **Plan 2**.

- 3.4.2 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
53	Cheetham Hill - Pendleton	2	2	2	1	2	2
150	Hyde - intu Trafford Centre Bus Station	2	2	2	2	2	1
192	Hazel Grove - Manchester City Centre	18	18	19	6	18	12
197	Albert Square - Stockport Bus Station	0	0	0	1	1	1

Table 3.6 Existing Bus Services Operating Close to the Site

- 3.4.3 As can be seen from Table 3.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Rusholme, Hulme and Salford. It also shows that the site has access to up to 44 services an hour Monday to Sunday.
- 3.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 5am to around midnight, making travel by public transport a real alternative to travelling by car.

- 3.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.7** below.

Destination	Duration
Rusholme	3 minutes
Hulme	13 minutes
Manchester City Centre	16 minutes
Salford	21 minutes

Table 3.7 Example Bus Journey Times from the Site

- 3.4.6 The above table demonstrates that Manchester city centre is a 16 minute bus journey from the site and Salford is a 21-minute bus journey.
- 3.4.7 It is therefore concluded that the proposed development site is highly accessible by bus.

3.5 Accessibility by Rail

- 3.5.1 The most accessible train station located to the site is Belle Vue. The station is around a mile away from the site and around a 20 minute walk or a 9-minute bus journey on service 53 from Longsight Market (Stop D), on Dickenson Road. This train station is managed by Northern and has 2 platforms, offering 1 service per hour to destinations such as New Mills Central and Manchester Piccadilly.



- 3.5.2 This provides opportunities to travel to the site via rail.

3.6 Accessibility Summary

- 3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the potential residential development.

- 3.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and there is a substantial range of day to day amenities within a short walk of the development site.
- The site is located close to numerous bus stops providing access to a substantial number of bus services to a range of local and regional destinations.
- The site is accessible via rail with Belle Vue railway station located just a short walk from the site.

- 3.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and visitors assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is highly accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

4.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

4.2.2 As previously stated, it is proposed to develop the site for 8 residential apartments and ground floor retail space. The building already has the same ground floor retail space so this won't change as part of the proposals. As such, to establish the impact of the proposed development one should compare the potential traffic generation of the existing B class floor space with the new residential apartments. However, for the purposes of this analysis, it will be assumed that the proposed upper floors at the site generate no traffic at present.

4.2.3 To establish the level of traffic that the proposed residential development is likely to generate, the latest TRICS analysis has been utilised for all sites within the following range:

- Private Flats.
- Town Centre and Edge of Town Centre.

- 4.2.4 Table 4.1 summarises the trip generation for the proposed development comprising 8 residential apartments. The TRICS output is shown in **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.054	0.158	0	1
	PM Peak Hour	0.152	0.090	1	1

Table 4.1 – Proposed Development Trip Rates and Trips

- 4.2.5 Table 4.1 shows that the proposed residential development could potentially generate 1 or 2 two-way trips in the AM and PM peak hour periods.
- 4.2.6 This would equate to around an additional two-way trip every 30 minutes during even the busiest peak periods of the day.
- 4.2.7 This is likely to have a negligible impact on the safety and operation of the local highway network. Clearly this impact will be further reduced with the traffic that could be generated by the existing B class uses at the site.

5 CONCLUSIONS

5.1.1 Croft have been instructed by Kaam Limited to advise on the traffic and transportation issues relating to the potential to develop a site for residential and retail purposes at number 7 Rainforth Street in the Longsight area of Manchester.

5.1.2 The following conclusions have been drawn:

- The site is located close to a range of key amenities and facilities and existing pedestrian infrastructure will enable safe pedestrian movement between the development site and local services.
- The site benefits from being located in close proximity to nearby bus stops which provide services that are ideally placed to cater for the needs of the residents and visitors.
- The site is located close to the local and regional rail network.
- The impact on the local highway network will be negligible.

5.1.3 Based on the above it is the conclusion of this report that there are no highways or transport reasons why the site should not be granted planning consent.

