Prepared on behalf of

Accelerate Developments Limited

Proposed Redevelopment into
Residential Accommodation
1 Park Plaza, Manchester

Transport Statement

Control Sheet

CLIENT: Accelerate Developments Limited

PROJECT TITLE: Proposed Redevelopment into Residential Accommodation 1 Park Plaza, Manchester, M4 4EZ

REPORT TITLE: Transport Statement

PROJECT REFERENCE: 300451

DOCUMENT NUMBER: 001

This document has been prepared in accordance with the instructions of the client, Accelerate Developments Limited, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

Any information provided by third parties and referred to herein has not been checked or verified by unless otherwise expressly stated within this report.

Acknowledgements:

Google My Maps, OpenRouteService and National Geographic Society MapMaker have been used to generate figures included in this report.

The online Crashmap Pro database has been utilised to carry out an assessment of personal injury accidents in the vicinity of the site.

Census 2011 data has been used to predict the number of vehicles the development could be expected to generate

An extract from the Manchester cycle network map has been included in this report.

The TRICS database has been used in this report to calculate traffic generations.

Contents

Page No

1 Introduction..... 6

2 Existing Situation 8

3 Sustainable Transport Modes.....12

4 Proposed Development.....19

5 Multimodal Assessment.....21

6 Traffic Generation and Impact 23

7 Summary and Conclusions.....25

Appendices

APPENDIX A

Proposed Site Plans

APPENDIX B

TRICS Output – Multimodal –

Apartments TRICS Output – Vehicular –

Apartments TRICS Output – Vehicular – Office

1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Accelerate Developments Limited to prepare a Transport Statement in support of redevelopment proposals for the existing office premises at 1 Park Plaza, Manchester M4 4EZ. The site location can be seen in **Figure 1** below.

