



Civic Centre Service Station
Rowland Way
Wythenshawe
Manchester

TRANSPORT STATEMENT

On behalf of
MBH Design Studio Ltd

MT/6110/TS.1



Document Control Sheet

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1 INTRODUCTION

1.1 Bellamy Roberts has been instructed by MBH Design Studio Ltd. to prepare a Transport Statement in support of the proposed sales building and food to go facilities at the Civic Centre Service Station, Manchester.

1.2 The existing site comprises 8 refuelling pumps and 6 EV charging bays. The proposal will demolish the existing sales building and construct a large building which will also incorporate two food to go facilities.

1.3 The proposal has been assessed against the four key transport requirements as set out at paragraph 114 of the National Planning Policy Framework (NPPF), which states the following:

“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, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- 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; 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.*

1.4 Furthermore, the NPPF also states at Paragraph 115:

“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”.

2 SITE LOCATION AND LOCAL HIGHWAY NETWORK

2.1 The application site is located on land to the west of Rolands Way, approximately 90m north of Simons Way. For reference, a site location plan is provided at [Appendix 1](#), an extract of which is at Figure 1. The application site is bounded in red.

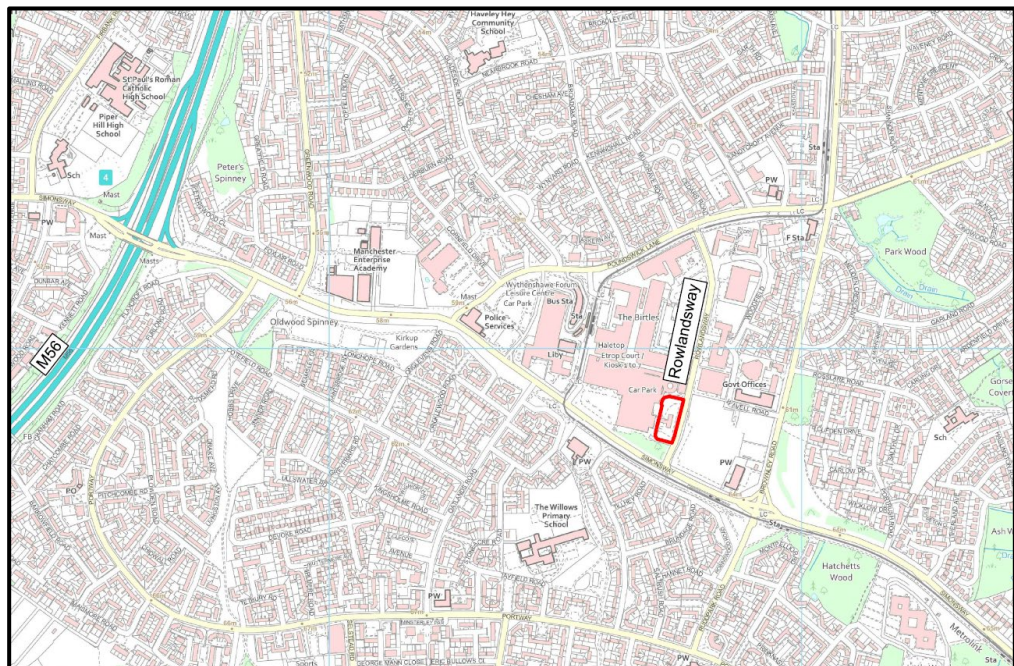


Figure 1: Site Location Plan

2.2 Access is achieved from Rolands Way. Two accesses are proposed and operate on an in/out basis.

2.3 Rolands Way is a single-carriageway road that runs on a north-south alignment between Simons Way and Poundswick Lane. It is subject to a speed limit of 30mph.

Collision Data

2.4 Collision data from the most recent 3-year period (2020-2022) has been reviewed which reveals that no collisions have been recorded on the local highway network, see Figure 2.

