

POWERLEAGUE MANCHESTER NICHOLLS

Transport Assessment

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Client

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Appendix A – Site Layout

1 Background and Context

1.1 Introduction

- 1.1.1 MJM Consulting Engineers (MJM) has been appointed by Powerleague Fives Limited (Powerleague) to prepare a Transport Assessment to accompany a planning application for the construction of six padel courts with associated floodlight and canopies, cycle parking and hard/soft landscaping.

1.2 Site Location

- 1.2.1 The site is located at Powerleague Manchester Nicholls, Nicholls Community Football Centre, Ford Street, Ardwick, Manchester and is currently operated by The Manchester College ("the College") during the day, with Powerleague operating the site on weekday evenings and weekends. Broadly, the site is bound to the north and south by commercial units, to the west by Dalberg Street, where the site currently takes access and to the east by Devonshire Street North.
- 1.2.2 The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

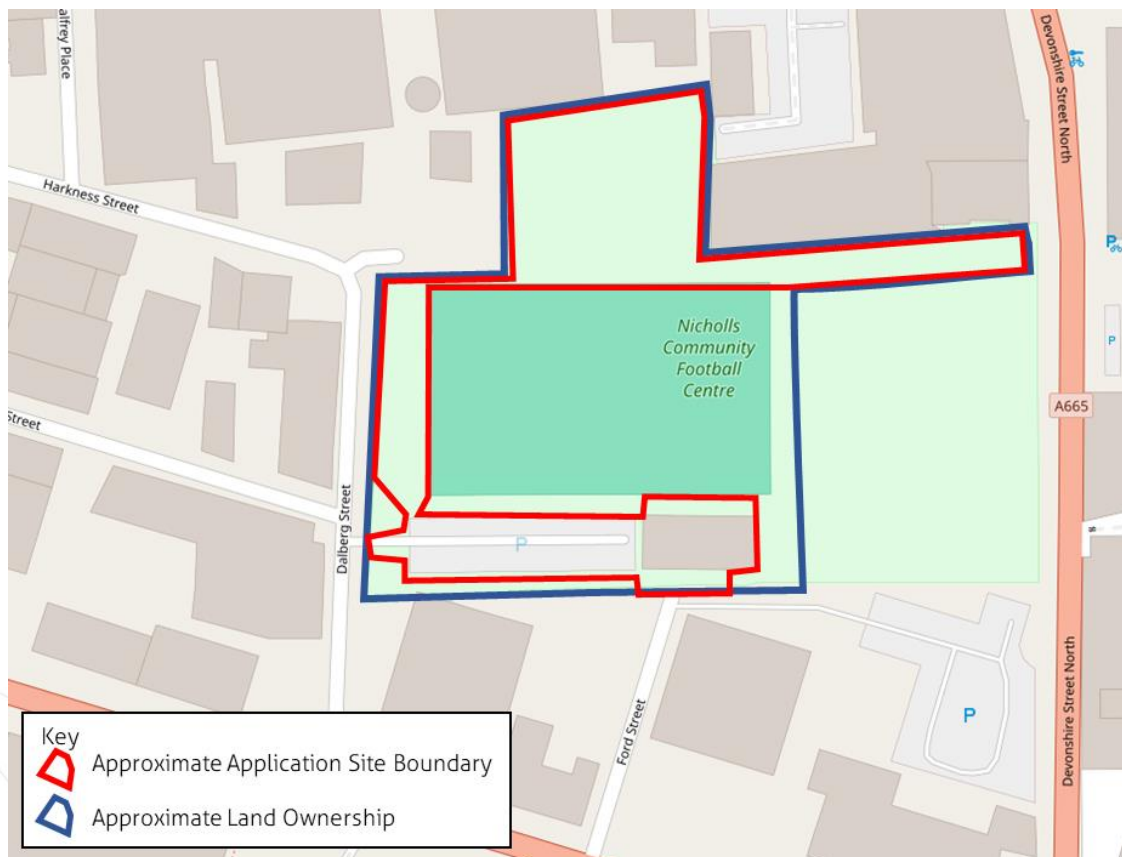


Figure 1.1: Site Location Plan

1.3 Report Structure

1.3.1 Following this introduction, the Transport Assessment is structured as follows:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** describes the existing highway network in the vicinity of the development, with reference to historic road safety records;
- **Section 4** details the accessibility of the site, focusing on the means by which staff and players could access the site by non-car modes of travel
- **Section 5** details the trip generation and distribution associated with the development proposals;
- **Section 6** discusses the parking demand associated with the proposals; and
- **Section 7** provides a summary and conclusions.

2 Transport Planning Policy Context

2.1 Introduction

2.1.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The most recent National Planning Policy Framework was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.2.2 The NPPF states that "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" (Paragraph 115). Paragraph 116 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.3 This Transport Assessment will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

2.3 Manchester Core Strategy 2012 - 2027

2.3.1 The Manchester Core Strategy was adopted in July 2012 and sets out the long term vision for Manchester development. Objective 5 of the Core Strategy focuses on transport and how the city should seek to develop to support it.

2.3.2 Policy T1 focuses on Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. pedestrians and disabled people*
 - 2. cyclists, public transport,*
 - 3. commercial access,*
 - 4. general off peak traffic,*
 - 5. general peak time traffic.*

2.3.3 Policy T2 focuses on the accessibility of areas for both needs and opportunities

The Council will actively manage the pattern of development to ensure that new development: - Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.

- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - *District Centres*
 - *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

2.4 Greater Manchester Local Transport Strategy

2.4.1 Greater Manchester Transport Strategy 2040 [LTP4] was developed by Transport for Greater Manchester [TfGM] in 2016 and encompasses the entire Greater Manchester area. The document provides a plan of how local transport will be developed and improved within the Greater Manchester area over the period of 2016 to 2040 and supersedes TfGM's Greater Manchester Local Transport Plan 3 (2011-2016). The LTP focuses on six key areas which will attribute to a successful transport system in the future:

- Economy & Employment - Greater Manchester at the heart of a globalised Northern Powerhouse economy, with an increasingly skilled workforce.
- Society & Community - A larger, more economically active population with diverse transport needs.
- Urban Development - Economic growth and unprecedented demand for housing across Greater Manchester will require more compact urban development patterns.
- Environment and Resources - A sustainable, low-emission city region that is more resilient to the effects of climate change.
- Innovation and Technology - Greater Manchester has the potential to become a world leader in transport innovation, by collectively harnessing our wealth of talent in transport services, advanced manufacturing, and digital and creative industries.
- Policy & Governance - Greater Manchester will have greater autonomy over decision-making and funding, and a fully integrated approach to public service delivery.