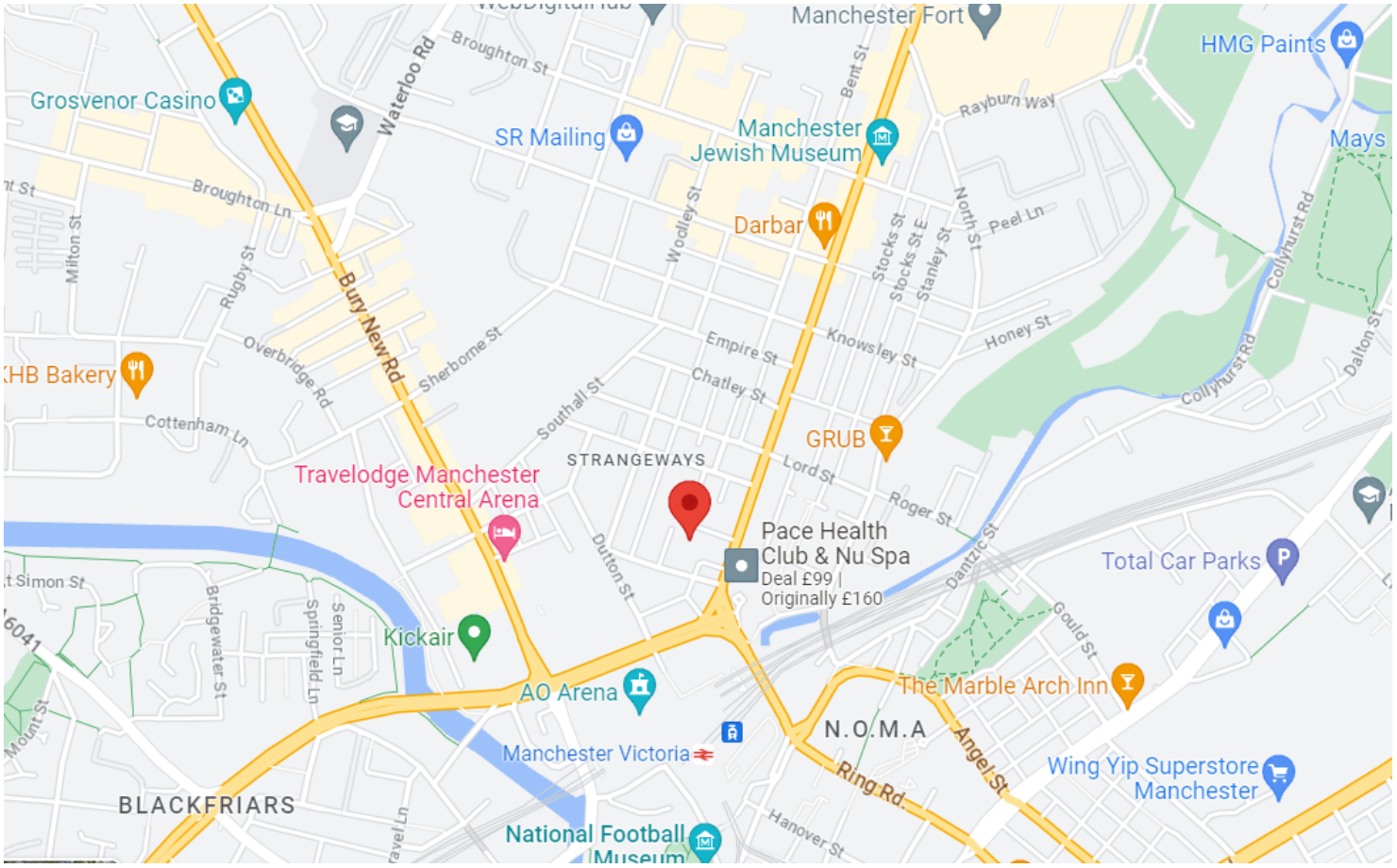


Figure 1 – Site Location Plan [Google Maps]

1.2 The proposed development consists of the conversion of the existing commercial building to form 12 x one bedroom apartments as well as providing associated parking and servicing areas.

1.3 This Transport Statement provides information on the traffic and transportation aspects of the development and forms supplementary information to support the planning application for the development.

1.4 With regards to the planning policy context of the development, Paragraph 110 of the National Planning Policy Framework (NPPF), revised in July 2021, states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;

b) Safe and suitable access to the site can be achieved for all people;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

1.5 Paragraph 111 goes on to say;

"Development 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 severe."

1.6 In accordance with this guidance, this Transport Statement considers the following aspects:

- The local highway network and its traffic collision record;
- The access arrangements to the proposed development;
- The proposed development and its operational characteristics;
- The impact of the development on the local highway network in terms of highway safety; and
- Accessibility of the site in relation to sustainable transport, access to local facilities and measures to encourage the use of sustainable transport.

1.7 This Transport Statement seeks to demonstrate that there would not be an unacceptable impact on highway safety associated with the development and that the residual cumulative impacts of the development are not severe. As such, there are no transport reasons why planning should not be granted.

2 Existing Situation

2.1 Site and Surrounding Area

2.1.1 The site in question is located on Park Plaza off Cheetham Hill road (A665) approximately 0.7m north of Manchester City Centre as indicated in **Figure 2**, below.

