

Fallowfield Campus Redevelopment Project

Transport Assessment

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1 Introduction

1.1 Preamble

- 1.1.1 This Transport Assessment (TA) has been prepared by Buro Happold on behalf of the University of Manchester (the Applicant) in support of the outline planning application for the re-development of its Fallowfield Campus in Manchester, M14 6HD (the Site), to be submitted to Manchester City Council (MCC).

1.2 Site Description

- 1.2.1 The Site is located in Fallowfield, approximately three kilometres south of Manchester city centre. Fallowfield is situated two kilometres south of the main university campus, south of the city centre (Oxford Road and Sackville Street areas).
- 1.2.2 Fallowfield Campus is the main residential campus for the University of Manchester (UoM). Fallowfield itself has developed as a student hub for south Manchester in part due to the large concentration of student residents at the Fallowfield Campus, and also because of the large student population housed in private accommodation in this area. As a consequence, a high proportion of the surrounding amenities and services cater for student's needs giving access to goods and services, food and beverage and leisure activities.
- 1.2.3 The Site (red line) boundary is shown on Figure 1.1 and in the context of the campus as a whole.

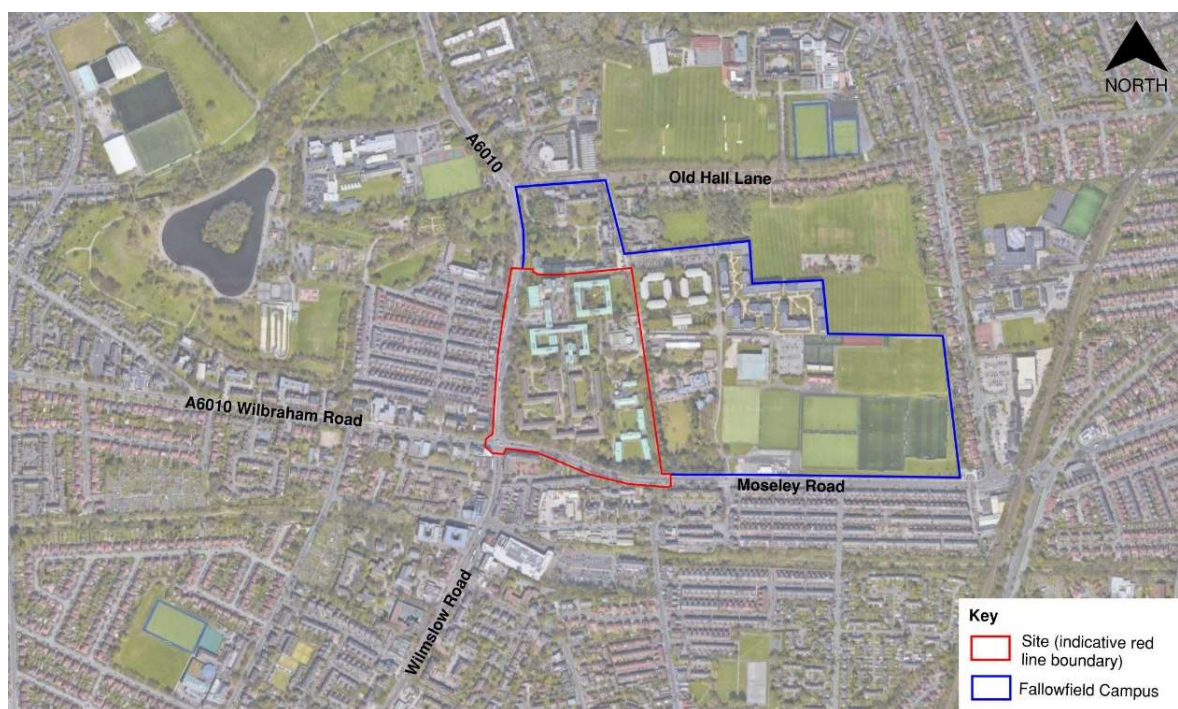


Figure 1.1: Site Location

1.3 Existing Land Use

- 1.3.1 The area within the red line boundary is currently used as student accommodation for the UoM with 2,374 student beds provided across the Site, as follows:
- Owens Park (North of Site): 1,071 beds,
 - Oak House (South-West of the Site): 1,105 beds, and
 - Woolton Hall (South-East of the Site): 198 beds.
- 1.3.2 Oak House and Woolton Hall are still in use while Owens Park is currently closed.
- 1.3.3 In addition to the student residential units, ancillary and commercial land uses currently exist within the red line boundary including a Student Bar named "Squirrels", located within Owens Park and a café, located within the northern part of the Site. Both facilities are still open and in use at the time of writing this TA.
- 1.3.4 Mauldeth Medical Centre is an on-site doctor surgery for students only located in Owens Park, to the north-east of the Site. The medical centre is still in operation at the time of writing this TA and is open Monday to Friday from 09:30 to 18:00 (17:00 on Wednesday).

1.4 Planning Application Description

- 1.4.1 UoM is looking to demolish and redevelop land at Fallowfield Campus currently occupied by student residential halls and facilities including Owens Park, Oak House, Woolton Hall, and The Limes. The proposals are for:
- "Outline planning application (with access only) for the phased demolition of existing buildings and phased development of up to 3,300 Purpose Built Student Accommodation bedrooms (Sui Generis use class) with associated facilities including waste storage, laundry and cycle storage; up to 4,500 sq m of floorspace to be used for ancillary purposes associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway); ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class), and up to 1,200 sq m, of ancillary residential dwellings (Use Class C3), plus associated car parking, hard and soft landscaping, open space, utilities, footpaths and roads".*
- 1.4.2 As detailed in the application description, the proposed development will provide up to 3,300 student beds, up to 55 bedrooms for staff accommodation and 15 bedrooms as part of the ResLife scheme. The ResLife scheme includes postgraduate students and staff who provide support and guidance to students living in halls. This corresponds to an uplift of circa 996 beds (if the Site was currently operating at full capacity).
- 1.4.3 The Limes building is located to the east of the Site, along Whitworth Lane and is currently used for catering operations as well as launderettes and other student services area. This building is also proposed to be demolished as part of this application and relocated elsewhere (under a future planning application).

1.5 Planning History

- 1.5.1 A hybrid planning application (reference no.: 110184/FO/2015/S1) was previously submitted in September 2015 for the development of the Fallowfield Campus. The proposals were for:

“Full planning application for development comprising the erection of buildings between two and six storeys in height to form: student accommodation (2313 bedrooms), wardens accommodation, kitchen and maintenance facility, student facilities, energy centres and associated parking, landscaping, boundary treatments and other infrastructure works following demolition of The Limes and Oak House Halls of residence and associated buildings; and,

Outline application with all matters reserved for development comprising the provision of student accommodation (896 bedrooms), retail floorspace (for A1, A2, A3 use class to a maximum of 1400m² Gross Internal Area), Doctors Surgery (maximum floorspace 200m² Gross Internal Area), and student facilities, in buildings to a maximum height of 15.1 metres following the demolition of Owens Park Halls of residence and associated buildings”.

- 1.5.2 The hybrid planning application included the Site as well as Unsworth Park and Richmond Park to the east, as shown in Figure 1.2.

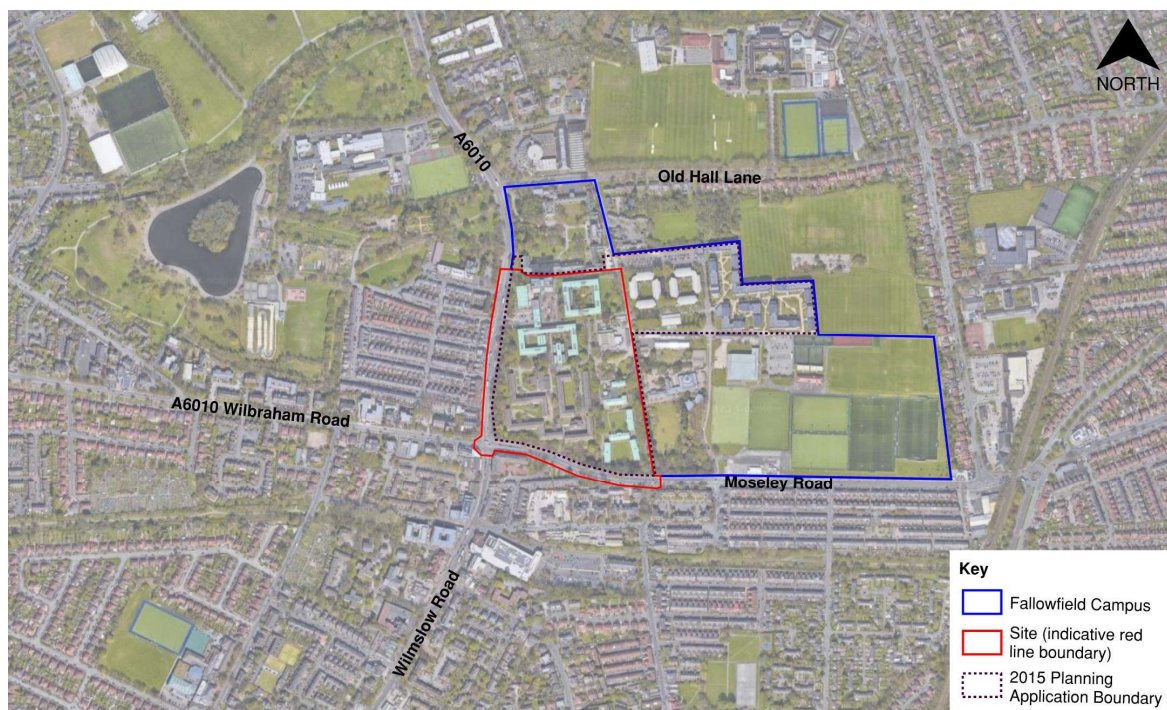


Figure 1.2: Current Application (red line) and 2015 Application (dashed purple line) Site Boundaries

- 1.5.3 Detailed consent was sought for the majority of the proposals including the southern half of the Site (Woolton Hall and Oak House) as well as Richmond Park and Unsworth Park to the east of the Site. Outline consent was sought for Owens Park comprising the northern half of the Site.
- 1.5.4 The application proposed to remove 2,176 units and develop 3,209 new residential units for students, as well as ancillary uses such as student facilities.

- 1.5.5 The application was granted planning permission in December 2015. The majority of the proposals from the application were not developed or constructed, including the area covered by the proposed development. Unsworth Park and Uttley House to the east of the Site were delivered through the 2015 permission on land that was not previously built on. An additional 1,185 beds were therefore delivered without any loss in bed spaces on the Fallowfield Campus.

1.6 Pre-Application Consultation

- 1.6.1 A transport scoping note was sent to MCC on the 5th of June 2023 setting out the proposed scope of the transport work required for the planning application. MCC provided feedback on the scope via email on the 19th of June 2023. The scoping note and response received from MCC are included in **Appendix A**.

1.7 Transport Assessment Scope

- 1.7.1 This TA has been prepared in accordance with relevant policy requirements and current best practice guidance.

- 1.7.2 The sections of this TA are structured as follows:

- **Chapter 2 - Policy Context** – Review of the relevant National, Regional and Local planning policies.
- **Chapter 3 - Baseline Conditions** – Description of the existing transport baseline conditions including pedestrian and cycle access, public transport and local highway network, servicing and parking. This chapter also includes an assessment of existing collision statistics for the roads adjacent to the Site for the latest five-year period.
- **Chapter 4 - Proposed Development** – Description of the proposed development, including land use, quantum and mix, proposed access, parking and vehicle servicing arrangements.
- **Chapter 5 - Trip Generation** – Description of the multi-modal trip generation for the proposed development.
- **Chapter 6 - Transport Network Impacts** - Assessment of the transport impacts, including during the construction phase and moving in / moving out days.
- **Chapter 7 - Summary and Conclusions.**

2 Planning Policy

2.1 Policy and Guidance

2.1.1 The following policy documents have been reviewed as part of this TA. These policy and guidance documents can be categorised at the national, regional and local level, and outline the planning policy framework for the proposed development.

2.1.2 The relevant policies to this development are outlined below and will be referred to throughout this TS:

- National Planning Policy Framework (NPPF) (2021);
- Transport for the North (TfN) Strategic Transport Plan (2019);
- Greater Manchester's Transport Strategy 2040 (2021);
- Made to Move: 15 Steps to transform Greater Manchester, by changing the way we get around (2017);
- Manchester City Council's Core Strategy Development Plan (2012);
- Manchester Residential Quality Guidance (2017); and,
- Manchester City Council's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007).

2.1.3 The policies relevant to this development are summarised below.

2.2 National Policy

Ministry of Housing, Communities and Local Government, 'National Planning Policy Framework' (2021)

2.2.1 The National Planning Policy Framework (NPPF) was most recently updated in July 2021. The framework sets out the national policy expectations relating to transport, its place within the planning process, and its contribution to the achievement of sustainable development.

2.2.2 Paragraph 104 of the NPPF details the transport issues that should be considered in plan making:

- the potential impacts of development on transport networks,
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage,
- opportunities to promote walking, cycling and public transport use,
- the environmental impacts of traffic and transport infrastructure, and
- patterns of movement, streets, parking, and other transport considerations.

2.2.3 Furthermore, the NPPF identifies that significant development should be focused on locations which are, or can be made, sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

- 2.2.4 Section 9 of the NPPF (para. 104 to 113) sets out the approach for promoting sustainable transport. It requires that all development generating significant amounts of movement should be supported by a transport assessment so that the impacts of the proposal on the transport network and environment can be adequately addressed (para. 113).
- 2.2.5 In assessing specific applications for development, NPPF paragraph 110 states 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.”*
- 2.2.6 Paragraph 111 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”* and the consideration of mitigation of a development’s transport impacts on the transport has also been re-prioritised as set out in para 112 to:
- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating 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;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *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;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 2.2.7 Within this context, enhancements to highway capacity will be considered as a last resort and the methodology used within this TA reflects the above approach to assessments and mitigation, including the submission of a Travel Plan, in line with para 113 of NPPF.