2.4.2 One of the key objectives in relation to sustainable development is identified as "*developing an integrated approach to the transport network and travel demand management that helps to support lower carbon travel across Greater Manchester.*"

2.4.3 This will, in part, be achieved through supporting the development of travel plans and encouraging travel by more sustainable modes, by informing users of the range of options available to access key facilities and services.

2.5 Policy Compliance

2.5.1 The proposals comply with all levels of transport planning policy. The site is in a highly accessible location, with excellent pedestrian, cycle and public transport links both within the area, and linking into the city centre. In addition, there are a range of local services, amenities and employment opportunities close to the site.

2.5.2 As will be set out within the following sections of this report, the proposals will not result in a significant increase in vehicle movements on the local road network.

2.5.3 Given the above, it is not considered that the development proposals will result in 'severe' residual highway impacts, in accordance with Paragraph 115 of the NPPF.

3 Existing Highway Network

3.1 Introduction

3.1.1 This section of the Transport Assessment considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

3.2 Local Highway Network

3.2.1 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 3.1**.

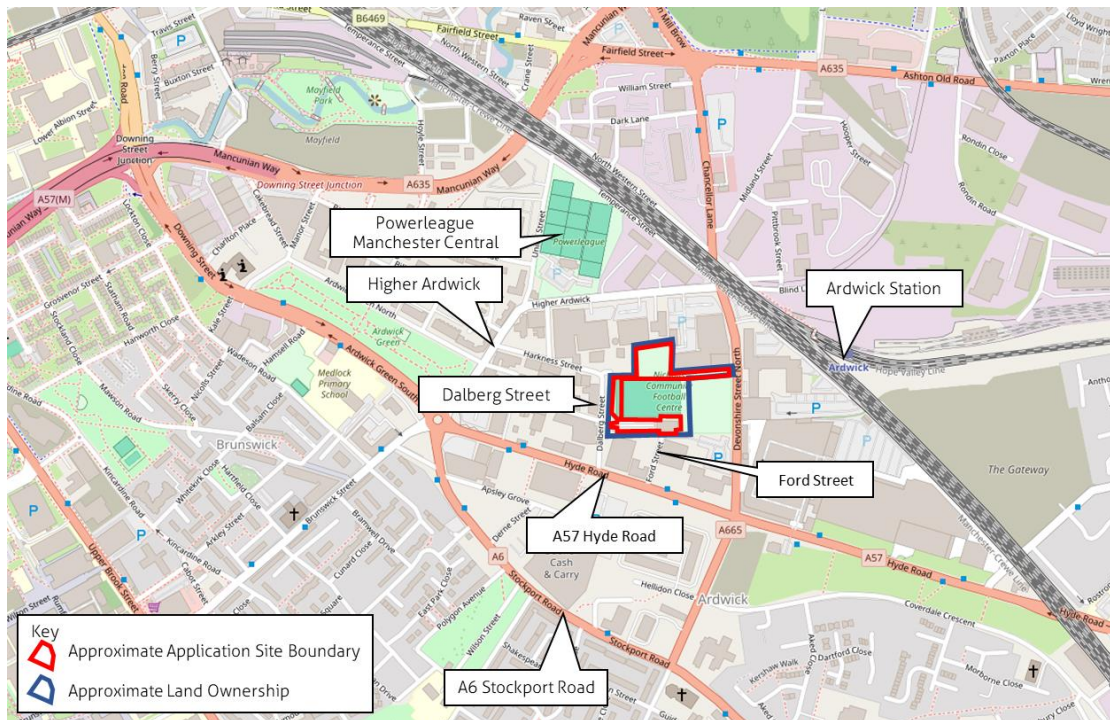


Figure 3.1: Existing Highway Network

3.2.2 Vehicle access to the existing Powerleague site is provided from Dalberg Street, which links with Hyde Road at a priority junction to the south and with Higher Aldwick at a priority junction to the west. This is as shown in **Figure 3.1**. The site access is already in use for the existing Powerleague facilities and Nicholls Community Football Centre.

3.2.3 Dalberg Street is a two way road with no parking restrictions. Footways are provided on both sides of the road which are approximately 2.8m wide.

3.2.4 Ford Street to the south of the site provides access to 3 parking spaces. This access is off the A57 Hyde Road at a priority junction. Ford Street is a two-way road. Single Yellow lines are present on its eastern side and double yellow on its western. Footways are provided on both sides of the road. These are approximately 2.5m wide.

3.3 Road Safety

3.3.1 Accident data was sought for the area immediately surrounding the site for the most recent 5.5 - year period (2018 – Mid 2023) from the Department for Transport. This resource offers definitive data on the official road collision statistics. **Figure 3.2** illustrates the accidents recorded within this 5.5-year period in the vicinity of the site.