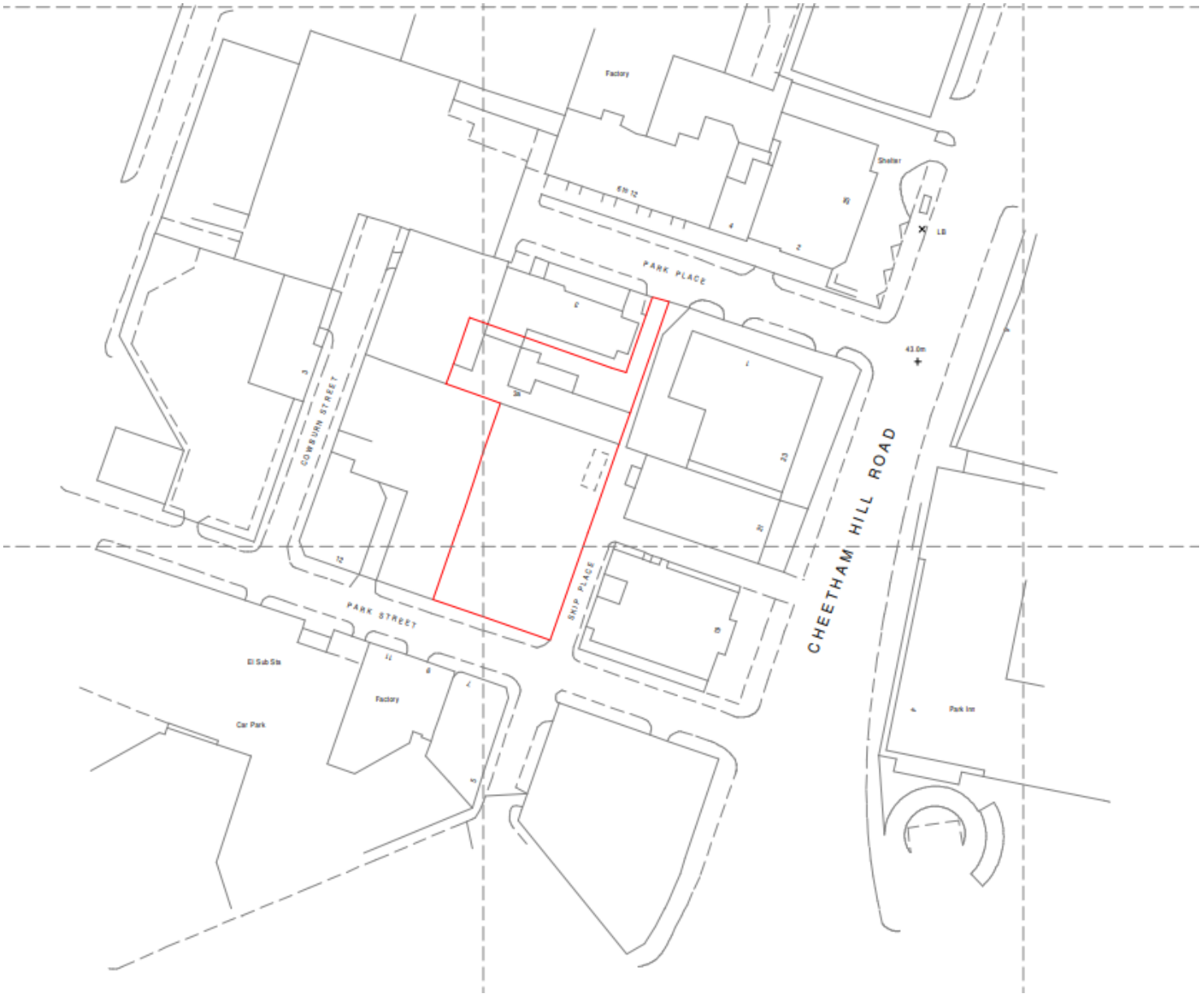


Figure 2 – Approximate extent of site

2.1.2 The site is bound by Park Street and commercial properties.

2.1.3 The existing building is currently disused and is classified under Use Class E and provides a total floorspace of 1375m^2.

2.1.4 The site is currently served by a large carpark to the rear, this is access from Park Street. There is one entrance on Park Plaza that is accessed at street level.

2.2 Highway Network

2.2.1 Cheetham Hill Road (A655) runs to the immediate east of the site and is approximately 11.5 metres wide and, at this location, is set out as a single carriageway with two lanes in each direction. Footways of between 2.0 and 3.2 metres wide are present to both sides of the carriageway and street lighting is present to the appropriate standard. It is subject to a 30mph speed limit.

2.2.2 Some 70m south of the site is the signal controlled junction of Cheetham Hill Road and Trinity Way. This junction incorporates pedestrian crossing facilities on two arms Cheetham Hill Road and Trinity Way.

2.3 Personal Injury Collision Analysis

2.3.1 Road traffic collision data has been obtained from the Crashmap Pro database for the most recent five year period available (2017-2021). The incident plot in the vicinity of the site is shown in **Figure 3**.