2.3 Regional Policy

Transport for the North’s Strategic Transport Plan

- 2.3.1 Transport for the North (TfN) became England’s first sub-national transport body in April 2018. As a partnership TfN encompasses 20 local transport authorities in northern England, together with Network Rail and National Highways, to plan and prioritise long-term infrastructure investment in the North.
- 2.3.2 TfN’s role is to add strategic value by ensuring that funding and strategy decisions about transport in the North

are informed by local knowledge and requirements. TfN published its Strategic Transport Plan in 2019 setting out proposals for the northern transport network through to 2050. The Strategic Transport Plan (STP) is being updated and a draft for consultation was published in May 2023. The consultation period for this draft STP is open from 25 May 2023 through to 17 August 2023.

2.3.3 TfN's core vision is to have '*a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.*' Supporting this vision are the four pan-Northern transport objectives, which are:

- Transforming economic performance;
- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all; and
- Promoting and enhancing the built, historic and natural environment.

2.4 Local Policy

Greater Manchester Transport Strategy (2021)

- 2.4.1 The Greater Manchester Transport Strategy (GMTS) sets out the long-term proposals to 2040 to create a cleaner, greener, more prosperous city region through better transport connections and simpler travel. This includes the aspiration for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 2.4.2 In line with the GMS, the transport strategy aims to deliver "*World class connections that support long-term sustainable economic growth and access to opportunities for all*".
- 2.4.3 Integration is at the heart of the strategy with an ambition to create a high-quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.
- 2.4.4 Policies aim to improve the reliability, accessibility and efficient use of available capacity of the public transport network in Greater Manchester while encouraging people to undertake journeys by sustainable modes of transport.
- 2.4.5 Policy 3 indicates that a programme of interventions, with journey planning tools and information to encourage travel behaviour change and mode shift will be supported, particularly in order to make the most efficient use of available capacity (particularly during peak periods).
- 2.4.6 Policy 4 states that new developments should be accessible by sustainable modes to reduce transport emissions and impacts on the highway network.

Made to Move (2017)

- 2.4.7 The Made to Move Strategy document was published in 2017 and sets out the 15 steps required to make Greater Manchester into one of the best places in the world to walk and cycle. This vision was then followed up by the Beelines proposal to a comprehensive network of walking and cycling routes. More information on the Bee Network can be found in section 3.3.4.

- 2.4.8 The Beelines Network proposes 279 new or upgraded crossings in Manchester enabling 94% of the population to use Beelines. In addition, three miles of Beelines on busy roads are proposed.
- 2.4.9 Improvements to the Wilmslow Road Cycleway (to the north of the Site, towards the main campus) have been completed in January 2018, including segregating the cycle route, improving junctions and providing bus-stop by-passes. The Fallowfield Loop walking and cycling route (to the south of the Site) was planned to be completed in December 2022.

Manchester City Council's Core Strategy (2012)

- 2.4.10 Manchester's Core Strategy, adopted in July 2012, outlines MCC's vision for development of Manchester City up to 2027.
- 2.4.11 Policy C6 discusses the development of Fallowfield as a South Manchester District Centre. It highlights that "The plans to develop the University of Manchester site are an opportunity to focus student activities and encourage a wider range of uses elsewhere in the District Centre."
- 2.4.12 Policy CC5 states that developers should work with public transport providers in ensuring that new developments are accessible by sustainable modes as well as by all users. Additionally, the policy seeks the adequate provision of parking for cars and bicycles, with the level of car parking reflecting the accessibility of the location. MCC's parking standards are set out in Appendix B of the Local Plan. It should be noted that the proposed Site is located within the Fallowfield District Centre and that there are no parking standards available for student residential land use.
- 2.4.13 Along with the policies described above, the primary focus of Strategic Objective 5 of the Local Plan is transport. The relevant policies attached to this objective are discussed below:

T1: Sustainable Transport

- 2.4.14 In line with the GMTS ambitions, Policy T1 seeks the delivery of a 'sustainable, high quality, integrated transport system' that promotes the use of sustainable modes by developing alternatives to the car; improving pedestrian routes and the public realm; improving and developing Manchester's cycle network; and the provision of an efficient and reliable public transport network.
- 2.4.15 The policy supports proposals that:
- 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;
 - 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;
 - Facilitate modes of transport that can reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location; and
 - Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

2.4.16 Additionally, the policy sets out a hierarchy of needs for road users that should be considered by developers. The hierarchy, in order of priority is as follows:

- Pedestrians and disabled people;
- Cyclists, public transport;
- Commercial access;
- General off-peak traffic; and
- General peak-time traffic.

T2: Accessible areas of opportunity and need

2.4.17 Policy T2 ensures that a good level of access to/from new developments to other parts of the city is established. Policy T2 also elaborates on the MCC parking policies stating that MCC will consider each development upon its own merit.

T3: Strategic Integration

2.4.18 Policy T3 requires development to, where possible, contribute to the creation of a sustainable transport network that is both economically viable and environmentally friendly. It also states that any proposals that show any form of prejudice in the implementation of strategic transport schemes will be refused.

Manchester Residential Quality Guidance (2017)

2.4.19 This guidance document has been produced on behalf of MCC and published in March 2017. It outlines the considerations, qualities, and opportunities to help deliver high-quality residential development as part of successful and sustainable neighbourhoods across Manchester.

2.4.20 In terms of transport, the Council will require Applicants to demonstrate how proposals:

- Facilitate and encourage walking and cycling;
- Create clear, safe and obvious connections to the public transport network;
- Define a clear street hierarchy; and
- Support opportunities to improve wayfinding and orientation.

Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007)

2.4.21 MCC's SPG Guide to Development in Manchester adopted in 2007 provides guidance for developers including parking/servicing guidelines, design guidance and travel plans.

2.4.22 The guidance emphasises that priority is to be given to pedestrians, disabled people and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities.

2.4.23 A Travel Plan will be required where appropriate to encourage and support walking, cycling and public transport use. It also provides detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non-car user.

3 Baseline Conditions

3.1 Site Description and Access

- 3.1.1 The Site is located in Fallowfield, approximately 3 kilometres south of Manchester city centre and 2 kilometres south of the UoM's main campus (Oxford Road and Sackville Street areas), on the south side of the city centre. Fallowfield Campus is the main residential campus for the UoM.
- 3.1.2 The Site is bounded by Wilmslow Road (A6010) to the west, Moseley Road (B5093) to the south. The remainder of the Fallowfield Campus situated to the north (i.e., Ashburne Hall, Sheavyn House) and east (i.e., Richmond Park, Uttley Hall, Unsworth Park and Armitage Sports Centre).
- 3.1.3 The Fallowfield Campus is located in a highly accessible location, in good proximity to local amenities that cater for students' needs giving access to goods and services, food and beverage and leisure activities and with excellent connections by public transport and cycle to the city centre and university areas to the north.

3.2 Walking Accessibility

- 3.2.1 There is an extensive provision of pedestrian infrastructure within and around the Site. The main pedestrian routes are illustrated in Figure 3.1, along with the key pedestrian crossing points in the vicinity of the Site.

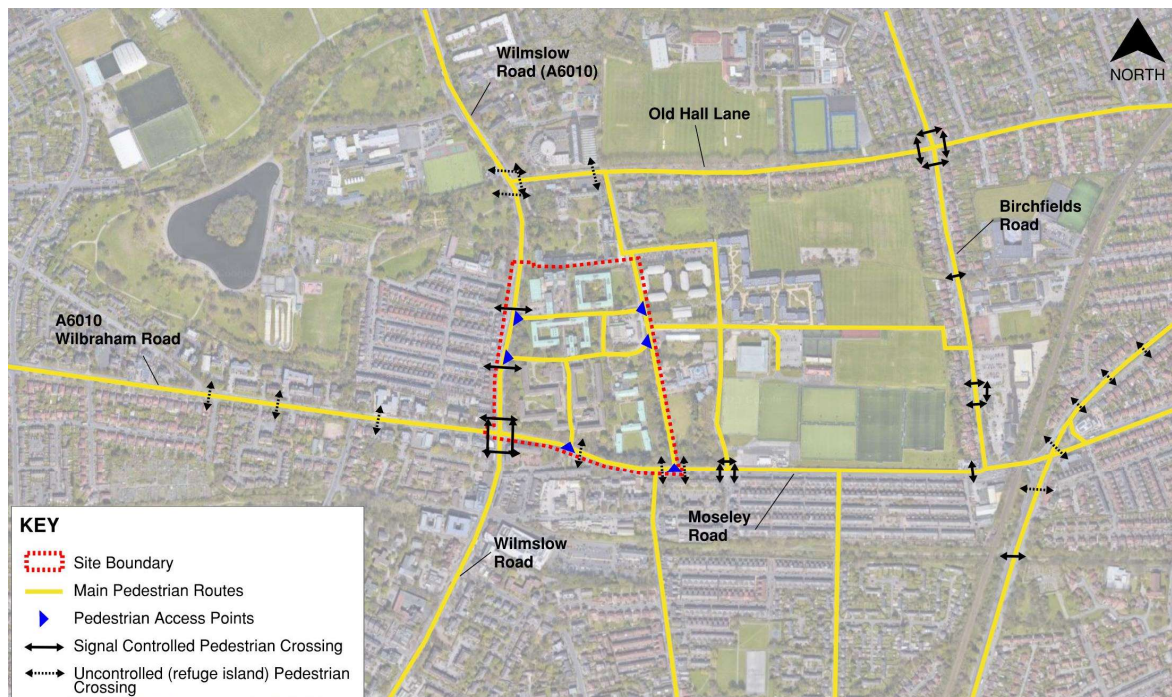


Figure 3.1: Pedestrian Infrastructure Surrounding the Site

- 3.2.2 Footways are provided on both sides of the carriageway, on the local roads surrounding the Site. Footways are of good quality and well-lit.
- 3.2.3 Levenshulme to the east of the Site is also an Active Neighbourhood. This means that the movement of people is prioritised over the movement of motorised traffic. This scheme aims to create an Active 'filtered'

Neighbourhood, by reducing traffic in the area and encouraging residents to use other forms of sustainable transport, particularly walking and cycling. Measures implemented to encourage sustainable modes include the introduction of planters on the roads to stop through traffic. A consultation was undertaken recently to obtain public feedback from local residents and businesses on the scheme, and additional measures have been agreed with MCC.