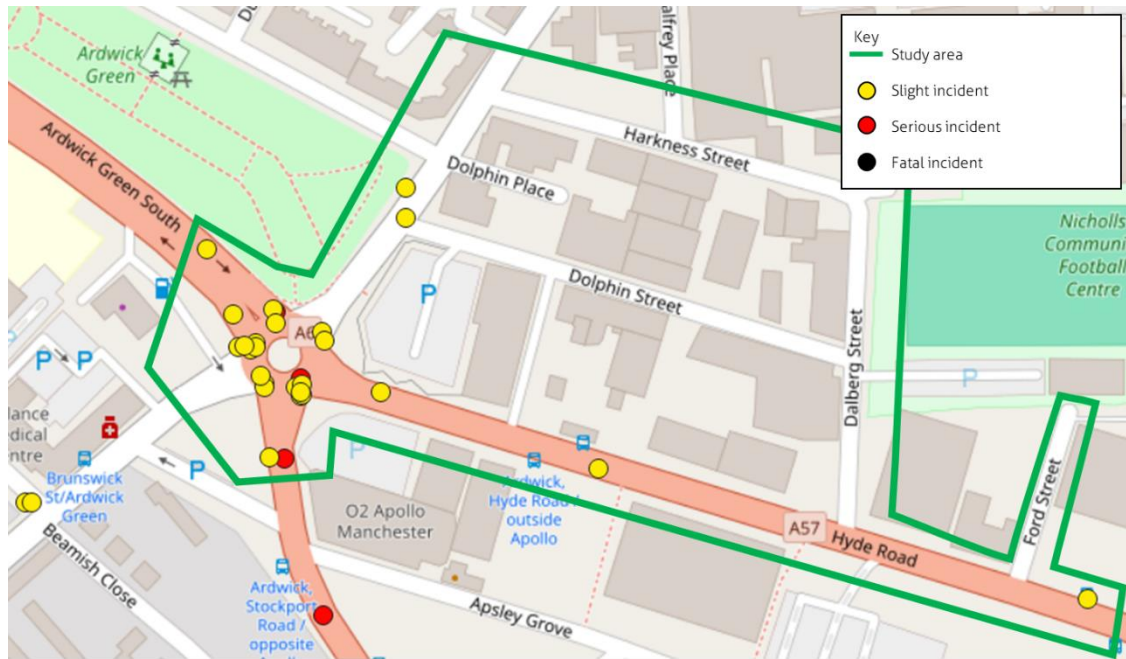


Figure 3.2: Accident Locations

Table 3.1: Recorded Accidents by Year, Severity and Location

	2018	2019	2020	2021	2022	2023	Total
Slight	5	7	3	3	2	3	23
Serious	0	1	0	1	1	0	3
Fatal	0	0	0	0	0	0	0
Total	5	8	3	4	3	3	26

- 3.3.2 As can be seen in **Table 3.1**, no incidents have been on Dalberg Street, Harkness Street, Ford Street, or on the respective access onto these roads. A total of 26 accidents have been recorded across the accident study area; of which 23 were slight and 3 serious. The number of accidents recorded within the accident study area equates to an average of 4.7 accidents per year, over the most recent 5.5-year period.
- 3.3.3 Department of Transport count data for Hyde Road, Ardwick Green South and Stockport Road indicate that on a daily basis 22,302 vehicles pass through their shared roundabout. This does not account for the other two arms of this roundabout. Given this context the 18 incidents that have occurred over the past 5.5 years are very low compared to the approximate 45 million vehicles that passed through in the same period.
- 3.3.4 Given the above, it is considered that the level of accidents recorded over the most recent 5.5-year period does not indicate that there is an existing road safety issue within the vicinity of the site, which could be exacerbated by the addition of development trips.

4 Site Accessibility

4.1 Introduction

4.1.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage site users to walk, cycle or use public transport, rather than to travel by car.

4.2 Pedestrian Access

4.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 4.1** below.

Table 4.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

4.2.2 As **Table 4.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes industrial areas around the Hope Valley Railway Line and the Manchester Crewe Line, and residential areas of Ardwick and Chorlton-on-Medlock. **Figure 4.1**, below, illustrates a 1.2km walking catchment from the site. It extends north

4.2.3 It should be noted that within 1km area, approximately 11,600 people reside.

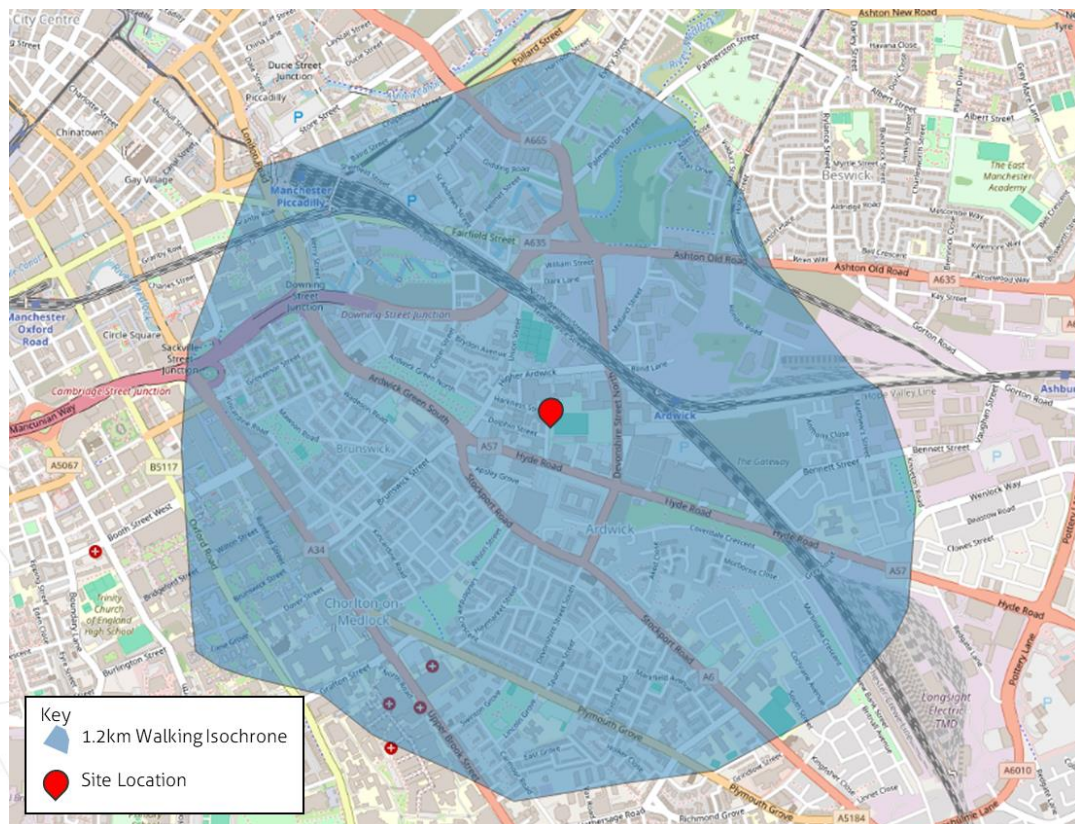


Figure 4.1: 1.2km Walking Catchment

- 4.2.4 The main pedestrian access is provided on to Dalberg Street, on the western site boundary, while a secondary pedestrian access is provided on the southern boundary, on to Ford Street.
- 4.2.5 Footways are provided on both sides of Dalberg Street and join those on the A57, to the south of the site.
- 4.2.6 Approximately 250m to the west of junction between Dalberg Street and the A57, signal controlled pedestrian crossings are provided across each arm of the A6 roundabout.
- 4.2.7 Beyond this, several pedestrian routes are provided which enable travel from the site to the surrounding area. These link with further pedestrian crossings which enable safe movements across otherwise busy roads.