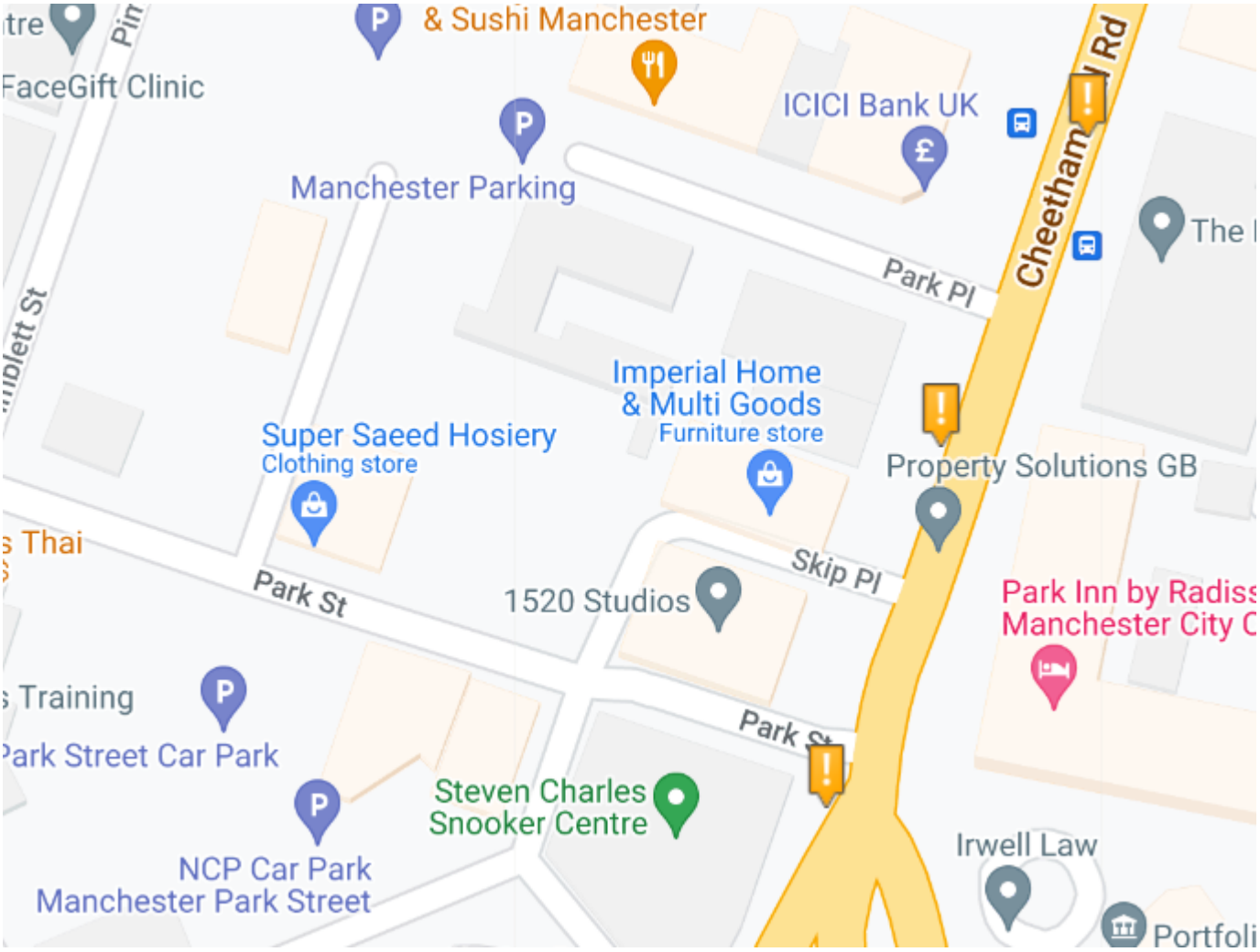


Figure 3 – Crashmap Pro extract

2.3.2 It can be seen from Figure 2 that there have been no serious collisions in the immediate vicinity of the site during the latest five year period. There have been two 'slight' collisions to the north and south of the site in the vicinity of the junction of Cheetham Hill road / Park Street and Cheetham Hill road / Park Plaza.