3.2.4 Figure 3.2 shows the walking accessibility for the Site in 5, 10 and 15-minute walk catchments.

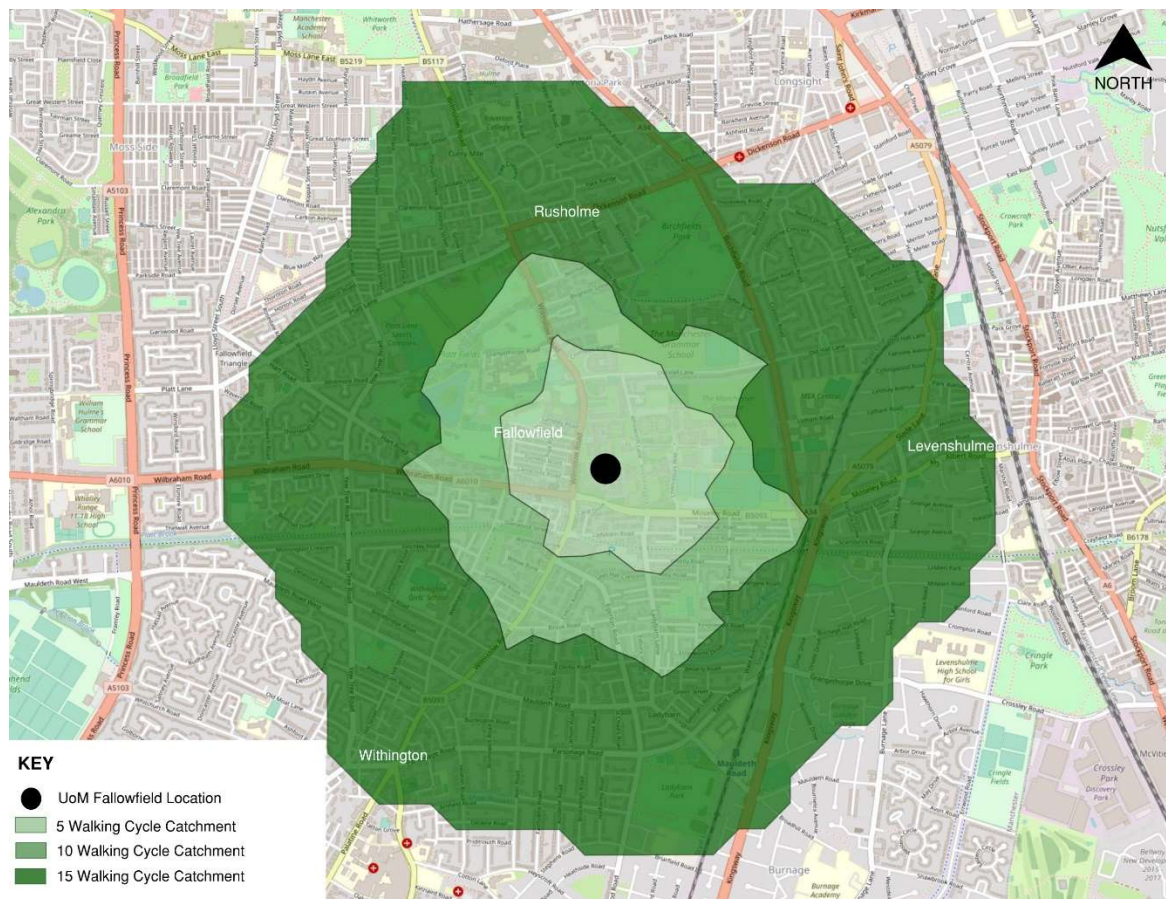


Figure 3.2: Walking Accessibility

3.3 Cycle Accessibility

Cycle Access

3.3.1 Figure 3.3 presents the local cycle routes surrounding the Site boundary.

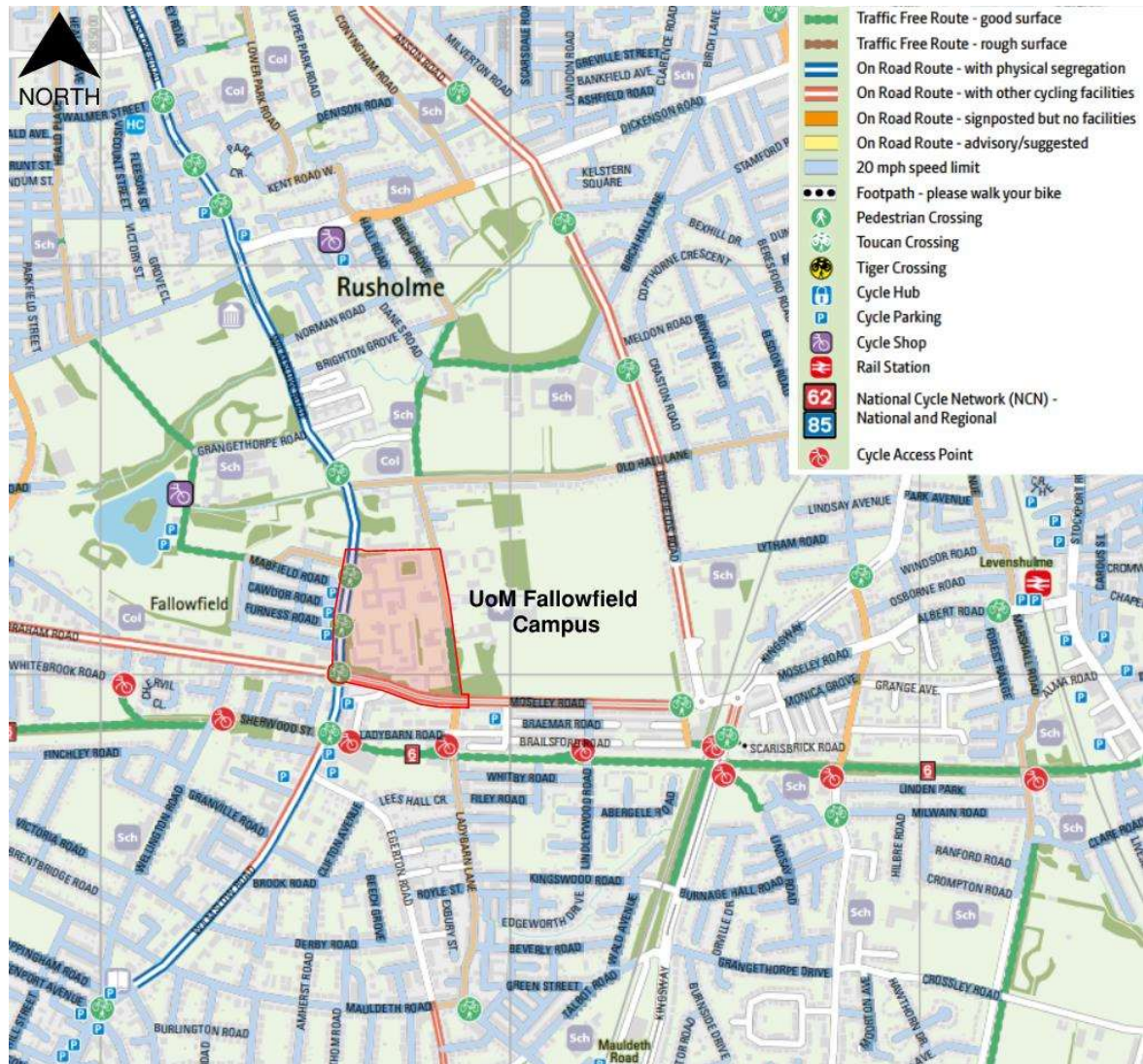


Figure 3.3: Cycle Routes in the Vicinity of the Site (Source: Manchester City Council)

3.3.2 Figure 3.3 shows that Route 6 of the National Cycle Network (NCN) runs to the south of the Site. The NCN connects Bury and Manchester as well as joining Fallowfield Loop at Chorlton-cum-Hardy.

3.3.3 Regional cycle routes within proximity to the Site include the Fallowfield Loop, an off-road route which starts in Chorlton and takes riders to Fallowfield and Levenshulme, through Gorton to the National Cycle Centre and the Etihad Stadium. The Fallowfield Loop walking and cycling route (to the south of the Site) was completed in December 2022.

3.3.4 In June 2022, Transport for Greater Manchester (TfGM) launched plans for a city-region wide walking and

cycling scheme named the Bee Network. The Bee Network is proposed to be made of up to 1,000 miles of routes, including 75 miles of Dutch-style segregated bike lanes. The plans also include 1,400 safer road crossings and 25 filtered neighbourhoods.

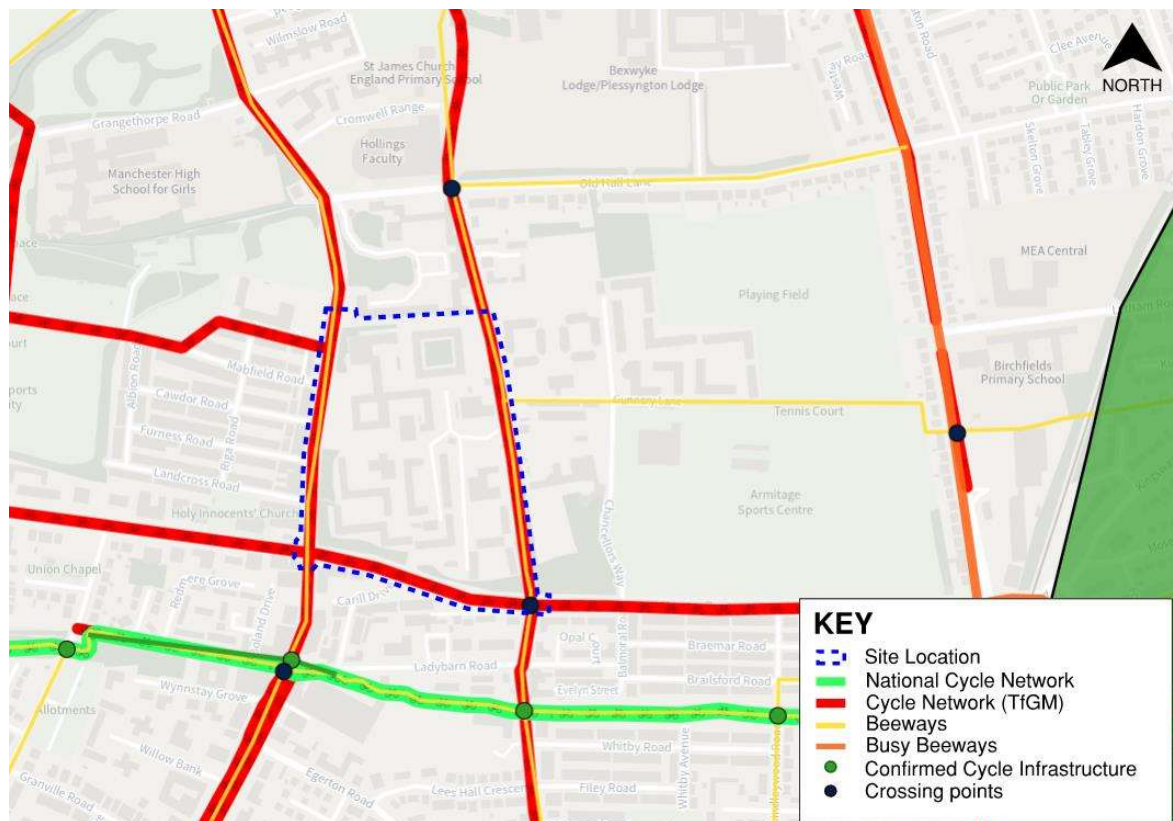


Figure 3.4: Cycle Infrastructure in Vicinity of Site

- 3.3.5 As shown in Figure 3.4, Wilmslow Road to the west and Whitworth Lane to the east of the Site form part of the TfGM Bee Network, along with Old Hall Lane to the north.
- 3.3.6 Wilmslow Road benefits from a dedicated on-road route to the Fallowfield Campus to the south of the city centre. Some of the sections of this cycle route are segregated from motorised traffic. Improvements to the Wilmslow Road Cycleway were completed in January 2018, including segregating the cycle route, improving junctions, and providing bus-stop by-passes, as part of the Bee Network scheme.
- 3.3.7 Whitworth Lane along the eastern frontage of the Site is also a shared cycleway, leading from Moseley Road to the south to Old Hall Lane to the north. Whitworth Lane becomes a road approximately 72m south of Gunner Lane. The road has a speed limit of 5kph from Gunner Lane to the south, to Redshaw Close to the north.
- 3.3.8 Moseley Road, to the south, and Birchfields Road, to the east, benefit from an on-road cycle route.
- 3.3.9 Toucan crossings are located on Wilmslow Road and Moseley Road, in the vicinity of the Site.
- 3.3.10 Figure 3.5 illustrates the cycling accessibility for the Site within a 10, 15, and 20-minute cycle ride. Figure 3.5 shows that Manchester City Centre is within a 20-minute cycle as well as areas within Greater Manchester such as Old Trafford, Ancoats, Didsbury, Heaton Norris and Gorton.

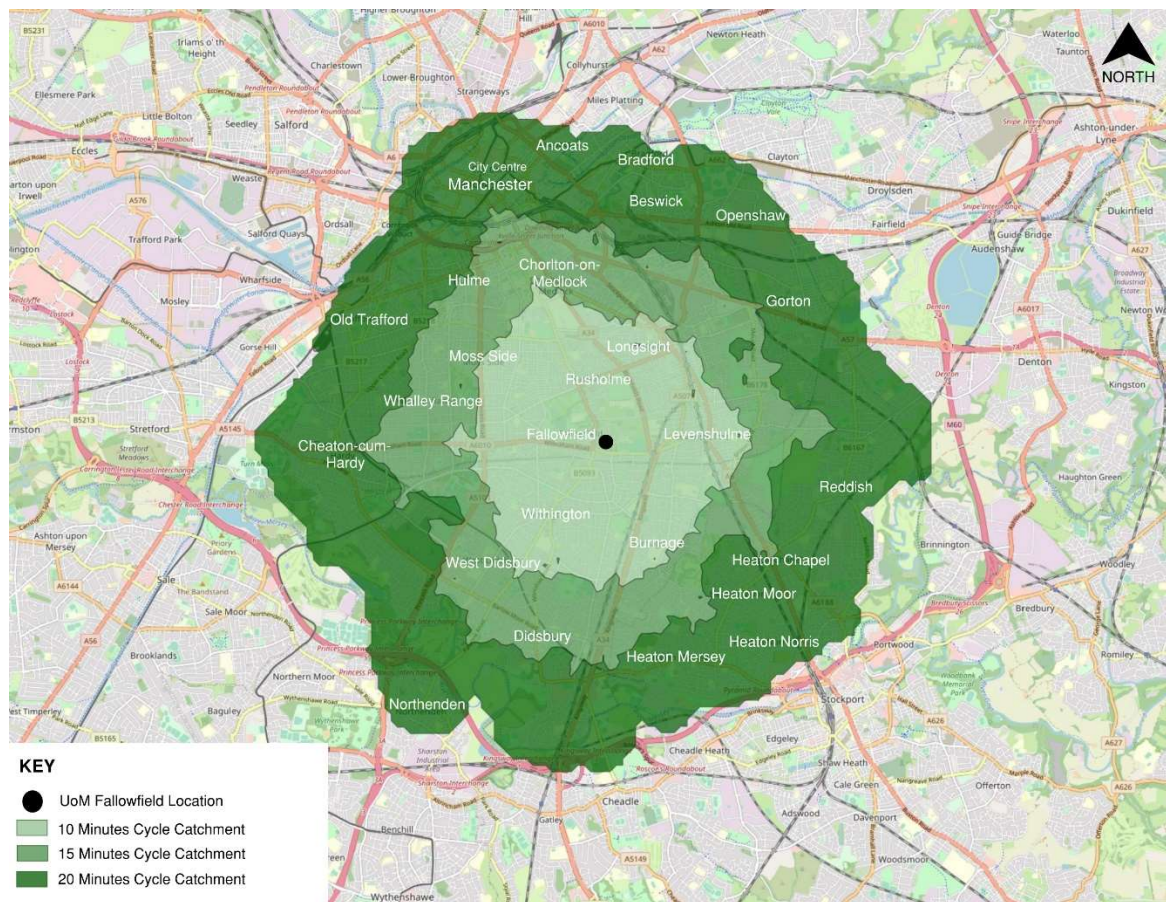


Figure 3.5: Cycling Accessibility

Cycle Parking

- 3.3.11 There are nine cycle shelters around the Fallowfield campus, providing circa 144 cycle parking spaces for staff students and visitors.
- 3.3.12 A TfGM Bee Network cycle hire docking station is also located off the A6010 Wilmslow Road, to the west of the Site. The docking station includes pedal cycles and E-cycles. The Bee Network cycles can be hired via a mobile phone app.

3.4 Public Transport Accessibility

- 3.4.1 The Fallowfield Campus has excellent connections by public transport to the city centre and university areas to the north.

Bus

- 3.4.2 Greater Manchester has an extensive network of buses managed by TfGM and operated by companies including First Greater Manchester, Stagecoach Manchester and Arriva North-West.
- 3.4.3 The main bus route corridors in the vicinity of the Site are located on Wilmslow Road to the west (approximately 4-minutes walking distance), and Moseley Road to the south via the University Campus (approximately 4-minutes walking distance).

6-minutes walking distance). Buses on these corridors are operated by Stagecoach Bus, Go North-West and Diamond Bus North-West.