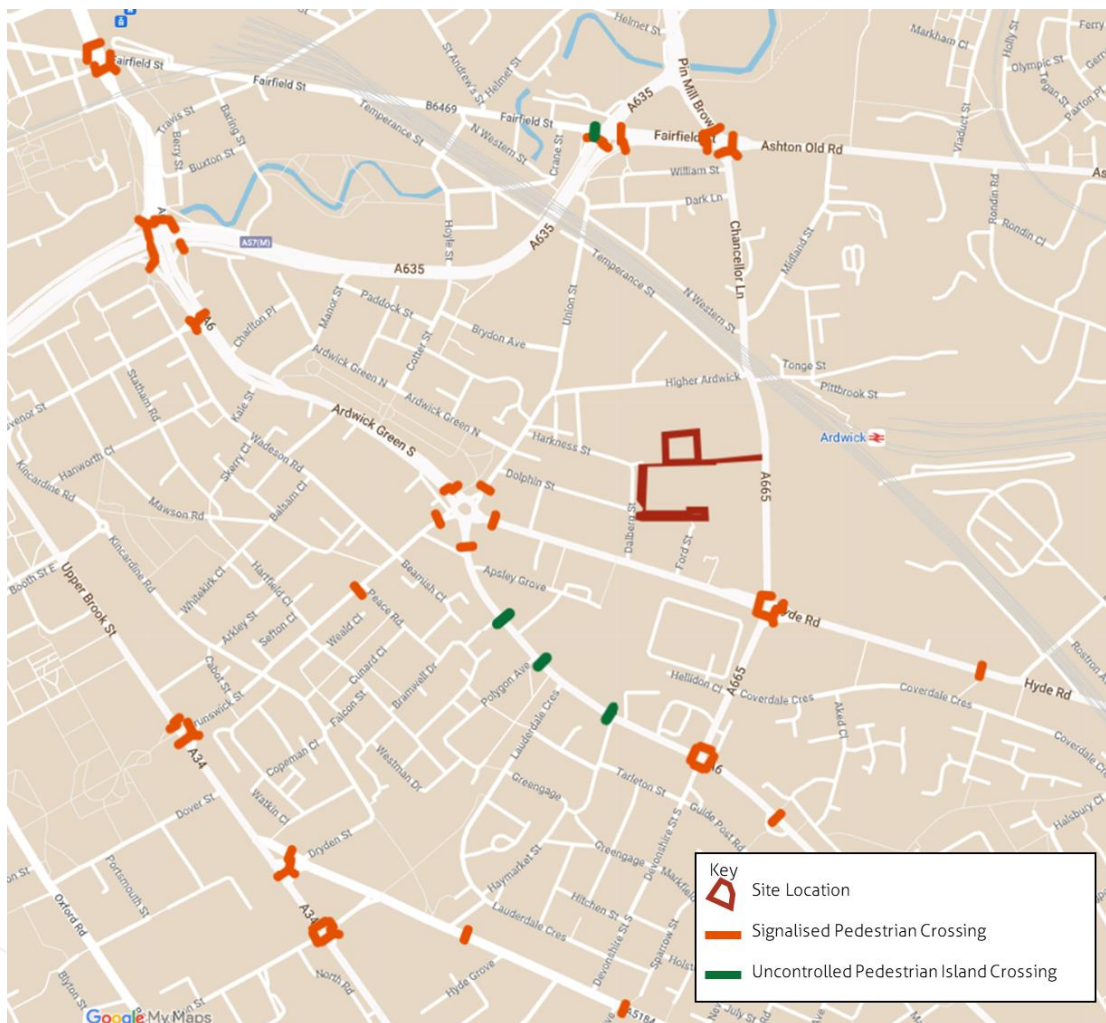


Figure 4.2: Pedestrian crossing facility.

- 4.2.8 It is anticipated that walking would be an attractive travel choice for users of the courts, particularly those living nearby, as there are a range of pedestrian routes available from the surrounding residential / commercial areas and from nearby public transport hubs.
- 4.3 Cycle Access**
- 4.3.1 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Manchester City

Centre and much of the heart of Manchester. Within this area approximately 361,000 reside and many more work. **Figure 4.3** illustrates a 5km cycle catchment from the site.

