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TRAVEL PLAN & TRANSPORT STATEMENT

Proposal

TWO STOREY REAR EXTENSION AND LOFT ROOF TO CREATE ADDITIONAL OFFICE SPACE OVER EXISTING RETAIL PREMISES

595C TO 595E STOCKPORT ROAD, LONGSIGHT, MANCHESTER

APRIL 2010



By **FARHAN RAMA**

1 Intro

This Travel Plan is in support of an application for the erection of a two storey extension to the rear of three retail premises to create additional office accommodation.

This report considers the suitability of the site for office use in transportation terms by describing the existing facilities around the site and considering the impact of the proposed development due to the lack of on site parking facilities.

2 Local Highway

The site lies along the A6 Stockport Road which is a key arterial route in and out of Manchester And Stockport Town centres. The area of Longsight is a busy and dense urban district centre and the immediate context is built up of shops, fast food establishments, banks and offices with the 'B' roads characterised by small terraced housing.

The A6 is marked by double yellow lines with only a handful of loading bays directly available for collections or deliveries outside the application properties.

The narrower side streets have on street parking facilities which are mostly occupied by residents although there is no permit scheme in place.

3 Accessibility

Bus services

There are several bus routes along the A6 to and from the town centres providing a high level of accessibility. There are also several bus routes along Dickenson Road, Stanley Grove and Slade Lane. All bus stops within a 400m zone are shown in Figure 2. They are all easily accessible with good footpaths and safe crossing points.

Bus service frequencies

Bus No.	Bus route	Mon to Fri			Sat	Sun
		AM PEAK 8am to 9am	PM PEAK 5pm to 6pm	Daily		
53	Cheetham Hill To Pendleton	3	3	37	38	38
54	Longsight To Hulme	3	1	20	8	0
173	Stepping Hill to Manchester	1	0	8	8	0
168	Chorlton to Ashton u Lyne	2	2	29	27	14
194	Longsight to Wythenshawe hospital	0	0	1	0	0
191	Manchester to Stockport	4	4	19	0	0
197	Manchester to Stockport	4	3	43	29	14

192	**Manchester to Stockport**	6	6	115	134	99

Railway Network

The nearest train station is in Levenshulme district centre which is over the recommended walking distance from the site. It also has no park and ride scheme in operation making it inaccessible for users of the proposed site and development.

Walking and cycling

The site is easily accessible for walking to by occupiers of the proposal or visitors. All the streets have wide footpaths and there are many crossing points at key junctions. Pedestrian and traffic lights also help to clam the speed of traffic making roads safer to cross.

Planning Policy guidance Note 13: Transport PPG 13 states

'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car."

Local shops, services, businesses, schools and bus stops are all within acceptable thresholds for pedestrian access from the site.

The area covered by the suggested distance for walking trips in PPG13 (2km) is shown in Figure 3.

Cycling is also an important mode of transport when considering sustainable travel. PPG13 states that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km, and form part of longer journeys by public transport.'

The area covered in this range is shown in figure 4 and as can be seen extends to the city centre and beyond and outskirts of Trafford, Tameside and Stockport.

Trips

The area is characterised by services aimed towards the Asian community. Most of the local workforce live within close proximity to the site and walk or use public transport to reach the work place.

It is anticipated that the new development will also be occupied by staff who love locally and that they will be deterred form using their private vehicles to travel to work due to the lack of car parking in the area. Visitors can use many of the short stay street parking facilities and the public car park at Longsight Market.

Summary

The site is well located for access to public transport. There are high quality bus services nearby and the site is also easily accessible by walkers and cyclists.

Provision for pedestrian and cyclist movement in the vicinity of the site is of a good standard. The potentially accessible areas for pedestrian and cycle trips based on the recommended accessibility criteria include local shops, services, schools, major employment areas and bus stops.