2.3.3 From the record of collision data it can be seen that there are no historic trends or clusters of collisions which would give rise to any highway safety concerns regarding the existing site or that would be exacerbated by the proposed development.

3 Sustainable Transport Modes

3.1 Introduction

3.1.1 This section includes an assessment of the accessibility of the site by non-car modes, to review the opportunities that will exist for residents and visitors to travel by sustainable modes, which is a core objective of local and national policy.

3.2 Active Travel: Walking & Cycling

3.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

3.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised below;

Guidelines for

PROVIDING FOR JOURNEYS ON FOOT

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight–seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.2.3 **Figure 4**, overleaf, identifies 1km / 2km walking isolines from the site in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.

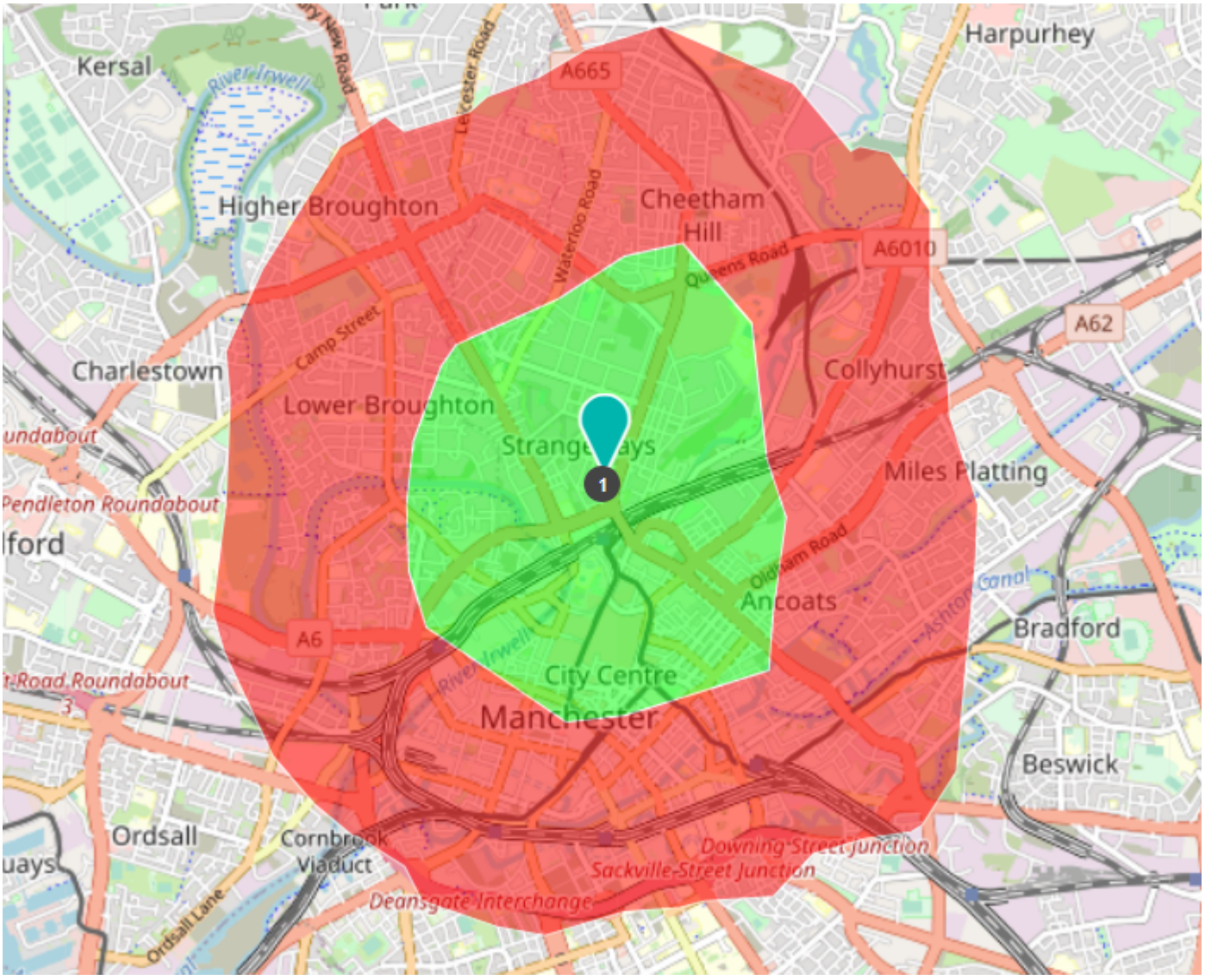


Figure 4 – 1km / 2km walking isolines [OpenRouteService]