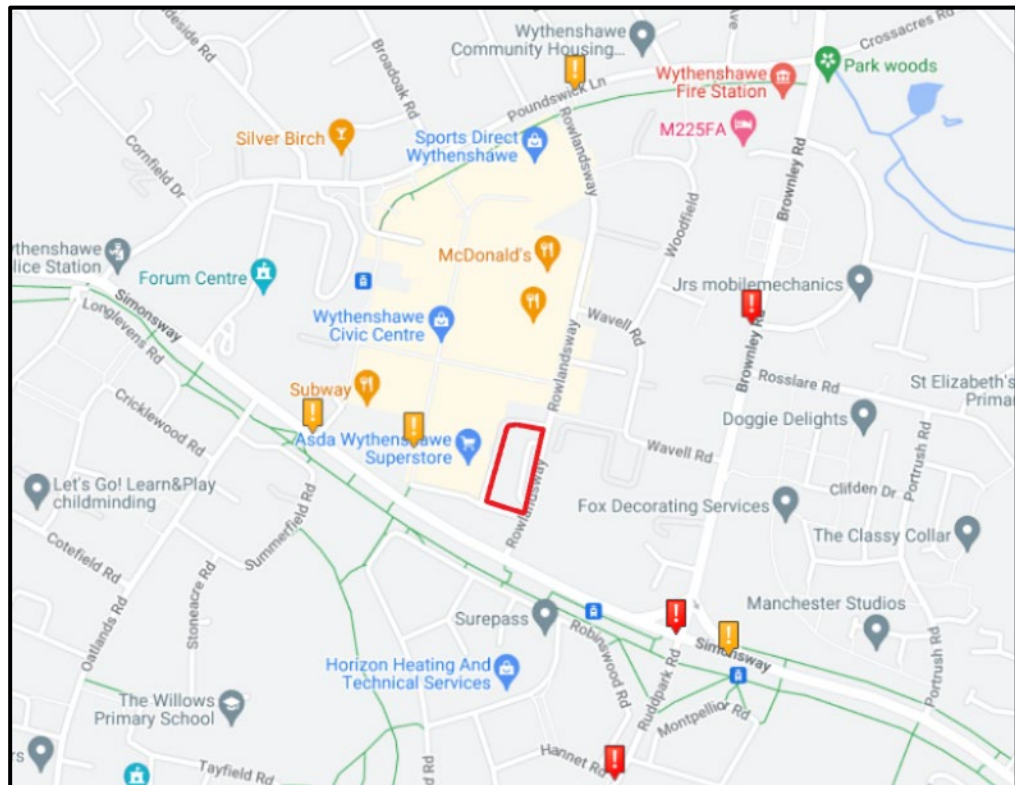


Figure 2: Summary of Collision Data (CrashMap)

- 2.5 The recorded collision was classified as 'slight' and involved a car and a bicycle both proceeding normally along the carriageway.
- 2.6 No collisions have been recorded at or near the site access and it is evident from this assessment that there is not existing safety problem within the local highway network that would be exacerbated by the proposed development.

3 DEVELOPMENT PROPOSAL

- 3.1** The scheme proposes to demolish the existing sales building and provide a new sales building which will include two food to go facilities. The proposed sales building will have a floor area of approximately 295m² and the food to go facilities will accommodate approximately 120m² of this floor area.

Access

- 3.2** Access to the site will be achieved from Rowlands Way and will utilise the existing access arrangements. Rowlands Way is subject to a speed limit of 30mph and visibility splays of 2.4m x 40m have been shown at the site exit. The access plan demonstrating these splays are achievable is presented at [Appendix 2](#).

Car and Cycle Parking

- 3.3** Car parking standards for commercial uses are set out in the Manchester Core Strategy (2012 – 2027). Guidance regarding the level of parking to be provided for A1 food retail and fast food and drive thru are given, however neither standard is considered appropriate to apply to the scheme as both uses are ancillary to the petrol filling station. This is particularly the case for the retail building and it is not considered that any additional car parking is necessary.

- 3.4** Regarding the food to element, the LPA car parking standards would require 1 car parking space per 7.5m² of gross floor area. Applying this standard to the proposed floor area (120m²) would require 16 car parking spaces.

- 3.5** The scheme proposes 10 customer parking bays, plus 8 spaces at the refuelling pumps and 6 and the existing EV bays i.e., a total of 24 car parking spaces within the site. Such a level of car parking is therefore appropriate to serve the scheme and will not result in any overspill parking on the local highway network.

Swept Path Analysis

- 3.6** Swept path analysis has been undertaken of a refuelling tanker entering and exiting the site and this is presented at [Appendix 3](#).

4 TRAFFIC GENERATION

4.1 To determine the impact of the proposal in traffic generation terms, the TRICS (7.11.1) database has been interrogated. The proposal has been classified as a takeaway shop which is defined in TRICS as “*single shops selling hot food, without a drive-thru or a restaurant element*”.