3.4.4 Local buses serve routes running through Manchester with access to destinations like Sale, West Didsbury, Stockport, Cheadle Hulme, Manchester Airport, Altrincham, Sharston, Rusholme, Piccadilly Gardens, Gorton and Middleton. Additional bus services are also provided on Moseley Road, which runs east-west along the southern boundary of the Site and also on Birchfields Road to the east.

3.4.5 Table 3.1 shows the service frequency of buses on each route, per hour, per direction. It shows that during weekday peak, there are 44 buses per hour per/direction within close proximity to the Site.

Table 3.1: Local Bus Routes and Frequencies

Bus Service	Bus Route	Bus Stop Location	Weekday AM Peak Hour	Weekday PM Peak Hour
41 Cross City	Sale – West Didsbury – Piccadilly Gardens – North Manchester General Hospital -Middleton	Owens Park, Langley Road	4	4
42	Stockport – Cheadle Hulme – East Didsbury – Piccadilly Gardens	Owens Park, Langley Road	1	1
42A	Stockport – Cheadle Hulme – East Didsbury – Piccadilly Gardens	Owens Park, Langley Road	1	1
42B	Stockport – Cheadle Hulme – East Didsbury – Piccadilly Gardens	Owens Park, Langley Road	1	1
42C	Stockport – Cheadle Hulme – East Didsbury – Piccadilly Gardens	Owens Park, Langley Road	1	1
43	Manchester Airport – Sharston – Fallowfield – Piccadilly Gardens	Owens Park, Langley Road	6	6
50	East Didsbury - Burnage - Birchfields - Salford - The Lowry	Birchfields Road	6	6
142	East Didsbury - Withington - Moss Side - Piccadilly Gardens	Owens Park, Langley Road	5	5
143	West Didsbury – Fallowfield – Rusholme – Manchester Royal Infirmary – Piccadilly Gardens	Owens Park, Langley Road	8	8
147	West Didsbury – Fallowfield – Ancoats – Piccadilly Rail Station	Owens Park, Langley Road	2	2
150	Gorton – Levenshulme – Chorlton – Trafford Centre	Wilmslow Road (Stop C)	4	4
171	East Didsbury – Burnage – Levenshulme – Abbey Hey – Newton Heath	Ladybarn Lane	3	3
743	Gatley – Northenden – Didsbury - Hulme	Wilmslow Road (Stop C)	1	1
750S	Loreto Grammar – Altrincham – East Didsbury – Levenshulme	Ladybarn Lane	1	1
Total No. Buses/Hour			44	44

3.4.6 The accessibility of the Site by bus is excellent, with very frequent bus services. Pedestrian connections from the Site to the bus stops are good quality and direct.

Rail

- 3.4.7 Levenshulme is the nearest rail station to the Site, located approximately 1.8km to the east, a 20-minute walk away, approximately, or a 6-minute cycle. Levenshulme is served by Northern Trains. A summary of the destinations that can be reached from Levenshulme and the number of trains operating in the peak hours are provided in Table 3.2.

Table 3.2: Levenshulme Train Services and Frequencies

Destination	Operator	Weekday AM	Weekday PM	Saturday	Sunday
Alderley Edge	Northern	3	3	2	1
Buxton	Northern	3	3	2	1
Crewe	Northern	4	4	3	1
Hazel Grove	Northern	3	3	2	1
Manchester Piccadilly	Northern	5	5	1	2
Total Trains/Hour		18	18	10	6

3.5 Greater Manchester Accessibility Levels (GMAL) – Accessibility Scoring

- 3.5.1 A Greater Manchester Accessibility Level (GMAL) is calculated using the interactive tool managed and maintained by TfGM. This tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is an excellent level of accessibility.
- 3.5.2 The GMAL for the Site (red line boundary within the Fallowfield Campus) has been calculated. As shown in Figure 3.6, a GMAL of 6 is shown across the Site, indicating a good level of public transport accessibility.



Figure 3.6: GMAL for the Site

3.6 Vehicular Access and Parking

3.6.1 Figure 3.7 illustrates the vehicular access points to the Site as well as the UoM car parks on the Fallowfield Campus.

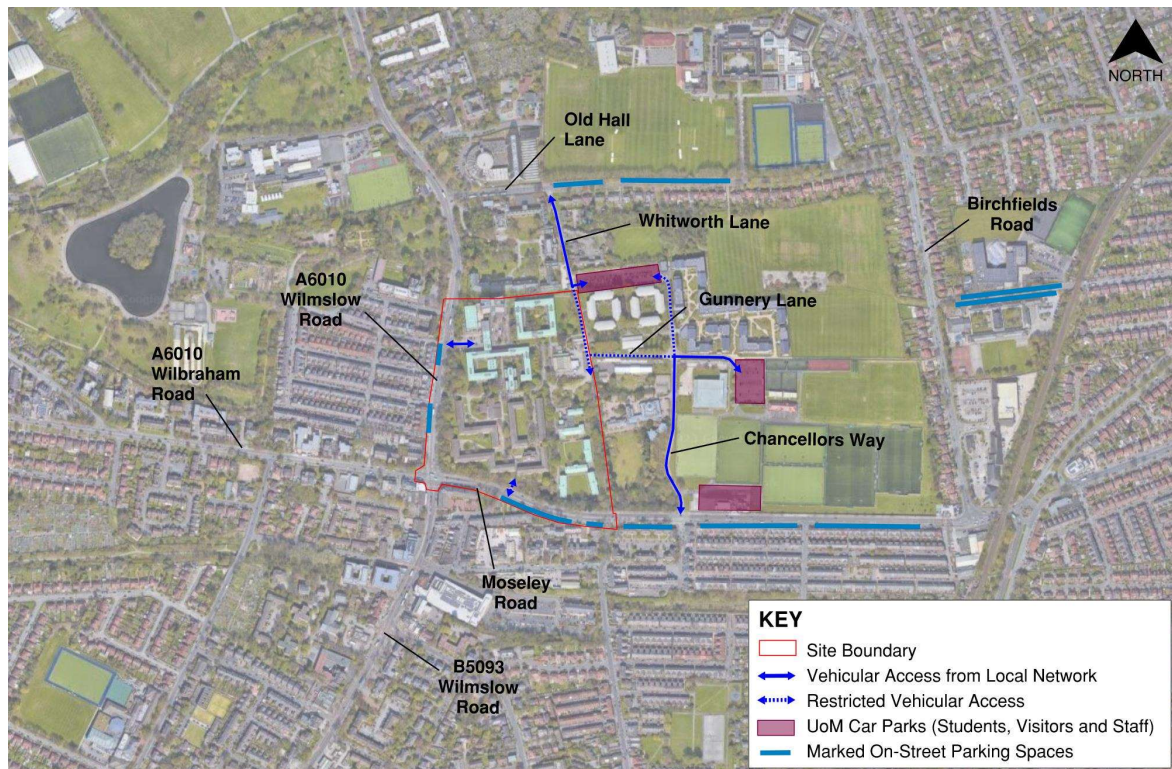


Figure 3.7: Vehicular Access and Parking in the Vicinity of the Site

- 3.6.2 The main vehicular access to Site is located to the north on Old Hall Lane / Whitworth Lane via the existing priority junction. This access is currently used for deliveries, waste collection, as well as access to the existing car parking within the Site (for example, Richmond car park).
- 3.6.3 Owens Park (north of the Site) also benefits from a direct vehicular access off Wilmslow Road (A6010) to the west. This access leads to an existing car park, with 20 car parking spaces for staff and visitors.
- 3.6.4 The vehicular access to the south of the Site on Moseley Road is for emergency access and occasional servicing requirements such as resident 'moving in/out' days. There are separate pedestrian / cycle entrance points located off Moseley Road, including a shared footway / cycleway connecting Moseley Road to Whitworth Lane along the eastern frontage of the Site.
- 3.6.5 Circa 70 car parking spaces are located within the red line boundary, for students, staff and visitors, as follows:
- Owens Park car park, to the north of the Site, including 20 car parking spaces;
 - Limes building, to the east of the Site, with 15 car parking spaces; and
 - Woolton Hall, to the south-east of the Site, which includes 35 car parking spaces.

- 3.6.6 Additional parking areas are available within the Fallowfield Campus, outside of the redline boundary, as shown in Table 3.3 below.

Table 3.3: Existing Parking Provision, Fallowfield Campus (Outside redline boundary)

Parking Area	Standard Spaces	Disabled Spaces	Total Spaces
Richmond Car Park	215	4	219
Chancellor's	84	3	87
Armitage Centre (Main car park)	117	4	121
Armitage Centre (Western Overspill)	Unmarked		
Armitage Centre (Main Overspill)	Unmarked		
Lower Car Park	Unmarked		
Ashburne Hall (Main Courtyard)	33	0	33
Ashburne Hall (Eastern Car Park)	Unmarked		
Firs Experimental Gardens	Unmarked		
On-Street (North Exp. Gardens)0	6	0	6
Firs Villas	2	0	2

- 3.6.7 On-street parking is available in the vicinity of the Site, including Moseley Road, Old Hall Lane and Lytham Road with marked parking areas, as shown in Figure 3.7. There are no parking restrictions on Moseley Road and Old Hall Lane, however parking restrictions apply on Lytham Road.

3.7 Assessment of Collision Data

- 3.7.1 Road traffic collision statistics have been obtained from Crashmap for the most recent five-year period. It is noted that this is the most up to date traffic collision information available at the time of writing this report.
- 3.7.2 Collision statistics are reviewed in terms of numbers and severity to ascertain whether there are particular trends or patterns at a particular junction or section of road. If there is a trend or statistically high collision record that would require accident remedial works, then this could be considered as 'significant'.
- 3.7.3 The study area is shown in Figure 3.8 below. All collisions recorded within the study area during the five-year period are summarised in Table 3.4.

Table 3.4: Collision Data Summary for the Five-Year period (2017 to 2021)

Severity	2017	2018	2019	2020	2021	Total
Fatal	0	0	0	0	0	0
Serious	1	0	1	1	3	6
Slight	8	9	7	2	6	32
Total	9	9	8	3	9	38

- 3.7.4 Table 3.7 shows that 38 collisions were recorded in the five-year period up to the end of 2021. The majority of the collisions (32) in the study area resulted in slight injury with 6 collisions resulting in serious injury. No fatal collisions were recorded during this period.
- 3.7.5 The data was analysed further by identifying clusters of collisions within the study area. A collision cluster is defined as a minimum of four accidents within a 100m diameter. Identifying clusters of collisions is necessary to ascertain whether there were any underlying patterns, trends or factors that may have contributed to the collision. One key collision cluster was identified as shown in Figure 3.8.



Figure 3.8: Collision Data, 2017-2021

- 3.7.6 Eighteen collisions have occurred at the A6010 Wilmslow Road/B5093 Moseley Road junction over the five-year period. A total of 14 slight incidents and four serious collisions occurred at this intersection.
- 3.7.7 The collisions are mainly due to failure in judgment of other vehicles' path or speed and failure to look properly when manoeuvring or changing lanes. The main cause of collisions at this junction therefore seems to be due to driver's error rather than the geometry of junction.

4 Proposed Development

4.1 Development Proposals

4.1.1 The Technical Plan, shown in Figure 4.1, presents the indicative configuration of land use and buildings across the Site.