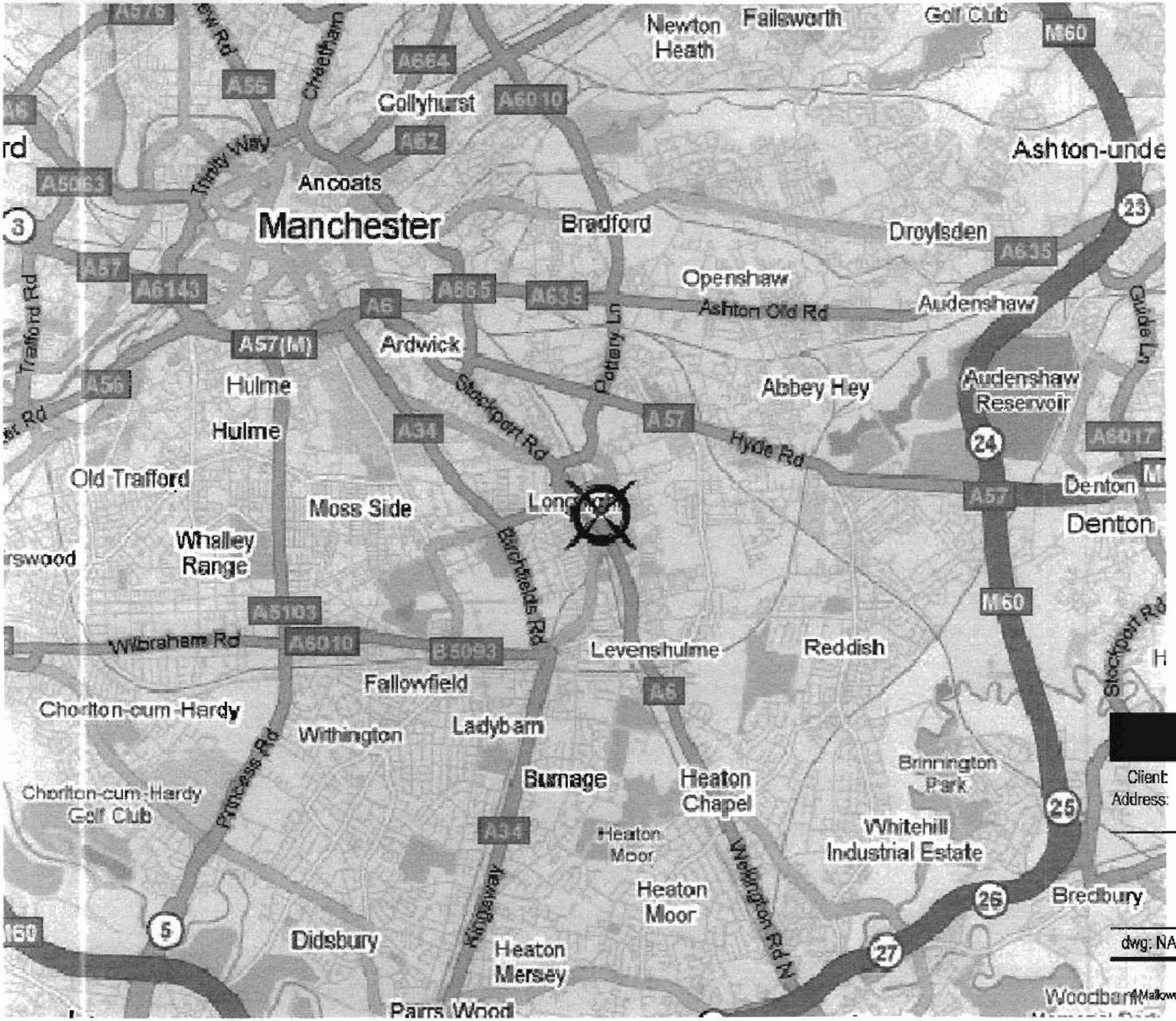
5 Conclusions

The site is well located for access by public transport, walking and cycling,

The proposed redevelopment will have a negligible impact on the local highway network.

The development is sustainable as it is located with a quality bus corridor and also easily accessible by walking and cycling thus reducing emissions from vehicles by encouraging the use of transport other than private car.