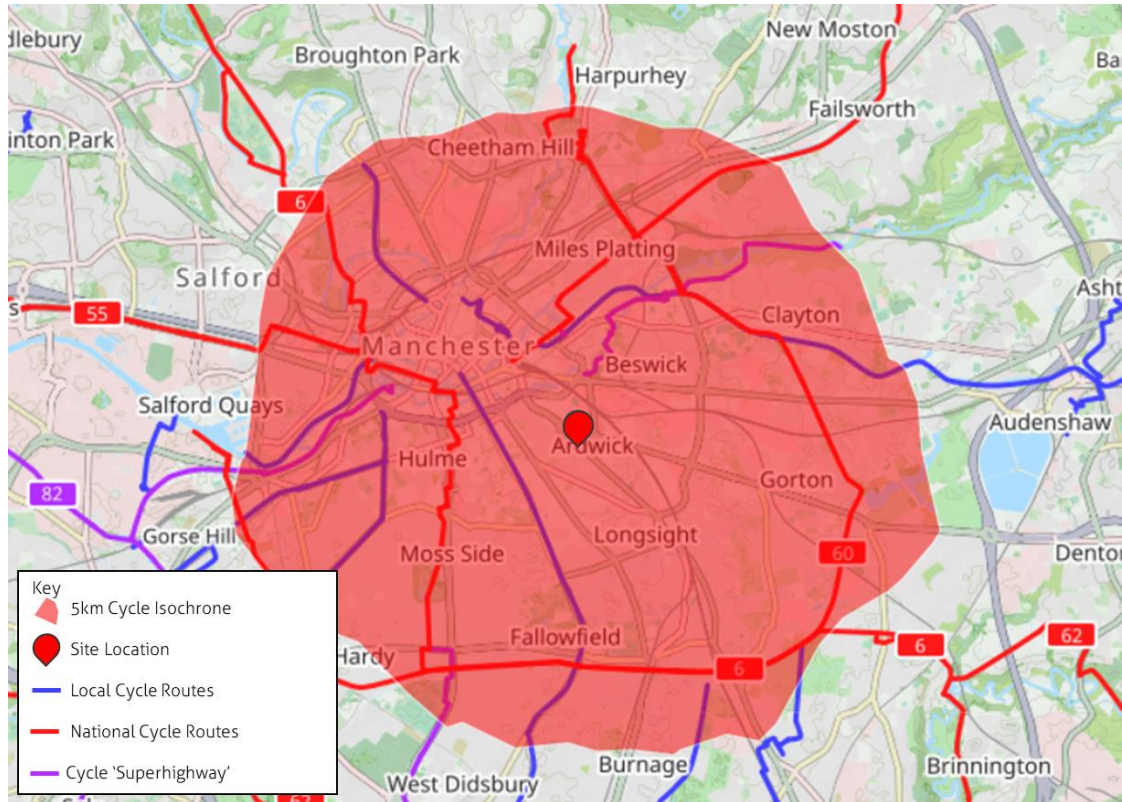


Figure 4.2: 5km Cycle Catchment

- 4.3.2 As may be seen in **Figure 4.3** there are a range of on road routes, including cycle lanes which may be accessed to the west and north of the site. In particular a segregated cycle route runs southbound along Wilmslow Road. From the city centre other routes spiderweb out to the east, west and north of the city, enabling safer journeys.
- 4.3.3 **Figure 4.4** is an extract from the Greater Manchester Cycle Map which demonstrates the cycle infrastructure in close proximity to the site. It shows Hyde Road and Stockport Road to the south of the site as 'On Road Routes'

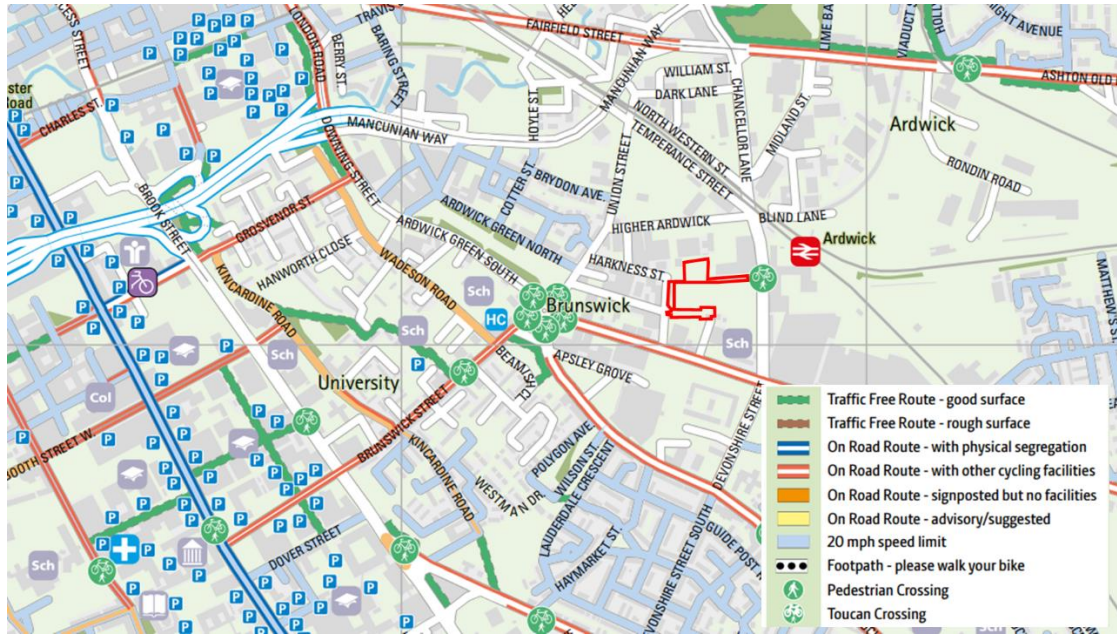


Figure 4.4: Greater Manchester Cycle Map

- 4.3.4 It is considered that cycling would represent an attractive travel option for users of the proposed pitches, particularly due to the proximity of cycle infrastructure and the wide range of local residential areas within a short cycle from the site.

4.4 Public Transport

Bus Services

- 4.4.1 The closest bus stops to the site are located on Hyde Road and Stockport Road, immediately to the south of the site. These four stops both have a shelter with timetable information and are situated in well-lit areas.
- 4.4.2 **Figure 4.4** illustrates the location of the bus stops near the site.