PLANS

All structural timber is to be stress graded



Rev.		By	Date

pha ARCHITECTS

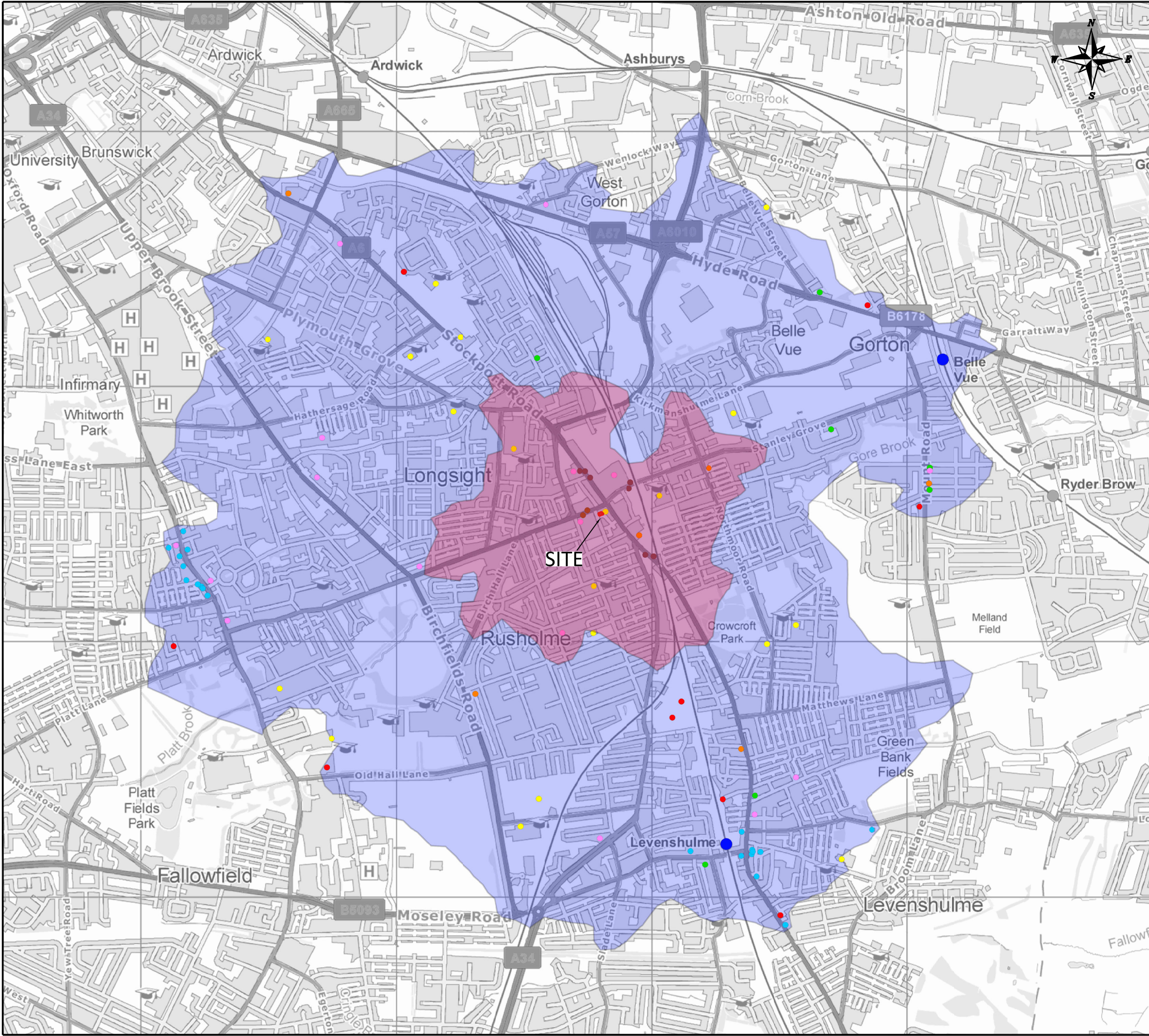
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7 Rainforth Street
Manchester

Title
Location Plan

Project Manager/ Checked	Drawn By	Scale 1:1250 @ A3	Date 0319
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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Stations
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Leisure/Sport
- Post Office
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: KAAM LIMITED				
PROJECT: RAINFORTH STREET, LEVENSHULME				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENTS WITH AMENITIES				
SCALES: NTS @ A3				
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