The proposed development is acceptable in transportation terms.



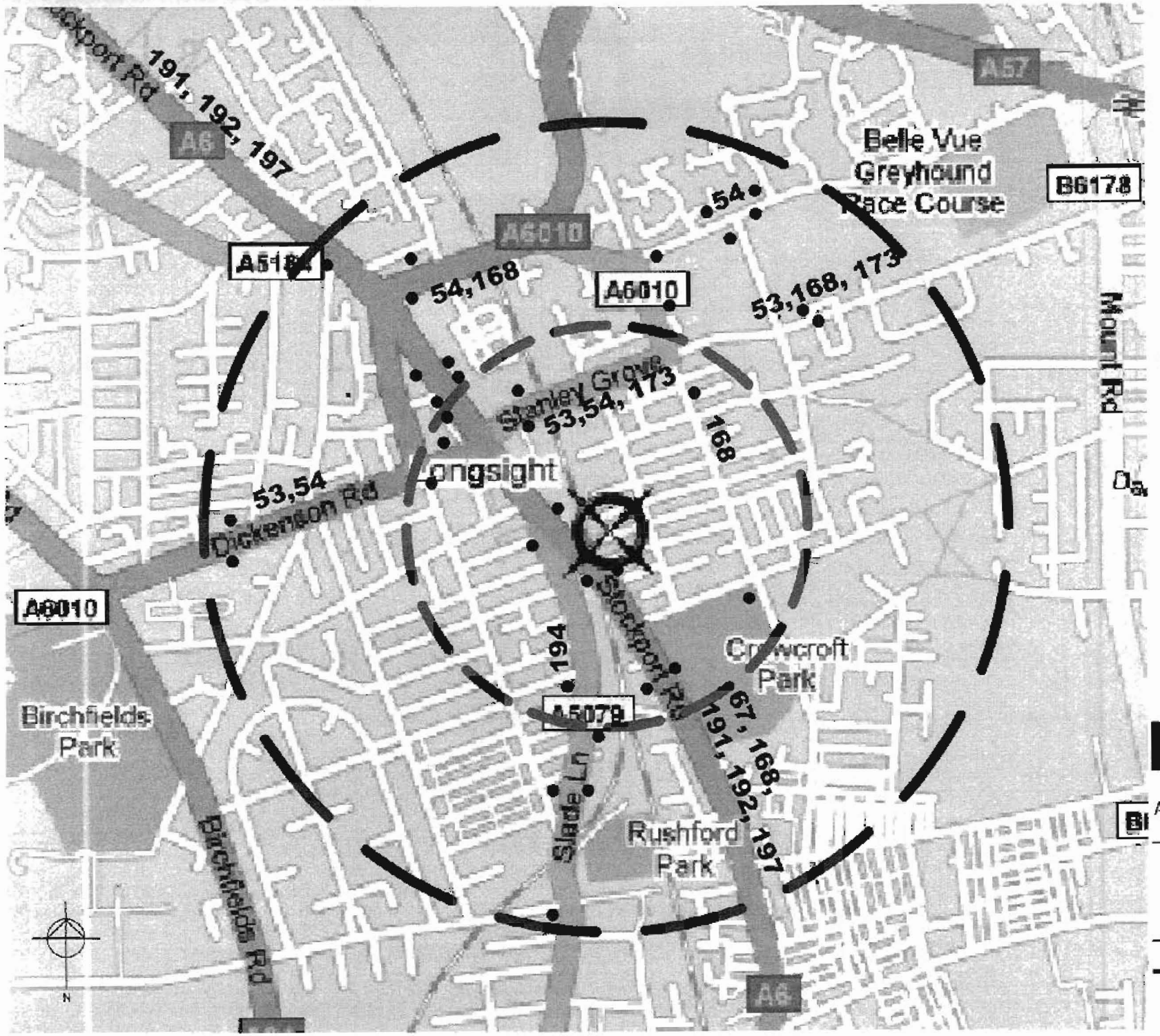
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Figure 1
Site Location