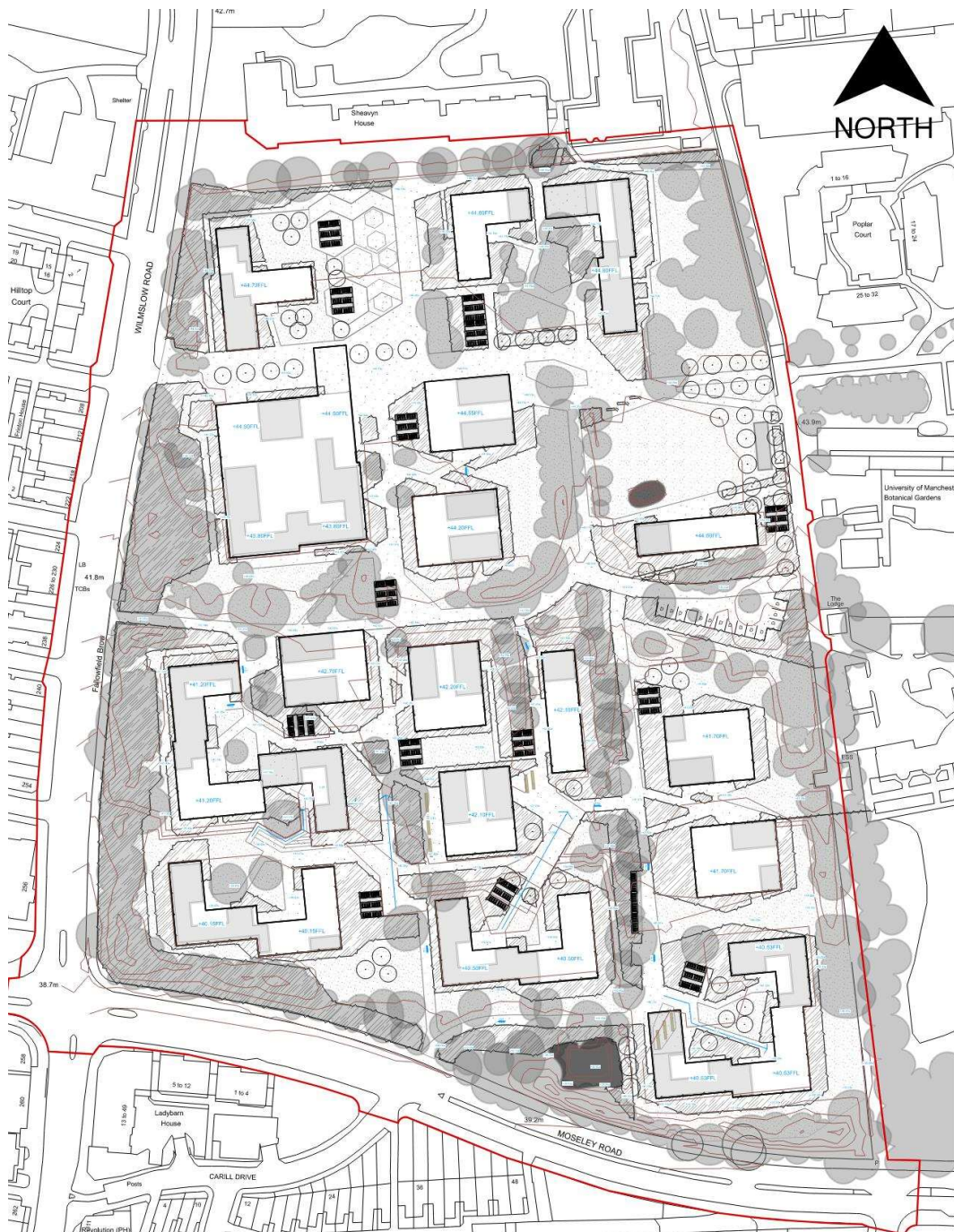


Figure 4.1: Technical Plan

- 4.1.2 UoM is looking to demolish and redevelop land at Fallowfield Campus currently occupied by student residential halls and facilities including Owens Park, Oak House, Woolton Hall, and The Limes. The new student accommodation buildings will provide up to 3,300 student beds, up to 55 bedrooms for staff accommodation and 15 bedrooms as part of the ResLife Scheme. This corresponds to an uplift of circa 996 beds compared with the existing potential use of the Site.
- 4.1.3 It is noted that the consented 2015 application proposed to remove 2,176 beds and develop 3,209 beds for students, as well as ancillary facilities such as student facilities. The 2015 application therefore proposed an uplift of 1,033 beds across the Fallowfield Campus, although the 2015 application had a wider red line boundary as it included Richmond Park and Unsworth Park to the east.
- 4.1.4 Although the majority of the proposals from the 2015 application were not constructed, Unsworth Park and Uttley House to the east of the Site were delivered through the 2015 permission on land that was not previously built. An additional 1,185 beds were therefore delivered without any loss in bed spaces on the Fallowfield Campus.

4.2 Pedestrian and Cycle Access

- 4.2.1 Figure 4.2 shows the proposed access points for pedestrian and cycle modes to the Site.
- 4.2.2 Pedestrian and cycle access are proposed to be maintained from Moseley Road, Wilmslow Road and Whitworth Lane. Additional access is also provided from the rest of the Fallowfield Campus to the north and east.

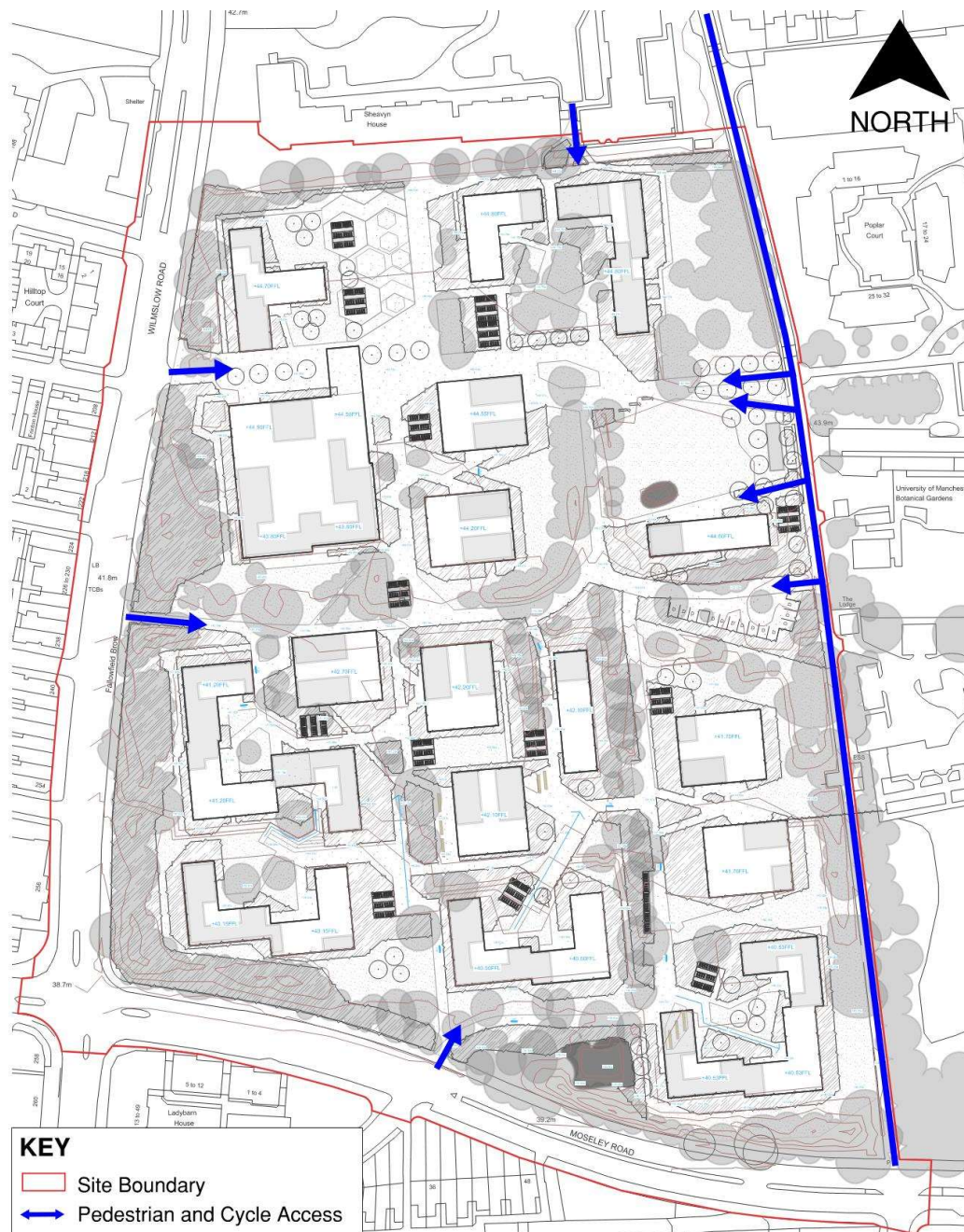


Figure 4.2: Proposed Development, Pedestrian and Cycle Access

4.3 Cycle Parking

- 4.3.1 It is proposed that cycle parking provision be made for 25% of the student population living within the red line boundary, which equates to a provision of 825 cycle parking spaces.
- 4.3.2 There are no parking standards for student residence land-use within the MCC Local Plan.
- 4.3.3 Student travel mode share data (presented in detail in the next section), shows that 5% of the student

population chooses to cycle to the main campus. The provision of 825 cycle parking spaces, sufficient for 25% of students on-site is therefore considered to be sufficient to meet existing demand for cycling and act to encourage more cycle use in future.

- 4.3.4 As shown in Figure 4.1, secure cycle parking is proposed to be provided across the Site, in close proximity to each residential building.

4.4 Vehicular Access

- 4.4.1 Figure 4.3 shows the vehicular access and disabled parking bays proposed as part of the development.

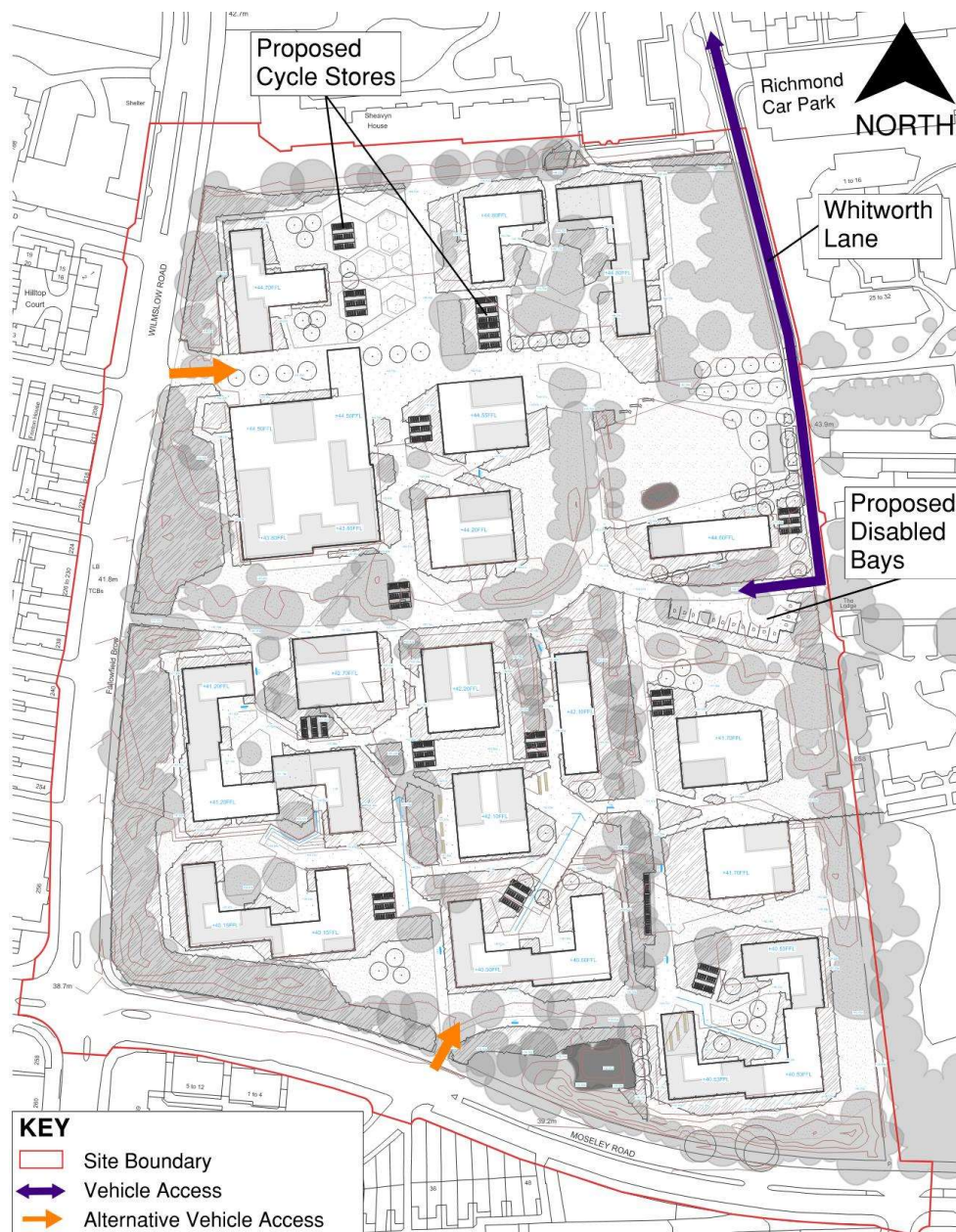


Figure 4.3: Proposed Development - Vehicular Access and Disabled Parking

- 4.4.2 As shown in Figure 4.3, access to the disabled parking area will be from Whitworth Lane via the junction of Whitworth Lane/Old Hall Lane (to the North) as per the existing situation (shown in Figure 3.7). There are no changes proposed to the Whitworth Lane / Old Hall Lane junction or to the access points to the Site from Whitworth Lane itself.
- 4.4.3 Servicing vehicles (for deliveries and refuse collection) will also access the Site via Old Hall Lane and Whitworth Lane. It is proposed that each building will have its own bin collection point. The bins will be collected by the UoM Facilities team within the Site and brought to a centralised waste store on campus. The waste vehicles will access the Site using the existing route via Old Hall Lane and Whitworth Lane to the north, or use alternative routes such as Moseley Road and Wilmslow Road.
- 4.4.4 During 'moving in / moving out' days, students will be expected to use the existing car park at Richmond Park to facilitate their move, which can be accessed via Old Hall Lane and Chancellors Way (via Moseley Road). The access off Moseley Road to the South of the Site may be opened during the moving in / moving out days to allow students to move in / move out of their accommodation and prevent congestion on site. The moving in / moving out days are managed by UoM, to ensure there is sufficient parking available on site for students and avoid congestion on the local road network.

4.5 Car Parking

- 4.5.1 There are currently circa 70 car parking spaces located across the Site, including at the Limes, Woolton Hall and Owens Park. Permits are required to park within the Site and access to the Site is controlled with barriers.
- 4.5.2 As part of the development, it is proposed to reduce the number of car parking spaces across the Site, for both students and staff. A total of 21 disabled parking spaces are proposed as part of the outline planning scheme to be provided to the east of the Site, near the current Limes building. The exact number of disabled car parking spaces is to be resolved at reserved matters.
- 4.5.3 It is expected that students choosing to have their own car will make use of the existing parking provision within the Fallowfield Campus, but outside of the redline boundary, for example at Richmond Park. Staff will also be expected to use the existing car parking spaces within Fallowfield Campus.

4.6 Phasing of Demolition / Construction

- 4.6.1 An indicative demolition and construction programme is as follows:
- Phase A (Owen's Park) – North of the Site:
 - Demolition – Q4 2023 to Q4 2024
 - New Build – Q1 2025 to Q3 2027
 - Phases B & C (Oak House & Woolton Hall) – South of the Site:
 - Demolition – Q3 2027 to Q1 2028
 - New Build – Q1 2027 to Q3 2030

5 Trip Generation

5.1 Methodology

5.1.1 The proposed trip generation and mode split was submitted as part of the TA scoping note in June 2023. A copy of the TA scoping note and MCC response can be found in Appendix A. MCC confirms that the proposed trip rates and modal share are acceptable in principle.

5.1.2 This section includes the multi-modal trip generation assessment undertaken for the Site.

5.1.3 To estimate the number of person trips generated by the proposed development, reference has been made to the TRICS database (Trip Rate Information Computer System), a nationally recognised database of trip rates for developments in the UK.