3.2.4 Facilities and amenities within 1km walking distance that could be of use to residents and visitors include:

- Bus stops on Cheetham Hill Road (A655)
- Manchester Victoria Train Station off Victoria Street.
- Local shops and facilities including restaurants, cafes, convenience stores and banks in the city centre.

3.2.5 Within the wider 2,000m walking distance of the site there are well-established opportunities for future residents to access education, employment, health, leisure and other facilities.

3.2.6 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

"The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

3.2.7 In terms of pedestrian infrastructure, all roads in the vicinity of the site have street lit footways on both sides and pedestrian crossing facilities are provided at the junction of Crosby Road and Great George's Road.

3.2.8 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

3.2.9 **Figure 5**, overleaf, illustrates an 8km (5 mile) cycling isoline from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.



Figure 5 – 8km cycling isoline [OpenRouteService]

3.2.10 Figure 3 indicates that a wide range of Manchester is easily accessible and is located within cycling distance. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 6** shows an extract from Manchester Cycle Map detailing the available cycle infrastructure in the vicinity of the site.

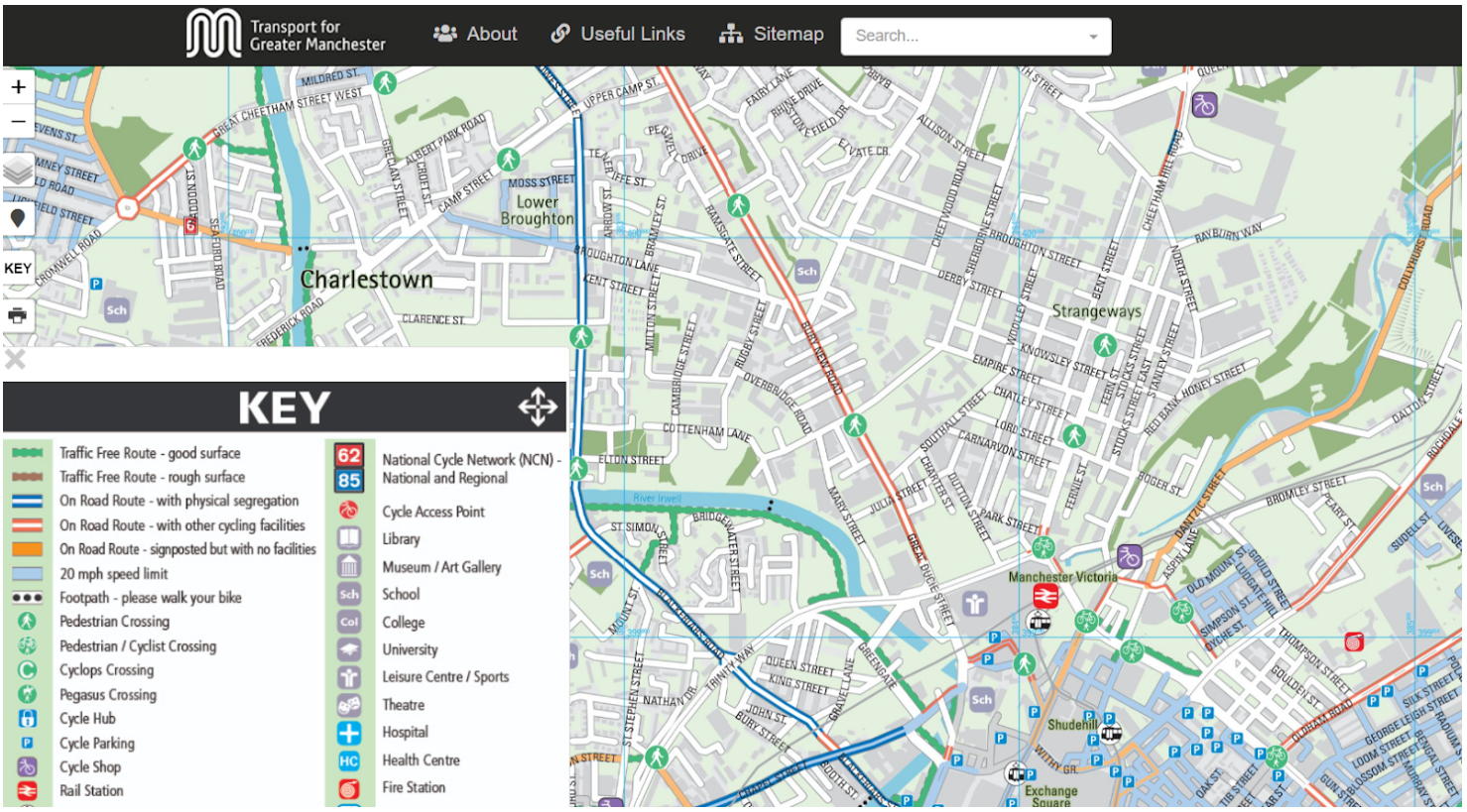


Figure 6 – Extract of MCC Cycle Map

3.2.11 As can be seen, only part of Cheetham Hill road is marked as suggested cycle routes along with a number of other roads in the vicinity. In addition, Great George's Road along with a number of roads along Crosby Marina are on-road signed cycle routes. Furthermore, traffic-free National Cycle Network Route 810 is accessible within approximately 580m to both the east and west of the site.

3.3 Public Transport – Bus and Train

3.3.1 The closest bus stops to the site are located on Cheetham Hill Road within 50m walking distance. The location of these stops is shown on **Figure 7** whilst details of the stops and the services they provide is given in **Table 1**, both overleaf.



Figure 7 – Location of bus stops and train station [GoogleMyMaps]