dwg: NA scale:1 50000@A4 date:Apr 2010

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Key

800m

400m

Bus stops

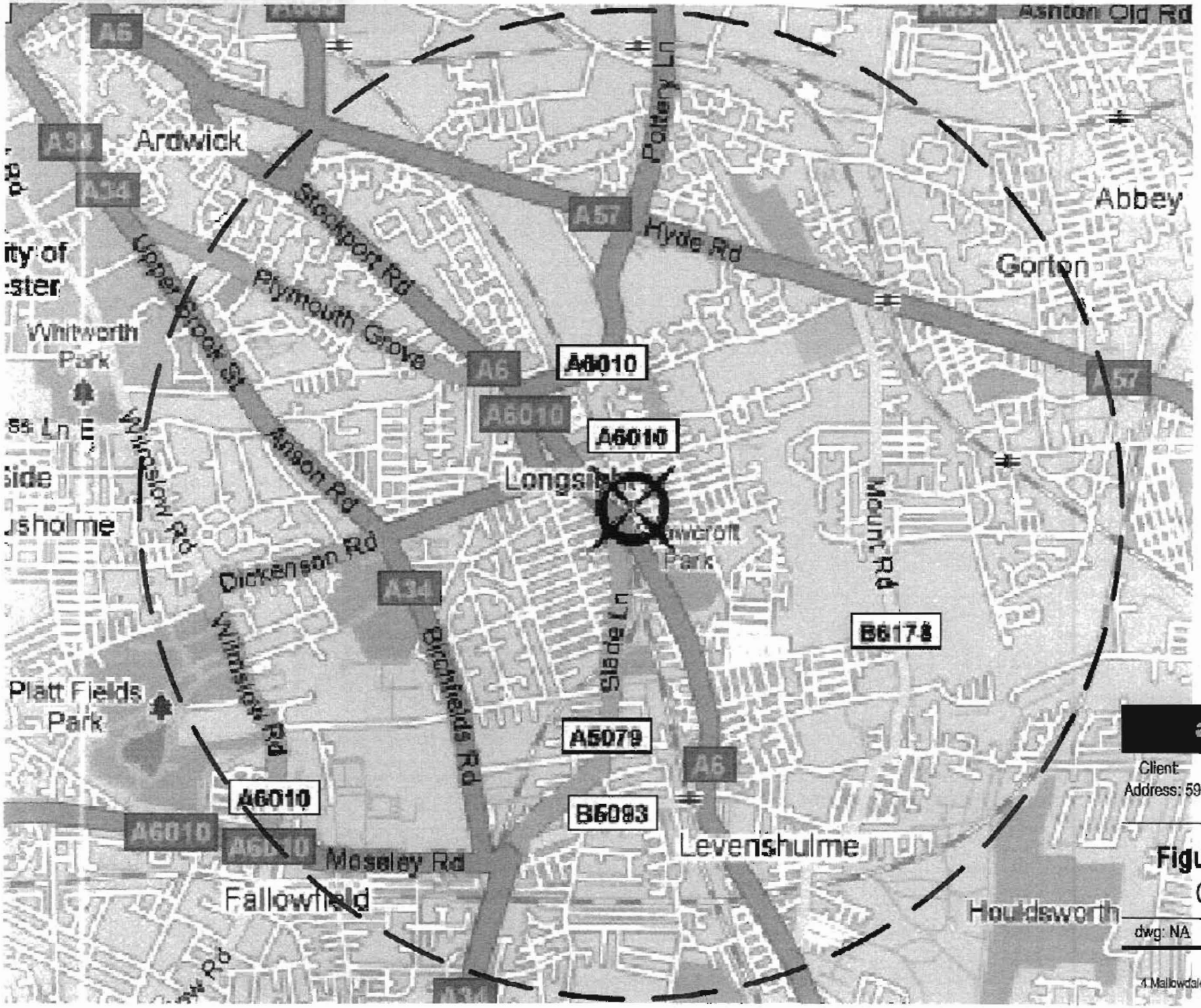
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Figure 2
Bus Services