5.2 Person Trip Generation

5.2.1 Site selection has been made using the Student Residence sites in the TRICS database, based on the following criteria to best represent the characteristics of the proposed development:

- North and North-West region;
- Surveys undertaken from 2004 onwards;
- Sites with vehicular access and off-street parking available; and
- Sites with a good accessibility by public transport.

5.2.2 Two sites have been selected from the TRICS database to calculate the person trip rate.

5.2.3 The existing student accommodation at the Site includes 2,374 beds, and the proposed development includes circa 3,370 beds. This corresponds to an uplift of circa 996 beds within the red line boundary. As part of this assessment, one bed equates to one resident. The trip rates and resultant total person trips are shown in Table 5.1.

Table 5.1: Trip Generation (Existing and Proposed Development)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per resident)	0.012	0.232	0.244	0.208	0.132	0.340	1.871	1.986	3.857
Total Person Trips (Existing)	28	551	579	494	313	807	4,442	4,715	9,157
Total Person Trips (Proposed)	40	782	822	701	445	1,146	6,305	6,693	12,998
Net Change	12	231	243	207	131	339	1,864	1,978	3,842

5.2.4 The proposed development is shown to create an additional 243 person trips in the AM peak and an additional 339 person trips in the PM peak.

5.3 Modal Split

- 5.3.1 To estimate the mode split for the proposed development, reference has been made to the student mode split agreed as part of the previous outline planning application at this Site (Planning Ref. 110184/FO/2015/S1), which was derived from the 2014/15 Fallowfield Campus parking permit allocations and student mode share data obtained from the nearby Manchester Metropolitan University (MMU).
- 5.3.2 The mode share extracted from the TA for the previous planning application is shown in Table 5.2. Given that the number of car parking spaces at the Site is proposed to be reduced from 70 to 21 parking spaces, the Car Driver mode share for the proposed development has been adjusted to suit, with the difference distributed across the remaining modes as shown in Table 5.2.

Table 5.2: Mode Split

Mode	Mode Share (2015 TA)	Mode Share (Adjusted)
Car Driver	2%	0.6%
Public Transport	60%	61.4%
Cycle	5%	5%
Walk	33%	33%

5.4 Trip Generation by Mode

- 5.4.1 Table 5.2 shows that the vast majority of trips (99.4%) are expected to be made using sustainable transport modes. Applying this mode split to the person trips shown in Table 5.1 gives the number of trips by mode shown below in Table 5.3 and Table 5.4.

Table 5.3: Trip Generation by Mode (Existing Number of Beds)

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Car (driver)	1	11	12	10	6	16	89	94	183
Public Transport	17	330	348	296	188	484	2,665	2,829	5,494
Bicycle	1	28	29	25	16	40	222	236	458
Pedestrian	9	182	191	163	103	266	1,466	1,556	3,022
Total	28	551	579	494	313	807	4,442	4,715	9,157

Table 5.4: Trip Generation by Mode (Proposed Number of Beds)

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Car (driver)	0	5	5	4	3	7	38	40	78
Public Transport	25	480	505	430	273	704	3,871	4,109	7,981
Bicycle	2	39	41	35	22	57	315	335	650
Pedestrian	13	258	271	231	147	378	2,081	2,209	4,289
Total	40	782	822	701	445	1,146	6,305	6,693	12,998

5.4.2 The resultant net change in trips by mode is set out in Table 5.5, which shows a decrease in car trips (as expected given the proposed reduction in car parking at the Site).

5.5 Net Change, Trip Generation

5.5.1 The net change in trips per mode is shown in the Table 5.5. The number of car trips is expected to decrease daily by 76 trips (two-way), as well as during the AM and PM peaks. In comparison, the number of trips on public transport, as well as cycle and pedestrian networks is expected to increase.

Table 5.5: Trip Generation by Mode (Net Change)

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Car (driver)	0	-6	-7	-6	-4	-9	-51	-54	-105
Public Transport	8	150	157	134	85	219	1,206	1,281	2,487
Bicycle	1	12	12	10	7	17	93	99	192
Pedestrian	4	76	80	68	43	112	615	653	1,268
Total	12	231	243	207	131	339	1,864	1,978	3,842

5.6 Servicing

5.6.1 To estimate the number of service vehicle trips generated by the proposed development, reference has been made to the Transport Assessment produced as part of the 2015 planning application for the Site (reference: 110184/FO/2015/S1). Traffic surveys were undertaken as part of the 2015 TA which counted the number of servicing vehicles accessing the Site, including Owens Park, Oak Hall as well as traffic associated with the Limes and existing maintenance hub, Woolton Hall residence and the Experimental Gardens.

5.6.2 It is important to note that the red line boundary as part of the 2015 planning application was wider than the red line boundary included in this application, as shown in Figure 1.2. The 2015 application included the Site within this application red line boundary, as well as Richmond Park and the Experimental Gardens (to the east of the Site). As a result, the 2015 red line boundary included an existing 2,889 student beds as opposed to the

existing count of 2,374 beds for this application.

5.6.3 Table 5.6 shows the observed number of Goods Vehicle traffic entering the 2015 Application Site.

Table 5.6: Observed Goods Traffic (Vehicles) - 2015 Application Red Line Boundary

	In	Out	Total
AM Peak	5	5	10
PM Peak	0	0	0
Daily Traffic	53	50	103

5.6.4 The traffic surveys results shown in Table 5.6 were used to calculate a servicing trip rate per bed, for the proposed development, presented in Table 5.7.

Table 5.7: Service Vehicle Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
OGV Trip Rate (per 1 resident)	0.002	0.002	0.004	0.000	0.000	0.000	0.019	0.018	0.036
OGV Trips (Existing - 2,374 beds)	4	4	8	0	0	0	44	42	86
OGV Trips (Proposed - 3,370 beds)	6	6	12	0	0	0	63	59	122
Net Change	2	2	4	0	0	0	19	18	36

5.7 Total Vehicle Trip Generation

5.7.1 The net change of vehicles within the red line boundary has been calculated. The total vehicle trips generated during the highway peak hours is shown in Table 5.8 below.

Table 5.8: Total Vehicle Trip Generation (Net Change)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Net Change - Car (driver)	0	-6	-7	-6	-4	-9	-51	-54	-105
Net Change – Servicing Vehicles	2	2	4	0	0	0	19	18	36
Total Net Change - Vehicles	1	-5	-3	-6	-4	-9	-32	-37	-69

5.7.2 As shown the total two-way vehicle trips expected to be generated by the development is less than that expected with the previous consented scheme in all cases.

5.8 Moving In / Moving Out Days

- 5.8.1 Fluctuations in vehicle traffic to / from the Site are expected at the start and end of the university year, respectively in early September and end of June, as students move in / out of their student accommodation. These periods are referred to "moving in / moving out" days and tend to result in additional vehicle movements.
- 5.8.2 The university has a strategy in place for the moving in / moving out days to ensure there is sufficient parking available on site for students to move in / out of their accommodation. Marshals help direct vehicles on the day to appropriate parking areas in the Fallowfield Campus to prevent congestion on the local road network and ensure that no vehicles are parked inappropriately.
- 5.8.3 Students moving in / out of the residential units within the redline boundary will be expected to use the existing car park at Richmond Park to facilitate their move in / out during those days. Richmond car park is accessed via Old Hall Lane to the north and Chancellors Way to the south (via Moseley Road).
- 5.8.4 The access off Moseley Road to the South of the Site may be opened during the moving in / moving out days and temporary parking allowed within the redline boundary to facilitate students moving in / out of their accommodation.

6 Impacts on Transport Networks

6.1 Impact on Walking and Cycling

- 6.1.1 As shown in Table 5.5, the proposed development is expected to generate an additional 80 (two-way) walking trips in the AM peak and 112 (two-way) walking trips in the PM peak. This equates to 1.3 additional pedestrians per minute in the AM peak and 1.9 pedestrians per minute in the PM peak. Given the existing pedestrian infrastructure around the Site and proposed infrastructure within the Site, it is expected that the additional walking trips can be adequately accommodated on the local network.
- 6.1.2 Given the existing cycle infrastructure linking the Fallowfield campus to the main city centre campus and the proposed cycle parking on Site, it is expected that the additional cycle trips will be adequately accommodated on the local cycle network.

6.2 Impact on Bus Services

- 6.2.1 The public transport assessment in Chapter 3 shows that a total of 44 buses per hour per direction are operating within close proximity to the Site. Of these 29 buses per hour provide a direct connection to Manchester from the A6010 Wilmslow Road bus stop. Assuming a 30:70 split of single decker to double decker, with a capacity of 70 and 100 respectively, the capacity per hour of the bus route to / from Manchester city centre is 2,639 passengers in each direction.
- 6.2.2 Table 5.5 shows that the proposed development will generate an increase in the number of trips on public transport daily, including in the AM and PM peak, with an additional 145 trips in the AM peak and additional 202 trips in the PM peak.
- 6.2.3 It is expected that most of those trips will be undertaken by bus due to the proximity of bus services and the directness of the route to the main campus in the city centre.
- 6.2.4 The net change in bus passengers per hour generated by the additional accommodation on Campus is minimal when compared to the available bus route capacity. It should also be noted that bus users are unlikely to arrive and depart the Campus at the same time. It is likely that the bus patronage will be spread across the day.

6.3 Parking

- 6.3.1 UoM operates a strict parking policy throughout their city centre campuses to discourage unnecessary car use and promote the use of other modes of travel such as public transport and walking / cycling. However, students can purchase a parking permit that allows them to park within the Fallowfield Campus but these are tightly controlled.
- 6.3.2 Table 5.2 shows that the car driver mode split is expected to be 0.6%. This is a result of the strict parking policy throughout the city centre campuses together with the highly accessible location of the Fallowfield campus in relation to the university but also amenities such as supermarket, sports facilities and cafes / restaurants. It is therefore expected that most students will not require to use a car to meet their daily travel needs and will therefore not own a car.
- 6.3.3 A minority of students will choose to own a car, and will therefore require a car parking space within the

Fallowfield Campus or nearby. As shown in Table 3.3, a number of parking areas are available within the Fallowfield Campus (outside of the redline boundary). A total of 468 car parking spaces are available throughout the campus. Additional overspill car parks area available within the Campus, with unmarked parking spaces.

- 6.3.4 Parking surveys were undertaken as part of the 2015 planning application. The surveys recorded all vehicles parked within the Fallowfield Campus at the time of the surveys and showed that the maximum occupancy of 260 cars occurs on a Wednesday afternoon at 2.30pm. However, it has to be noted that the majority of the parking recorded during this period was associated with activity at the Armitage Centre occurring during the University's weekly sports afternoon. The parking at the Armitage is accessible to the general public, not only the students and staff at the Fallowfield Campus.
- 6.3.5 The surveys also showed a lower occupancy of 150 cars on a Thursday at 7.15pm. Richmond car park was shown to operate significantly under capacity, with a maximum surveyed occupancy of 23% (occurring on weekday at 2.30pm).
- 6.3.6 The parking areas within the 2015 redline boundary were also surveyed and showed that the parking demand within the 2015 red line boundary was significantly lower than the supply of parking spaces, with a maximum surveyed demand of 32% (occurring on a weekday at 10.15am).
- 6.3.7 Surveys of the on-street parking spaces off Wilmslow Road were also undertaken and showed that the short-stay parking spaces were operating with a maximum occupancy of 73%. It should be noted that parking restrictions apply to on-street parking bays on Wilmslow Road and Lytham Road to the north. There are no parking restrictions on Moseley Road and Old Hall Lane.
- 6.3.8 The parking demand within the Fallowfield Campus is shown to be well below the number of parking spaces offered. It is therefore envisaged that if students decide to own a car, they will be able to park it within the curtilage of the Fallowfield Campus. It is unlikely that the minority of students owning a car will park it on the nearby roads, due to the parking restrictions on the local network and availability of parking spaces within the campus.

6.4 Travel Planning

- 6.4.1 UoM produced an estate-wide Travel Plan in 2000, which was subsequently updated in 2013. The 2015 hybrid planning application by UoM for the Owens Park masterplan included a framework Travel Plan specific for this campus, under the umbrella of the UoM Travel Plan. The application was consented, and a plot Travel Plan was prepared in relation to the Unsworth Park development, the first Phase of the Owens Park masterplan, which was submitted to MCC in 2019 to discharge a planning condition, but this was not discharged.
- 6.4.2 It is proposed that the UoM Travel Plan be updated in consultation with MCC. Once approved and implemented, a regular monitoring cycle of the Travel Plan (including travel surveys etc) would take place as per the Action Plan for at least the next 10 years, before the need is revisited.
- 6.4.3 When future applications are made for new phases of development (acknowledging these may be out of the regular cycle of UoM Travel Plan monitoring surveys), an Interim Monitoring Report would be produced, which considers the site specific nature of the new development and any specific initiatives and measures required for it. The report would include travel surveys of that phase of development, which would have been undertaken 6 months post occupation, and the completed Interim Monitoring Report submitted to MCC.
- 6.4.4 Regular UoM and any Interim Monitoring reports would also be appended to the UoM Travel Plan providing a

continuous live record of travel planning at the University over the next 10 years, until the need is reviewed.

- 6.4.5 It is envisaged that the Travel Plan and surveys commitments would be secured through a suitably worded planning condition / s106 obligation.