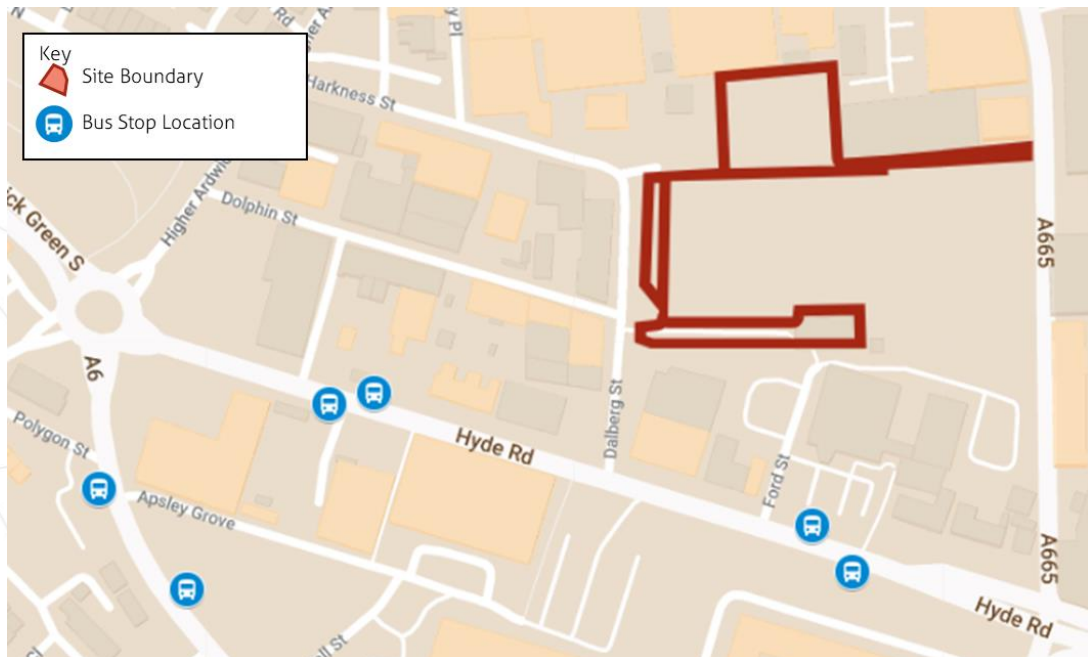


Figure 4.3: Bus Stop Locations

Table 4.2: Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
Hyde Road				
201/ 201N	Manchester Piccadilly, Ardwick, Belle Vue, Denton Crown Point, Hyde Bus Station, Godley Station, Hattersley	10 mins 05:08-23:57 Friday-01:20	10 mins 05:28-01:18	30 mins 06:54-23:37
202	Manchester Piccadilly, Ardwick, Belle Vue, Denton Crown Point, Haughton Green Terminus, Hyde Bus Station, Gee Cross	30 mins 06:11-23:46	30 mins 07:11-23:46	60 mins 08:46-23:46
203	Manchester Piccadilly, Ardwick, Belle Vue, North Reddish, Stockport	10 mins 05:38-23:52	15 mins 05:33-00:04	15 mins 05:33-00:04
205	Manchester Piccadilly, Ardwick, Gorton Shopping Centre, Dane Bank	30 mins 05:36-23:42	30 mins 06:56-23:42	30 mins 08:08-23:41
Stockport Road				
192	Manchester Piccadilly, Longsight, Heaton Chapel, Stockport, Heaviley, Stepping Hill Hospital, Hazel Grove Park & Ride	3-15 mins 05:02-02:29 Friday-3:39	3-15 mins 05:12-03:39	5-10 mins 06:07-00:00

- 4.4.3 As can be seen in **Table 4.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be an option for players and staff accessing the site from further afield.

Rail Services

- 4.4.4 The closest Underground station is Ardwick, located approximately 900m (8-minute walk, 2-minute cycle) from the site. Services operating on this line are limited to 2 per day. The nearest frequent service is Manchester Piccadilly, which may be accessed in 19 minutes on foot and 10 minutes by bus.
- 4.4.5 Services operating from Manchester Piccadilly are either Thameslink services, between Sutton and St Albans in north London, or Southern Rail Services, operating services between London Victoria and Dorking/ Horsham. Services on each of these routes in both directions run every 30 minutes, creating opportunities.
- 4.4.6 The station benefits from a ticket office and ticket machines, toilets and cycle parking.

5 Trip Generation and Trip Distribution

5.1 Introduction

- 5.1.1 As has been discussed, the development proposals comprise six new Padel Courts.
- 5.1.2 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

5.2 Trip Generation

- 5.2.1 Typically, trip rates for the proposed development would be obtained from the TRICS database, or through counts of existing movements at the site. However, in this instance, court usage information has been provided for the existing and proposed site uses from Powerleague. A first principles approach has, therefore, been adopted, based on the information supplied by Powerleague, which considers the most intensive period of use.

5.3 Proposed Use

Proposed 6 Padel Courts

- The padel courts will be available to book between 10:00 and 23:00 Monday – Sunday, for 1-hour long bookings. It is expected that this would, on the assumption of 2 vs 2, generate a total of 24 participants across the six courts.
 - It is assumed that participants would arrive 5-10 minutes before their booking is due to begin and would depart 5-10 minutes after their session has ended.
- 5.3.1 Consequently, assuming all pitches are fully booked, the proposals are likely to generate 24 person trips in any one hour, including each peak hour.
- 5.3.2 Clearly not all these trips would be by car; indeed, it has been demonstrated that the proximity of the pitches to surrounding residential areas will be conducive to encouraging more sustainable modes.
- 5.3.3 The mode split data for 5-a-side football pitches from TRICS suggests that typically 55.5% of trips would be by car (either single or multi-occupant), whilst the remaining 44.5% would be by other modes (walk, cycle, bus/coach).
- 5.3.4 It is viewed as appropriate to use this as a comparison given the site is to be utilized for sport by groups, as is the case with the 5-a-side pitches.
- 5.3.5 Applying this proportion to the proposed development, it might be expected that 13 participants would travel by car, with the remaining 11 travelling by other modes.
- 5.3.6 Not all those travelling by car to the pitches will do so as a single occupant. Based on anecdotal information provided by Powerleague, on average, there is 1 car per 2 site users generated for developments of this nature.
- 5.3.7 To provide further assurance, interrogation of the TRICS database has been carried out for comparative purposes.

- 5.3.8 There are two surveys available for 5-a-side pitches, which represent sites most comparable to the site. **Table 5.1** shows the PM weekday peak hour trip rates (per pitch).

Table 5.1: TRICS Vehicle Trip Rates – 5-a-side Pitch – Development Peak Hour

Weekday PM (17:00 – 18:00)		
Arrival	Departure	Two-Way
2.250	1.813	4.062

- 5.3.9 The trip rates shown in **Table 5.1** illustrate that a typical 5-a-side pitch would generate some 4 two-way vehicle trips in the weekday peak hour. Assuming each of the two teams playing arrives with 6 players (including 1 substitute), a likely multi-occupancy rate of 3.25 players per car can be calculated, which confirms that the use of a ratio of 2 players per car for the proposed development can be considered particularly robust.
- 5.3.10 Applying this ratio to the number of players that are anticipated to travel by car and arrive / depart during the weekday PM peak suggests that 13 participants would arrive / depart in a maximum of 6.5 cars.
- 5.3.11 Consequently, the maximum number of two-way trips in any hour would be **13**.
- 5.3.12 It is noted that the assessment considers the most intensive period, assuming all proposed courts are booked simultaneously, thus representing the absolute worst-case scenario in traffic terms. The following section will examine the existing parking arrangements, and the proposals to manage traffic.