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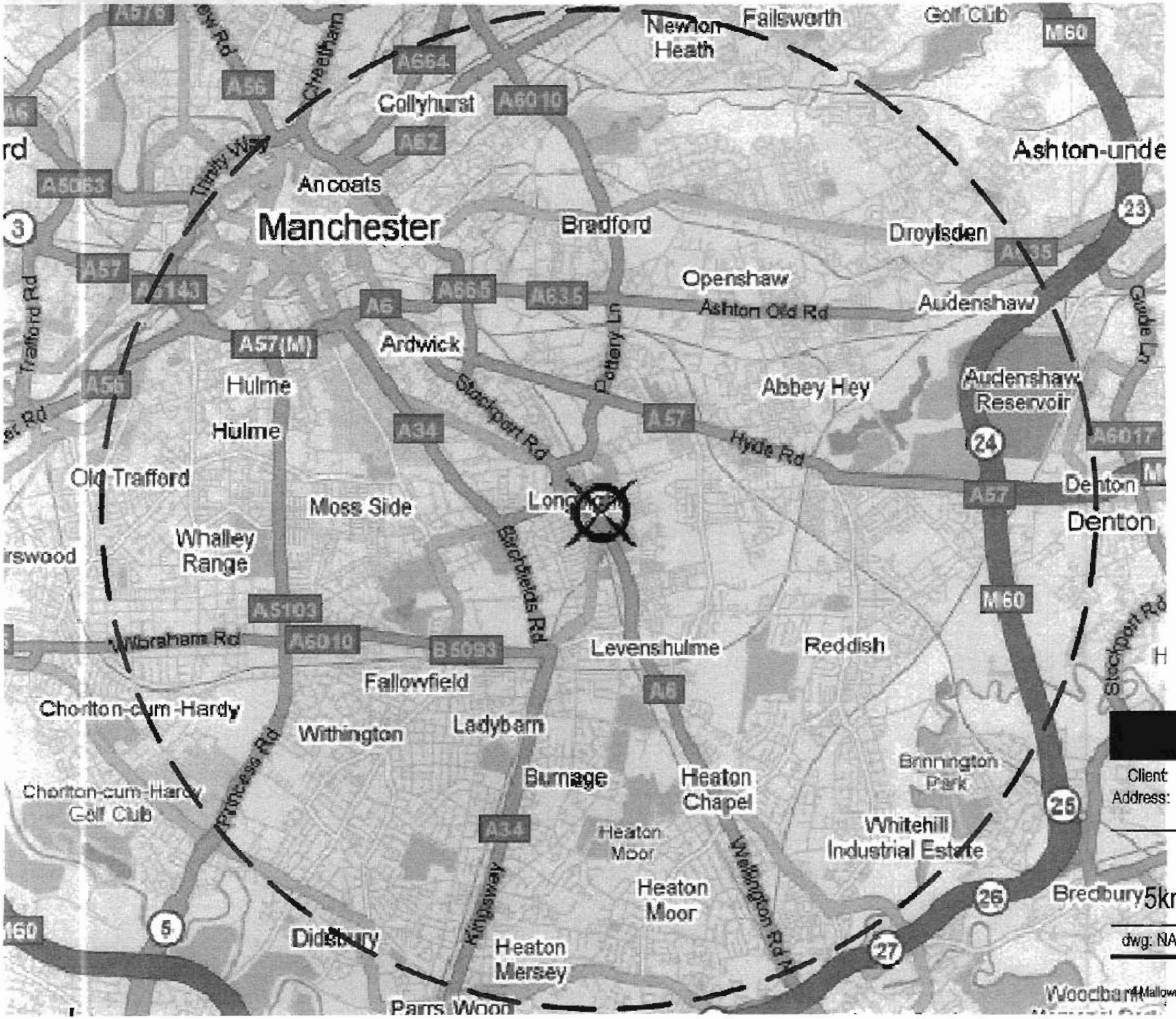
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Figure 3 2km Walking Catchment Area

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Figure 4

5km Cycling Catchment

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