6.5 Construction Impacts

- 6.5.1 At this stage, there are limited details available as to how the construction of the development would be carried out and therefore it has not been possible to fully assess the impacts of construction on the transport networks. Notwithstanding the impacts of construction are short-term temporary compared with the operational phase of development and the impacts will be managed.
- 6.5.2 Demolition work for Phase A (Owen's Park to the north of the Site) is expected to commence in late 2023, with the new build starting in early 2025. Phases B and C (Oak House and Woolton Hall, to the south of the Site) are expected to start autumn 2027 for demolition works, with the new build starting from early 2027.
- 6.5.3 It is anticipated that the proposed works will take place within normal working hours, between 08:00-18:00 on a weekday and 08:30-13:00 on Saturdays and Sundays. Therefore, construction worker trips would fall outside the network peak hours of 08:00-09:00 and 17:00-18:00.
- 6.5.4 All deliveries will be undertaken during normal site hours or occasionally restricted hours on certain days to support student activities.
- 6.5.5 An Outline Demolition Environmental Management Plan (ODEMP) has been developed to support the planning application, and to allow demolition works to proceed following receipt of a planning consent from Manchester City Council.
- 6.5.6 A Construction Logistics Plan (CLP) is proposed to be produced by the Principal Contractor to manage the traffic related to the construction phase of the proposed development. The CLP will describe details of the construction traffic management including the construction vehicle routing strategy along with a methodology for managing the logistics plan for Site access. An enforcement strategy will also be designed to ensure construction routing and best practices are kept and adhered to. The CLP will be submitted prior to determination of the planning application.
- 6.5.7 Detailed construction traffic estimates will be presented in a full CLP, setting out the maximum number of vehicles expected during each phase and the quantities of material required.

7 Summary and Conclusions

7.1 Summary

- 7.1.1 This Transport Assessment (TA) has been prepared by Buro Happold on behalf of the University of Manchester (the Applicant) in support of the outline planning application for the re-development of the Fallowfield Campus in Manchester (the Site), to be submitted to Manchester City Council (MCC).
- 7.1.2 The University of Manchester is looking to demolish and redevelop land at Fallowfield Campus. The Site is currently occupied by student residential halls and ancillary facilities including Owens Park, Oak House, Woolton Hall, and The Limes. Circa 2,374 student beds are currently offered across the Site.
- 7.1.3 A hybrid planning application (reference no.: 110184/FO/2015/S1) was previously submitted in September 2015 for the development of the Fallowfield Campus. Detailed consent was sought for the majority of the proposals including the southern half of the Site (Woolton Hall and Oak House) as well as Richmond Park and Unsworth Park to the east of the Site. Outline consent was sought for Owens Park comprising the northern half of the Site. The application proposed to replace the existing 2,176 beds offered with 3,209 new beds for students, as well as ancillary uses such as student facilities. The 2015 application therefore proposed an uplift of 1,033 beds across the Fallowfield Campus, although the 2015 application had a wider red line boundary as it included Richmond Park and Unsworth Park to the east.
- 7.1.4 The application was granted planning permission in December 2015. The majority of the proposals from the application were not developed or constructed, including the area covered by the development proposed as part of this application. Unsworth Park and Uttley House to the east of the Site were delivered through the 2015 permission on land that was not previously built on. An additional 1,185 beds were therefore delivered without any loss in bed spaces on the Fallowfield Campus.
- 7.1.5 The proposals as part of this application include the demolition of existing student residential buildings and the building of new student accommodation buildings which will provide up to 3,300 student beds, up to 55 bedrooms for staff accommodation and 15 bedrooms as part of the ResLife scheme. This replacement of accommodation will correspond to an uplift of circa 996 beds (if the Site was currently operating at full capacity). The proposed uplift of 996 beds across the Site is lower than the 2015 consented scheme, whereby an uplift of 1,033 beds was proposed.
- 7.1.6 The Limes building currently used for catering operations, launderettes and other student services area for UoM is proposed to be demolished as part of this outline planning application and relocated elsewhere (under a future planning application).
- 7.1.7 Pedestrian and cycle access is proposed to be maintained from Moseley Road, Wilmslow Road and Whitworth Lane, with additional access taken from the rest of the Fallowfield campus to the north and east.
- 7.1.8 It is proposed that waste will be collected from each building within the red line boundary and consolidated in a single waste collection location within the Fallowfield campus. Servicing access for waste collection vehicles as well as delivery vehicles will be taken from the existing route via Old Hall Lane and Whitworth Lane to the north of the Site, or alternative access points on Wilmslow Road and Moseley Road.
- 7.1.9 As part of the proposals, a total of 21 disabled car parking spaces are included to the east of the Site. It is proposed that the disabled parking bays will be accessed via Whitworth Lane, and Old Hall Lane to the north.

- 7.1.10 Cycle parking is provided at a ratio of 25% of beds within the red line boundary, which corresponds to a provision of 825 cycle parking spaces. The cycle parking is proposed to be provided as smaller enclosed parking close to each residential building.
- 7.1.11 A multi-modal trip generation assessment has been undertaken for the proposed development which shows that the majority of trips will be undertaken by sustainable means such as walking, cycling and public transport. The additional trips on the public transport are shown to be minimal in relation to the existing bus capacity. It is assumed that the bus patronage will also be spread across the day.
- 7.1.12 The assessment concludes that the development would not have a significant impact on the local road network. It is noted that the proposed development will have a lower number of trips than the 2015 consented scheme, which was shown to have an insignificant effect on the surrounding highway network and vehicle access junctions, in terms of capacity and safety.
- 7.1.13 UoM produced an estate-wide Travel Plan in 2000, which was subsequently updated in 2013. The 2015 hybrid planning application for the Owens Park masterplan included a framework Travel Plan specific for this campus. A plot Travel Plan was prepared in relation to the Unsworth Park development (the first Phase of the Owens Park masterplan) which was submitted to MCC in 2019 to discharge a planning condition, but this was not discharged. It is envisaged that the estate-wide Travel Plan be updated, with a monitoring plan put in place, in consultation with MCC. The Travel Plan and related commitments would be secured through a suitably worded planning condition / s106 obligation.
- 7.1.14 A framework Construction Logistics Plan (CLP) will help manage the impacts of construction traffic on the transport network. The CLP will be submitted prior to the determination of the planning application.

7.2 Conclusions

- 7.2.1 Based on the assessment of the transport impacts of the proposed development it is concluded that the proposals accord fully with prevailing transport policy guidance and that the development proposals are appropriate for the location.
- 7.2.2 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted Outline Planning Permission.

Appendix A Pre-Application Correspondence

Jeanne Watrin

From: Kevin Jackson
Sent: 19 June 2023 16:21
To: Richard Thomas; Jeanne Watrin
Cc: Robert Griffin
Subject: RE: UoM, Fallowfield Campus - Transport Assessment, Scoping Note
Attachments: pre- app scoping response.docx

****External Email. This email originated from outside Buro Happold.****

Good afternoon, Jeanne
We have reviewed the Scoping Note and attached comments.

Feel free to call if you would like any further clarification on highway issues.

Regards
Kevin

Kevin Jackson
Development Control Engineer
Highways
Neighbourhoods Directorate
Mobile/phone number: Use Teams
Email:
Web: <http://www.manchester.gov.uk>
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: Richard Thomas
Sent: 14 June 2023 11:32
To: Jeanne Watrin
Cc: Robert Griffin ; Chris Mullett ; Kevin Jackson
Subject: UoM, Fallowfield Campus - Transport Assessment, Scoping Note

Jeanne,

I will review this with Kevin over the next week and I note your timescales for surveys.

Thanks.

Richard Thomas
Flood Risk & Highways Development Control Manager
Neighbourhoods Directorate

Telephone: Please use Microsoft Teams
Email:

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



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From: Jeanne Watrin
Sent: 14 June 2023 11:20
To: Richard Thomas
Cc: Chris Mullett
Subject: UoM, Fallowfield Campus - Transport Assessment, Scoping Note

Good morning Richard,

Could you confirm the timescale for receiving feedback on our transport scoping note (attached) sent on the 5th June 2023?

The transport scoping note sets out our proposed approach for the Transport assessment for the proposed re-development of the Fallowfield Campus (Student Residences) in Manchester.

The outline planning application is expected to be submitted in July 2023.

Kind regards,
Jeanne

Jeanne Watrin
Principal Transport Planner

From: Jeanne Watrin
Sent: 05 June 2023 14:22
To: 'richard.thomas
Cc: Natalie Maynard ; John Waiting ; Paul Norman
Subject: UoM, Fallowfield Campus - Transport Assessment, Scoping Note

Good afternoon,

Please find attached a Transport Assessment scoping note for the proposed re-development of the Fallowfield Campus in Manchester for your review / approval.

Please note the outline planning application is expected to be submitted in July 2023. We would therefore appreciate any feedback on the proposals and scope of the TA before the end of June.

Please note this project is confidential at this stage.

Let me know if you will be the highway officer in charge of this application.
If not, please forward to the relevant highway officer.

I look forward to hearing from you.

Kind regards,
Jeanne

Jeanne Watrin MSc CMILT MCIHT
Principal Transport Planner
BuroHappold Engineering

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05 June 2023

Mr Richard Thomas
Manchester City Council,
Town Hall Extension
Albert Square
Manchester
M60 2LA

RE: University of Manchester, Fallowfield Campus: Transport Scoping

Dear Richard,

Buro Happold have been appointed by the University of Manchester (the Applicant) to provide transport consultancy services in support of an outline planning application for the re-development of the Fallowfield Campus in Manchester (the Site) to be submitted to Manchester City Council (MCC).

The outline planning application is expected to be submitted in July 2023.

This Transport Scoping letter has been prepared to inform pre-application discussions with stakeholders on transport issues related to the proposed re-development and to propose a scope for the Transport Assessment (TA) required to support the planning application.

Site Context

The Site is located in Fallowfield, approximately 3 kilometres south of Manchester City centre and 2 kilometres south of the main university campus (Oxford Road and Sackville Street areas), which is located on the south side of Manchester city centre.

Fallowfield itself has developed as a student hub for south Manchester in part due to the large concentration of student residents at the Fallowfield Campus, and also because of the large student population housed in private accommodation in this area. As a consequence, a high proportion of the surrounding amenities and services cater for leisure and evening activities undertaken by students.

Fallowfield Campus is the main residential campus for the University of Manchester (UoM) and the area to be redeveloped is indicated on Figure 1.

The Site is bounded by Wilmslow Road (A6010) to the west, Moseley Road (B5093) to the south and with the remainder of the Fallowfield Campus situated to the north (i.e., Ashburne Hall, Sheavyn House) and east (i.e., Richmond Park, Uttley Hall, Unsworth Park and Armitage Sports Centre).

The main vehicular access to Site is located to the north on Old Hall Lane / Whitworth Lane via the existing priority junction. This access is currently used for deliveries, waste collection, as well as access to the existing car parking bays within the Site. The Richmond car park is also accessed via Whitworth Lane.

Owens Park (north of the Site) also benefits from a direct vehicular access off Wilmslow Road (A6010) to the west. This site access leads to an existing car park, with circa 26 car parking spaces for staff and visitors.

The vehicular access to the south of Site on Moseley Road is for emergency access and occasional servicing

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requirements such as resident 'moving in/out' days. There are separate pedestrian / cycle entrance points located off Moseley Road, including a shared footway / cycleway connecting Moseley Road to Whitworth Lane along the eastern frontage of the Site.



Figure 1: Site Location

The Fallowfield Campus is in a highly accessible location, in good proximity to local amenities and with excellent connections by public transport and cycle to the city centre and University areas to the north.

Levenshulme station is the nearest mainline rail station serving the Site, which is located approximately 1.8km to the east, approximately 22-minutes' walk / 6 minute cycle). Wilmslow Road adjacent to the Site also forms the main bus route corridor with high frequency connections available between the Site, the UoM main campus to the north, as well as the city centre. Additional bus services are also provided on Moseley Road, which runs east-west along the southern boundary of the Site and also on Birchfields Road to the east of the Site.

Existing Site Description

The Site is currently used for student accommodation for the University of Manchester (UoM) with 2,374 student beds across the Site, as follows:

- Owens Park (North of Site): 1,071 beds
- Oak House (South-West of the Site): 1,105 beds, and
- Woolton Hall (South-East of the Site): 198 beds.

Oak House and Woolton Hall are still in use currently. Owens Park is now closed.

Proposed Development

The proposed Site layout is currently being progressed and subject to change as the scheme design progresses. The masterplan layout is shown on Figure 2 below.



Figure 2: Masterplan Layout

UoM is looking to demolish and redevelop land at Fallowfield Campus currently occupied by student residential halls and facilities including Owens Park, Oak House, Woolton Hall, and The Limes. The new student accommodation buildings will provide up to 3,300 student beds, corresponding to an uplift of 1,000 student beds.

The Limes building currently used for catering operations is likely to be demolished in the future and relocated elsewhere (under a future planning application).

The proposed mobility strategy for the Fallowfield campus seeks to promote walking and cycling, as well as public transport over private car usage. Indeed, Fallowfield is highly accessible by non-private car modes with the A6010 Wilmslow Road providing direct access to the city centre campus. The University of Manchester (UoM) Travel Plan also sets out measures to encourage students and staff to reduce their reliance on private car, for example by not permitting students to park at any of the city centre campus areas that form their normal daily destinations.

This strategy to promote sustainable modes of transport is in line with MCC policies, such as Made to Move (2017), which seeks to improve the walking and cycling network in Manchester and proposed improvements to the Wilmslow Road Cycleway and the Fallowfield Loop walking and cycling route, situated close to the Site. Manchester City Council's Core Strategy, adopted in July 2012, also seeks to promote the use of sustainable modes by developing alternatives to the car, by improving pedestrian and cycling infrastructure for instance.

The Supplementary Planning Guidance (SPG) Guide to Development in Manchester, adopted in 2007, also emphasises that priority is to be given to pedestrians, people with disabilities and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities.

The demolition of the Fallowfield Campus is split into three distinct phases, as follows and shown in Figure 3 below:

- **Phase 1 – Owens Park**, which forms the northern extent of the Fallowfield Campus, including the Tower, Tree Court, Little Court, Green Court and the Mall. Demolition works are planned to commence in Q3 2023.
- **Phase 2 – Oak House (Phase 2A) & Woolton Hall (Phase 2B)**, which form the southern part of the Fallowfield Campus, including Squirrels Bar, Beech Court, Maple Court, Spencer and Lindsay. Demolition works are planned to commence in Q3 2025.
- **Phase 3 – The Limes**, located to the east of Fallowfield Campus and includes The Limes and surrounding buildings. The timeline of the demolition of the Limes is not currently planned.