6 Parking

6.1 Parking overview

6.1.1 The site utilizes an existing car park with a maximum of 54 spaces. These are available to users of the site. An additional parking area is available to the south of the site pavilion. These provide an additional 3 spaces. This makes for a total provision of 57 spaces.

6.2 Survey results

6.2.1 An in out parking survey was conducted between Friday the 23rd of February and Thursday the 29th. The results from the survey are shown in **Figure 6.1** and **6.2**. These figures show the weekend and weekday periods at the site.

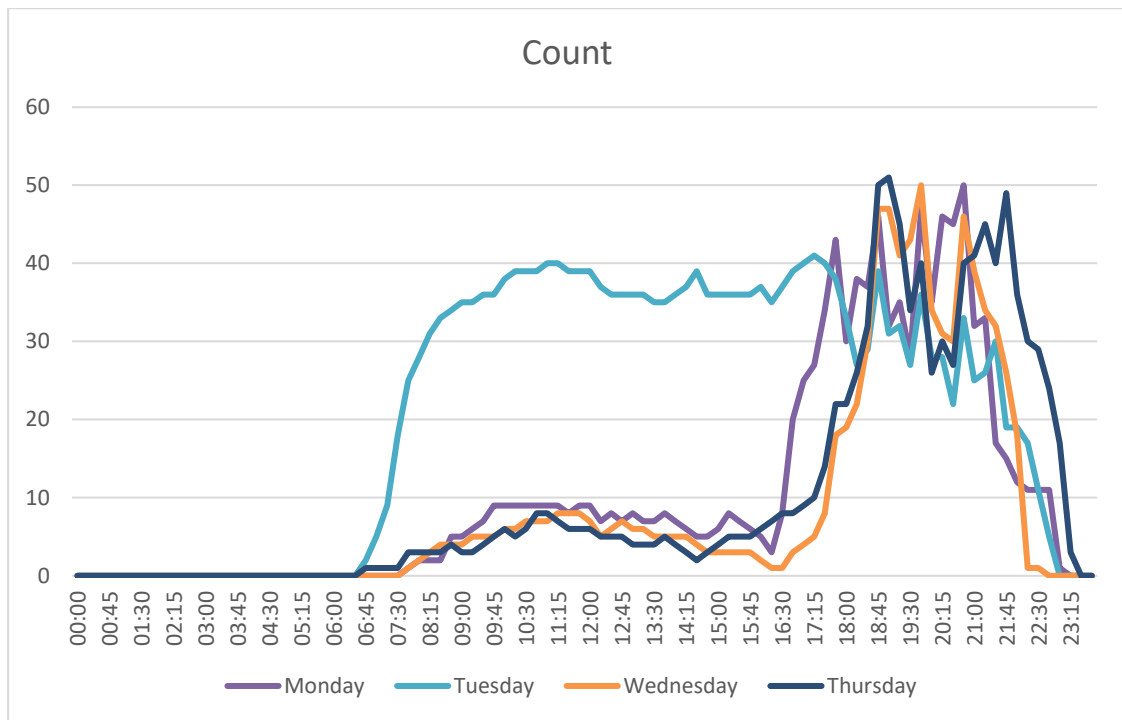


Figure 6.1: Parking survey results, Monday to Thursday

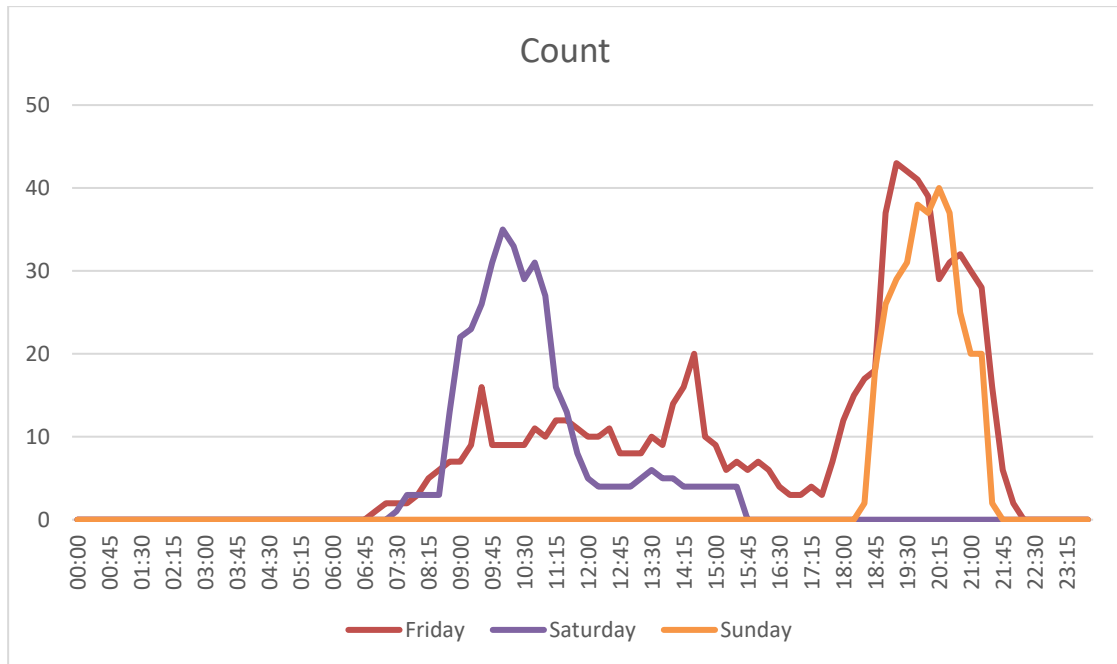


Figure 6.2: Parking survey results Friday to Sunday

- 6.2.2 The survey results indicate that the site has higher parking demand during the week and a lower demand at the weekend. During the week the site had a maximum occupation of 51 vehicles (leaving 6 spaces), and at the weekend, 43 (leaving 14).