4.2 The TRICS results provide traffic generation between the hours of 0900 and 0000 and the hourly results are presented in Table 1. The full TRICS output is presented at [Appendix 4](#).

Table 1: Proposed Traffic Generation (120m²)

Time Period	Trip Rate (per 100m ²)			Traffic Generation (120m ²)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
0800 – 0900	0.000	0.000	0.000	0	0	0
1700 – 1800	6.845	6.548	13.393	8	8	16

4.3 It is expected that the majority of movements associated with the food to go facility will be generated by users whose primary destination is the petrol filling station. The food to go facility will be ancillary to this use and therefore is unlikely to be a destination in its own right, for most users.

4.4 Any new trips generated by the facility would be minimal and well within the daily fluctuation of movements on the local highway network. When dissipated onto the local highway network, any additional movements will be imperceptible to existing users and the resulting impact cannot be deemed as being severe.

5 SUMMARY AND CONCLUSIONS

5.1 Bellamy Roberts has been instructed by MBH Design Studio Ltd. to prepare a Transport Statement in support of the proposed sales building and food to go facilities at the Civic Centre Service Station, Manchester.

5.2 The existing site comprises 8 refuelling pumps and 6 EV charging bays. The proposal will demolish the existing sales building and construct a large building which will also incorporate two food to go facilities.

5.3 It has been demonstrated that the development would not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road would not be severe.

Conclusions

5.4 It has been demonstrated that:

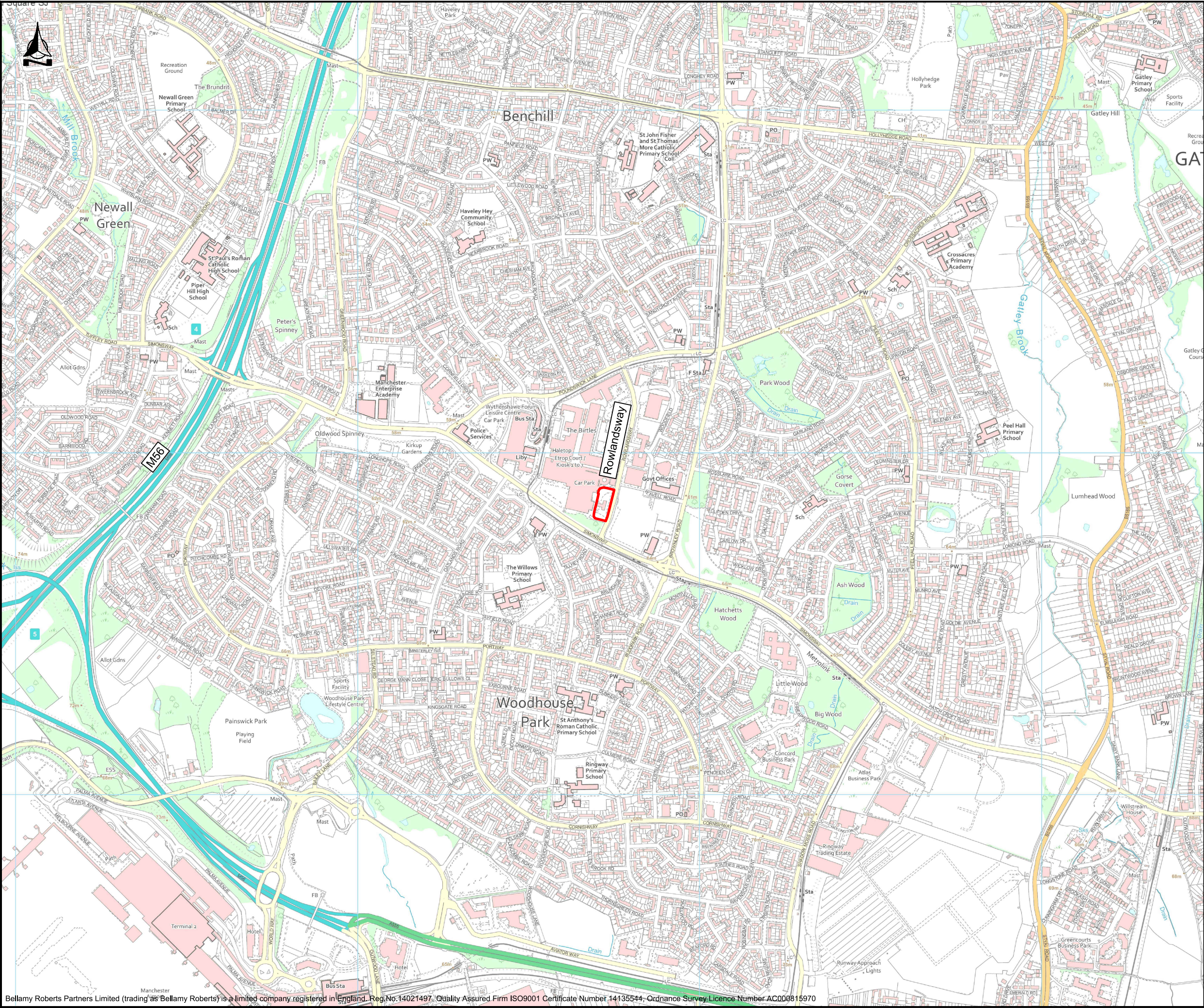
- There are genuine opportunities for visitors to travel to/from the application site using sustainable modes of transport.
- The existing site access would be safe and suitable to serve all users.
- The parking provision and internal road layout reflects current national and local guidance.
- The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