Stops in Cheetham Hill Map

Abraham Moss Centre (Stop A) →
41 52 53 94 151

Abraham Moss Centre (Stop B) ←
41 52 53 94 151

Abraham Moss (Manchester Metrolink) (T...
Green Line Yellow Line

Abraham Moss (Manchester Metrolink) (T...
Green Line Yellow Line

Albyns Avenue (nr) ↖
41 135 151 721

Albyns Avenue (opp) ↘
135 151 721

Alderglen Road (adj) ↑
59 717

Alderglen Road (nr) ↓
59 717

Arlington Street (Stop M) ←
41 52 53 94 151

Ash Tree Road (nr) →
41 52 53 94 151

Ash Tree Road (opp) ←
41 52 53 94 151

Beckenham Road (nr) ↓
59 717

Brentfield Avenue (nr) ↓
59 717

Brentfield Avenue (opp) ↑
59 717

Bury Old Road (opp) ←
740 741

Bury Old Road (Stop F) ↓
52

Catherine Road (Stop C) ↑
59 94 717 721

Catherine Road (Stop D) ↓
59 94 717 721 740 741

Charminster Drive (opp) ←
53

Cheetham Hill Shopping Centre (Stop K) ↑
41 52 53 94 151

Copthall Lane (nr) ↑
41 59 135 151 717 721

Copthall Lane (Stop L) ↓
41 59 135 151 717 721

Cravenwood Road (Stop N) ↓
41 52 53 94 151

George Street North (Stop G) ↖
52 59 94 135 717 721

George Street North (Stop H) ↘
52 59 94 135 717 721

Half Way House (Stop A) ↘
94 135

Half Way House (Stop B) ↖
94 135

Hightown Post Office (opp) ↓
59 717

Hightown Post Office (o/s) ↑
59 717

Humphrey Street (nr) ←
41 52 53 94 151

Humphrey Street (opp) →
41 52 53 94 151

Seymour Road (E-bound)
740 741

Shirley Road (nr) ↘
41 135 151 721

Shirley Road (opp) ↖
41 135 151 721

Shopping Centre (Stop J) ↑
52 59 94 135 151 717 721

Upper Park Road (Stop E) ↑
52

Woodlands Street (nr) ↘
41 59 135 151 717 721

Woodlands Street (opp) ↖
41 59 151 717 721

3.3.2 A summary of the Tram and Train services which operate locally are given in **Table 2**, overleaf.

Tram and bus services

41 Sale - Middleton
Go North West

52 Orbits Trafford Centre - Failsworth Tesco
Go North West

53 Orbits Cheetham Hill - Pendleton
Go North West

59 Oldham, Mumps - Middleton - Manchester Piccadilly
First Greater Manchester

94 Bury - North Manchester General Hospital
Vision Bus

135 Manchester Piccadilly - Bury Interchange
Go North West

151 North Manchester General Hospital - Ashton-under-Lyne ...
Stotts Tours

717 Strangeways - Our Lady's High
Go North West

721 Co-op Academy North Manchester - Strangeways
Go North West

740 Gatley - King David High School
Belle Vue Coaches

741 Bowdon - King David High School
Belle Vue Coaches

Green Line Bury - Altrincham
Metrolink

Yellow Line Piccadilly - Bury
Metrolink

3.3.3 As can be seen, the bus stops provide access to a number of services which serve a range of destinations and therefore it is reasonable to expect that residents will be able to utilise the bus for commuting and leisure journeys.

3.3.4 The closest railway station to the development is Victoria Station which is situated on Victoria way approximately 550-650 metres to the north-west of the site.