6.3 Proposals

- 6.3.1 The trip generation discussed in Section 5 suggests that there is sufficient capacity in the car park Friday – Sunday for the additional 13 vehicles.
- 6.3.2 However, the proposed trip generation is likely to exceed capacity on Monday, Wednesday and Thursday (in the event that all pitches are fully booked). Consequently, it has been agreed with Manchester College that a licence will be signed with Powerleague to enable the use of an existing neighbouring car park with 70 spaces. This will be available from 18:00-22:00 Monday – Thursday. It is noted that this car park is currently empty during these times.
- 6.3.3 It should be noted that this time period does not extend to the full period that the site is in operation. In order to ensure that vehicles arriving for later games do not get locked in the car park, the car park will be promoted to players with games between 18:00 and 20:30 will be directed to utilize this car park over the existing car park. Players with later games, those ending at or after 22:00 will be directed to utilize the existing car park. This is addressed in the supporting Car Park Management Plan.

6.4 Cycle Parking

- 6.4.1 An existing provision of 30 spaces is available at the site. This includes 20 covered Sheffield stands. This is viewed as sufficient to meet both the demand of the existing and proposed site. In the event that demand for cycle parking grows, the number of spaces will further increase.

7 Summary and Conclusions

7.1 Summary

7.1.1 This Transport Assessment has been prepared on behalf of Powerleague to accompany a planning application for creation of six padel courts, with associated fencing, floodlighting, and hard/soft landscaping.

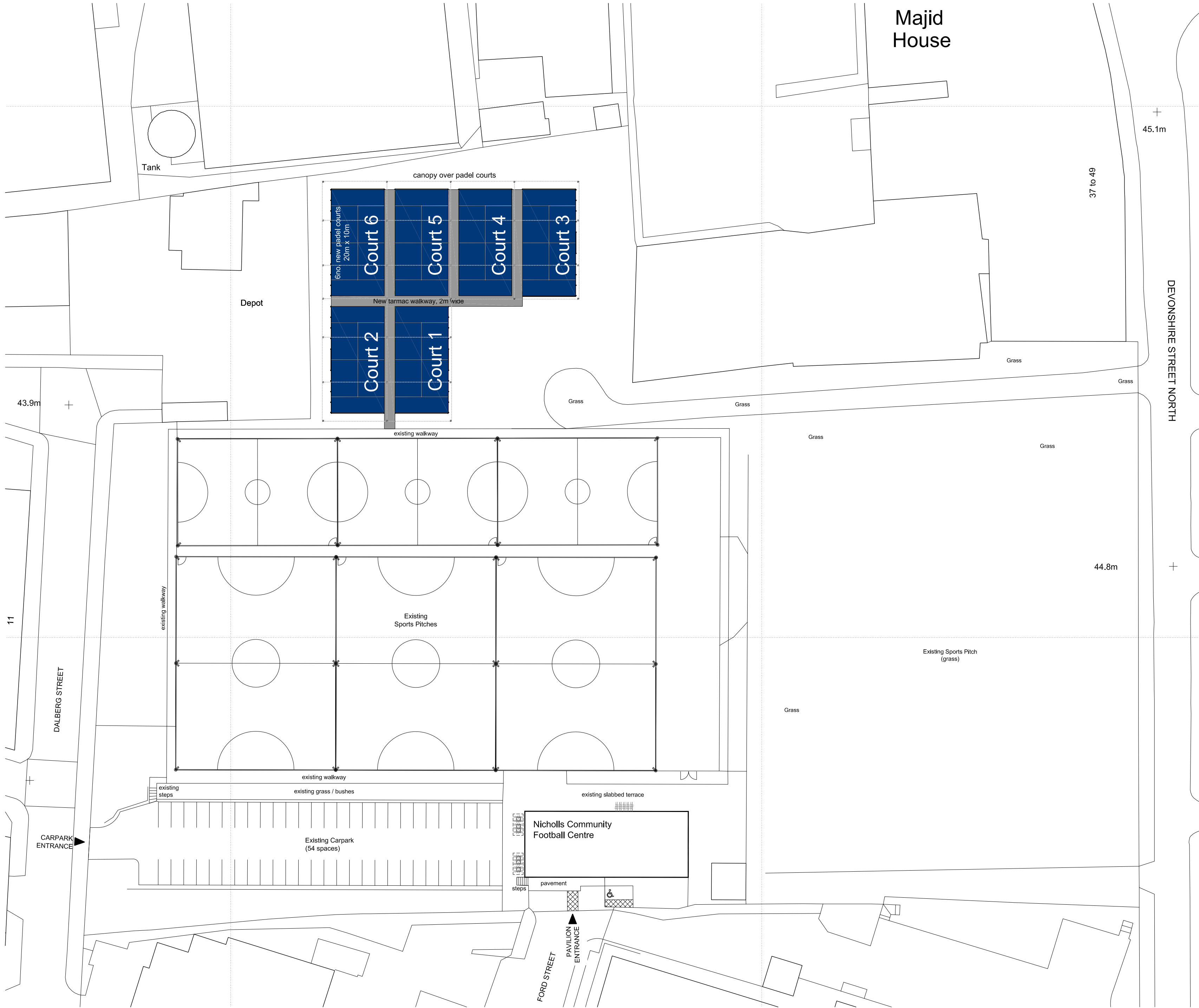
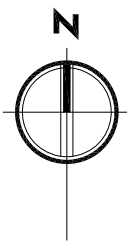
7.1.2 The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location within Manchester, that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum of 13 additional two-way vehicle trips per hour; and
- It has been demonstrated that the existing parking provision at the development is sufficient to cater for the forecast demand associated with the proposed courts during the weekend. From Monday to Thursday, additional parking will be provided at the neighbouring Manchester College site.

7.2 Conclusion

7.2.1 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

Appendix A – Site Layout



Drawing Title

SITEPLAN AS PROPOSED

Scale

1:500 @ A2

Date

MAR 2024

Rev.

B

Project

NICHOLLS COMMUNITY FOOTBALL CENTRE,
DALBERG ST, MANCHESTER M12 6BN
6 NEW PADEL COURTS

Notes

Drawing No.

02