5.5 The scheme fully complies with relevant policies contained in the NPPF and is acceptable in transport and highway terms.

APPENDICES

APPENDIX 1

Site Location Plan



Notes

— Site



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CLIENT

Motor Fuel Group

PROJECT

MFG Civic Centre

TITLE

Site Location Plan

DRAWN BY

MB

DESIGN BY

-

CHK BY

MT

DATE

30/05/24

DRAWING No.

6110 / 301

REV No.

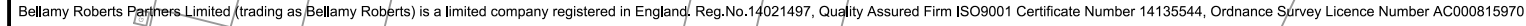
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NTS @ A3

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APPENDIX 2

Access Visibility Splays



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TITLE	Exit Visibility
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SCALE
1:250 @ A3

DRAWING No. _____

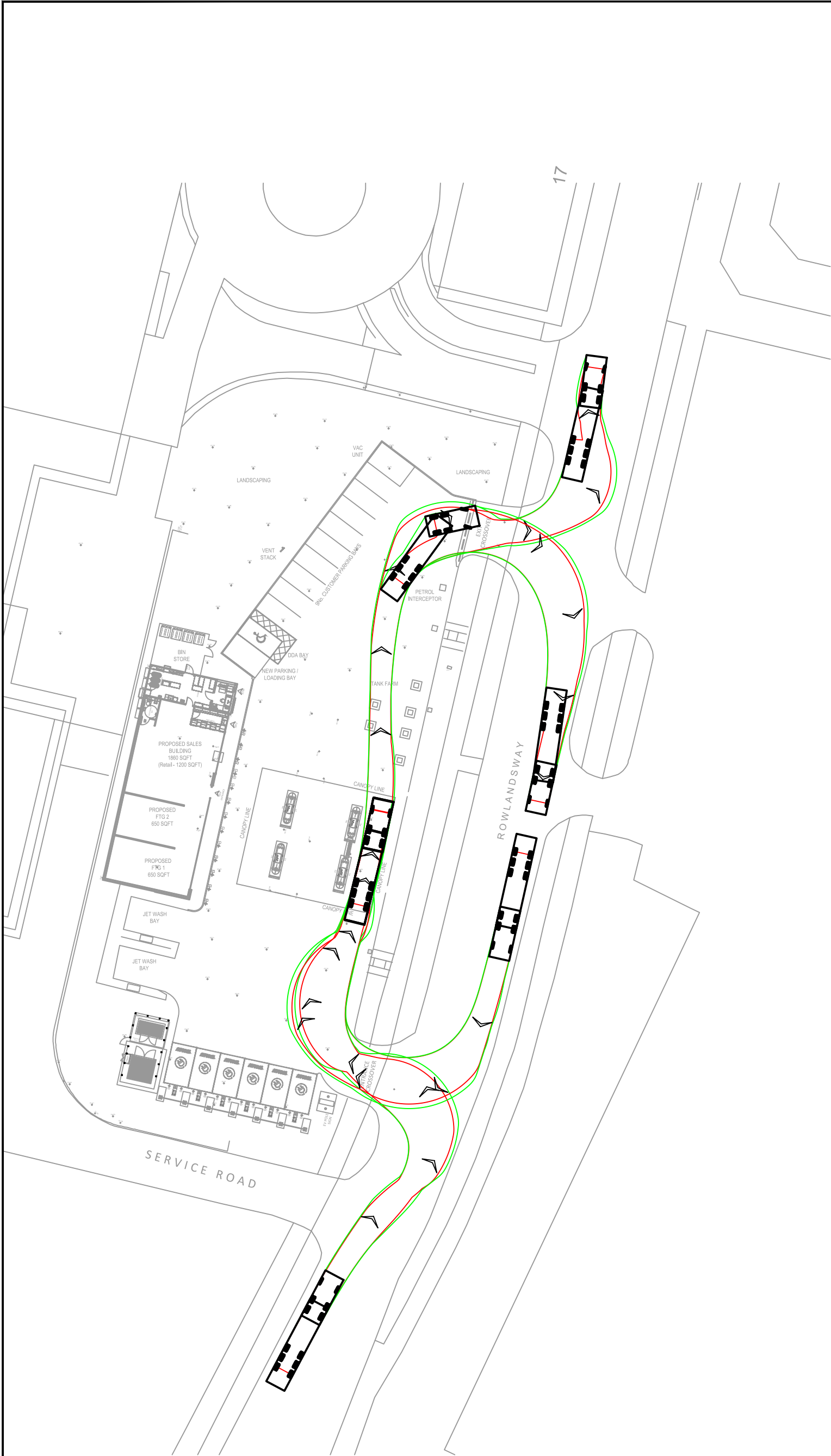
	REV No.
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6110 / 001