3.3.5 The station is operated by local and national rail companies and provides good links locally and nationally. The station is fully accessible with lifts and ramps available to the platforms for those users unable to negotiate the steps. A ticket office, ticket machines, waiting rooms and a convenience store are available. Cycle parking in the form of stands and secure lockers is also provided.

3.3.6 Given the availability of services from Victoria station it is expected that residents and visitors will be able to utilise the rail station for commuting and leisure journeys.

3.4 Accessibility Summary

3.4.1 It is considered that the site is accessible by both active transport to local facilities and amenities, and to public passenger transport arrangements. As such residents and visitors to the development will have a choice of sustainable travel options which will reduce the need to travel by car.

4 Proposed Development

4.1 Development Overview

4.1.1 The proposed development consists of the conversion of the existing commercial building to provide 12 x one bedroom apartments, as indicated on the drawings attached at **Appendix A**.

4.2 Access and Servicing

4.2.1 The proposed development will take access from the existing access off Park Street and cycles will utilise the vehicular access.

4.2.2 There will be a gated yard area, including a bin store and cycle located in the rear car park, accessed from Park street.

4.2.3 Refuse collection is to take place from Park street with operatives able to gain access to the bin store, which is located within appropriate carry distance.

4.3 Parking

4.3.1 Manchester City Council SPD (APRIL 2007) Appendix C sets out the parking standards for new development in Manchester. For residential developments of more than 5 dwellings, one-bed flats require a minimum of one allocated space per dwelling plus 0.3 unallocated spaces per dwelling. This equates to provision of a minimum of 12 allocated spaces for residents plus 5 unallocated spaces for visitors. The proposal consists of 2 of the visitor spaces to be disabled spaces.

4.3.2 However, it is considered that the space will be used most efficiently if all spaces are unallocated. This is as some households may not own a car therefore their allocated space would remain unused, and at the same time, other households may own more than one vehicle.

4.3.3 The standards require provision of 5% of unallocated spaces as disabled spaces, 4% as enlarged spaces and 3% motorcycle provision. One car parking space with an electric vehicle charging point is required for every 10 communal spaces. One cycle space per dwelling is also required.

4.3.4 It is proposed to provide a total of 17 car parking spaces, including two accessible spaces and two with electric vehicle charging facilities. 12 cycle storage spaces and space for a motorcycle are to be provided within the gated yard area. The proposed provision is, therefore, in line with the standards.