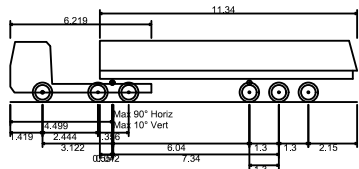
REV No.

APPENDIX 3

Swept Path Analysis



Notes



Oil Tanker	
Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.670m



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PROJECT
MFG Civic Centre

TITLE
Fuel Tanker Tracking

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 31/05/24	DRAWING No. 6110 / 201	REV No.
SCALE 1:500 @ A3		

APPENDIX 4

TRICS Output

Calculation Reference: AUDIT-200601-240528-0544

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 53 to 223 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
 Wednesday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone 1
 Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ST-06-G-01	CHINESE		STAFFORDSHIRE
	PARKSIDE AVENUE			
	STAFFORD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	53 sqm		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
2	TW-06-G-01	INDIAN		TYNE & WEAR
	1 CASTELLIAN ROAD			
	SUNDERLAND			
	CASTLETOWN			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	223 sqm		
	Survey date: WEDNESDAY	29/03/17	Survey Type: MANUAL	
3	TW-06-G-02	FISH BAR		TYNE & WEAR
	STAMFORDHAM ROAD			
	NEWCASTLE UPON TYNE			
	BLAKELAW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	60 sqm		
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	1	60	8.333	1	60	1.667	1	60	10.000
11:00 - 12:00	1	60	13.333	1	60	13.333	1	60	26.666
12:00 - 13:00	1	60	25.000	1	60	23.333	1	60	48.333
13:00 - 14:00	1	60	18.333	1	60	20.000	1	60	38.333
14:00 - 15:00	1	60	20.000	1	60	25.000	1	60	45.000
15:00 - 16:00	1	60	23.333	1	60	20.000	1	60	43.333
16:00 - 17:00	3	112	3.571	3	112	2.679	3	112	6.250
17:00 - 18:00	3	112	6.845	3	112	6.548	3	112	13.393
18:00 - 19:00	3	112	11.012	3	112	10.119	3	112	21.131
19:00 - 20:00	3	112	12.798	3	112	13.393	3	112	26.191
20:00 - 21:00	3	112	9.821	3	112	11.607	3	112	21.428
21:00 - 22:00	3	112	1.786	3	112	2.976	3	112	4.762
22:00 - 23:00	2	138	0.725	2	138	0.725	2	138	1.450
23:00 - 24:00	2	138	0.362	2	138	0.000	2	138	0.362
Total Rates:			158.585			154.713			313.298

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

53 - 223 (units: sqm)

Survey date date range:

01/01/16 - 25/11/22

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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