Each phase of demolition will be treated as a separate project of works. During completion of demolition of Phase 1 (Owens Park), the rest of the Site is planned to remain occupied (buildings within Phase 2 and 3). During Phase 2 (Oak House and Woolton Hall), Owens Park will be segregated and undergoing redevelopment and The Limes may remain operational.

Demolition is anticipated to commence for the Phase 1 area (Owens Park) in Q3 2023, with Phase 2 (Oak House and Woolton Hall) expected to start Q3 2025. Oak House and Woolton Hall are therefore intended to remain operational until 2025. The demolition programme for the Limes is to be confirmed.

The opening year for the completed development (Phase 1 and 2) is to be confirmed.

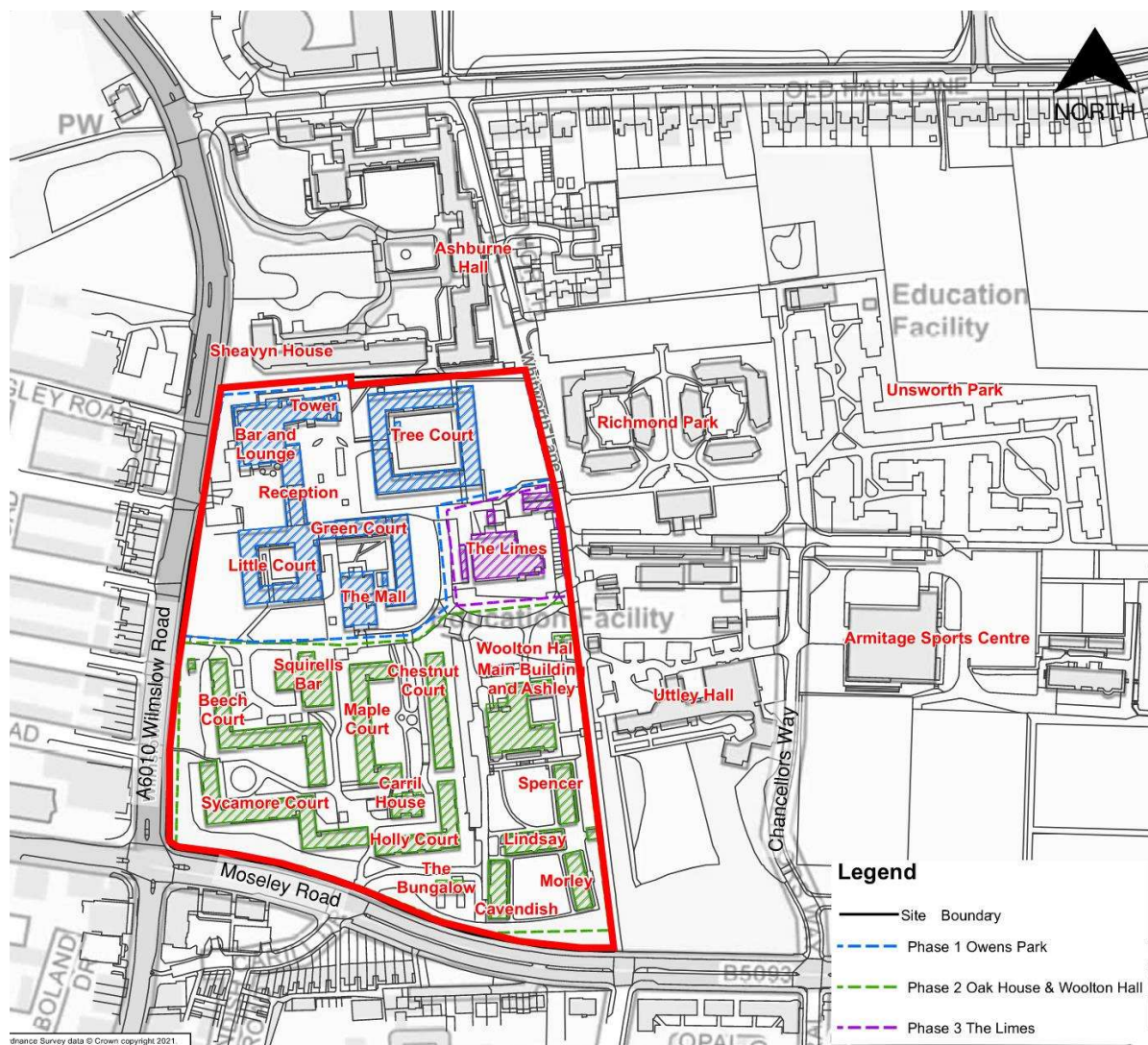


Figure 3: Construction Phasing for the Masterplan (Outline Demolition Environment Management Plan, WSP, April 2023)

It is envisaged that the primary access to the (operational) development will be via Old Hall Lane and Whitworth Lane, to the north. Storage and collection of all waste streams including green waste will be undertaken from within the Site and the nearby Richmond car park within the Fallowfield campus. Arrangements for emergency vehicle access will also be defined.

During 'moving in / moving out' days, students will be expected to use the existing car park at Richmond Park to facilitate their move, which can be accessed via Old Hall Lane and Chancellors Way (via Moseley Road).

It is envisaged that the existing access via Moseley Road (to the south) will be retained for emergency access and occasional servicing requirements such as resident 'moving out' days.

The vehicular access from Wilmslow Road (A6010) is proposed to be closed following construction.

Proposed Parking

There are currently circa 60 car parking spaces located across the Site, including at the Limes, Woolton Hall and Owens Park. Permits are required to park within the Site and access to the Site is controlled with barriers.

It is proposed as part of the development to reduce the number of car parking spaces across the Site, for both students and staff. A total of 15 disabled parking spaces are proposed to be provided near the current Limes building.

It is expected that students choosing to have their own car will need to make use of the existing parking provision outside of the Site, for example at Richmond Park. Staff will also be expected to use the Richmond Park car park.

In terms of cycle parking, there isn't a specific use class for student accommodation so it is assumed that it would be considered as sui generis use and therefore, the parking requirements would be considered on their own merit. As a result, further discussion would be required with MCC regarding this. It is understood from the UoM that around 20% of students own a bicycle and it is intended to use this as a basis for determining a suitable cycle parking provision at the Site. Based on the proposed 3,300 beds across the Site, this would correspond to 660 cycle parking spaces.

Secure cycle parking will be provided in close proximity to the buildings, as shown in Figure 2.

Trip Generation

Person Trips

To estimate the number of person trips generated by the proposed development, reference has been made to the TRICS database (Trip Rate Information Computer System), a nationally recognised database of trip rates for developments in the UK.

Reference has been made to the Student Residence sites in the TRICS database, which has shown that there are two student residence sites contained in the database (with similar characteristics) for the region North and North-West.

The existing student accommodation at the Site includes 2,374 beds, and the proposed development includes circa 3,300 beds. We assume that one bed equates to one resident.

The trip rates and resultant total person trips are shown in Table 1 below.

Table 1: Trip Generation (Existing and Proposed Development)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 1 resident)	0.012	0.232	0.244	0.208	0.132	0.340	1.871	1.986	3.857
Total Person Trips (Existing)	28	551	579	494	313	807	4,442	4,715	9,157
Total Person Trips (Proposed)	40	766	805	686	436	1,122	6,174	6,554	12,728
Net Change	11	215	226	193	122	315	1,733	1,839	3,572

Mode Split

To estimate the mode split for the proposed development, reference has been made to the student mode split agreed as part of the previous outline planning application at this Site (Planning Ref. 110184/FO/2015/S1), which was derived from the 2014/15 Fallowfield Campus parking permit allocations and student mode share data obtained from the nearby Manchester Metropolitan University (MMU). The mode share extracted from the supporting Transport Assessment is shown in Table 2.

Given that it is proposed to reduce the number of car parking spaces at the Site, it is proposed to adjust the Car Driver mode share for the proposed development to suit, with the difference distributed across the remaining modes as shown in Table 2.

Table 2: Mode Split

Mode	Mode Share (2015 TA)	Mode Share (Adjusted)
Car Driver)	2%	0.6%
Public Transport	60%	61.5%
Cycle	5%	5%
Walk	33%	33%

Trip Generation by Mode

Table 2 shows that the vast majority of trips (99.5%) are expected to be made using sustainable transport modes. Applying this mode split to the person trips shown in Table 1 gives the number of trips by mode shown below in Table 3 and Table 4. The resultant net change in trips by mode is set out in Table 5, which shows a decrease in car trips (as expected given the proposed reduction in car parking at the Site).

Table 3: Trip Generation by Mode (Existing Number of Beds)

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Car (driver)	1	11	12	10	6	16	89	94	183
Public Transport	17	330	348	296	188	484	2,665	2,829	5,494
Bicycle	1	28	29	25	16	40	222	236	458
Pedestrian	9	182	191	163	103	266	1,466	1,556	3,022
Total	28	551	579	494	313	807	4,442	4,715	9,157

Table 4: Trip Generation by Mode (Proposed Number of Beds)

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Car (driver)	0	5	5	4	3	7	37	39	76
Public Transport	24	471	495	422	268	690	3,797	4,031	7,828
Bicycle	2	38	40	34	22	56	309	328	636
Pedestrian	13	253	266	227	144	370	2,038	2,163	4,200
Total	40	766	806	687	436	1,123	6,180	6,560	12,741

Table 5: Trip Generation by Mode (Net Change)

Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Car (driver)	0	-6	-7	-6	-4	-9	-52	-55	-107
Public Transport	7	140	148	126	80	206	1,132	1,202	2,334
Bicycle	1	11	11	10	6	16	87	92	179
Pedestrian	4	71	75	64	40	104	572	607	1,179
Total	11	216	227	193	123	316	1,739	1,846	3,584

Servicing Trip Rate

To estimate the number of service vehicle trips generated by the proposed development, reference has been made to the Transport Assessment produced as part of the 2015 planning application for the Site (reference: 110184/FO/2015/S1). Traffic surveys were undertaken as part of the TA which counted the number of servicing vehicles accessing the Site, including Owens Park, Oak Hall as well as traffic associated with the Limes and existing maintenance hub, Woolton Hall residence and the Experimental Gardens.

It has to be noted that the redline boundary for the 2015 planning application was slightly larger than the redline boundary included in this application, as it also included Richmond Park and the Experimental Gardens (to the East of the Site). As a result, the redline boundary included 2,889 student beds as opposed to 2,374 beds for this application.

Table 6 shows the observed number of Goods Vehicles traffic entering the 2015 Application Site.

Table 6: Observed Goods Traffic (Vehicles) - 2015 Application Red Line Boundary

	In	Out	Total
AM Peak	5	5	10
PM Peak	0	0	0
Daily Traffic	53	50	103

The traffic surveys results shown in Table 6 were used to calculate a servicing trip rate per bed, for the proposed development, presented in Table 7 below.

Table 7: Service Vehicle Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
OGV Trip Rate (per 1 resident)	0.002	0.002	0.004	0.000	0.000	0.000	0.019	0.018	0.036
OGV Trips (Existing - 2,374 beds)	4	4	8	0	0	0	44	42	86
OGV Trips (Proposed – 3,300 beds)	6	6	12	0	0	0	62	58	120
Net Change	2	2	3	0	0	0	17	16	34

Transport Impact

In terms of vehicular trips, there will be an overall reduction in vehicle trips at the Site, with a decrease in car trips as a result of the proposed reduction in car parking, and a small increase in service vehicle trips. The predicted change in vehicle trip generation is shown to be small, and once distributed across the surrounding highway network, is unlikely to have a significant impact.

Similarly, the net increase in trips via other travel modes during the AM / PM peak hours is not considered to be significant once distributed across the surrounding transport network and numerous bus/rail services available in the area.

It is therefore proposed that the impact assessment for the proposed development will be undertaken qualitatively in the TA, and no capacity modelling would be required.

Planning Application Deliverables

It is proposed to submit a Transport Assessment (TA) with the planning application for the proposed development at Fallowfield Campus. The TA will be prepared in accordance with DfT guidance, incorporating the following key elements:

- **Policy Context** – relevant National, Regional and Local planning policy will be described.
- **Baseline Conditions** – the existing transport baseline conditions will be described including pedestrian and cycle access, public transport as well as the local highway network, servicing and parking. . An assessment of existing collision statistics will also be undertaken for the roads adjacent to the Site based on data to be provided for the latest five-year period.
- **Proposed Development** – the proposed development will be described, including land use, quantum and mix, proposed access, parking and vehicle servicing arrangements.
- **Trip Generation and Impacts** – this section will describe the multi-modal trip generation for the proposed development. Given that the net change in trips is expected to be small, , the impact assessment will be undertaken qualitatively,
- **Mitigation** – any measures needed to reduce the impact of the development in transport terms will be described, including during the construction phase.
- **Summary and Conclusions** – this section will summarise the findings of the TA.

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In terms of a Travel Plan, it is understood that the UoM already has a Travel Plan in place, which include the existing Fallowfield campus. Therefore, it is not envisaged that a separate stand-alone Travel Plan would be required as part of the planning application but that sustainable travel modes would continue to be promoted at the Site as part of the existing site-wide Travel Plan for UoM.

We would value the opportunity to discuss the proposed development and the scope of the transport deliverables with you further and will be in contact to discuss a potential meeting regarding this in due course.

Yours sincerely

on behalf of Buro Happold Limited

Jeanne Watrin

Principal Transport Planner

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University of Manchester, Fallowfield Campus: Transport Scoping

Context:

The proposals are to demolish and replace the student accommodation with a net increase of 1000 students and a reduction in parking. It is understood that there are no changes in terms of access or the functions of the existing access points, until completion. Following which the Wilmslow Road access is to be closed.

Response:

It is accepted that the site is in a sustainable location and that the use is continued if intensified. The proposals would be phased, but the timing of the phasing hasn't been determined for the whole site yet.

The submission should include a full assessment of available non-car infrastructure, scope/proposals for improvement and show how the site is accessed to maximise the potential for these modes.

The Scoping Study (SS) proposes following the same methodology as the previous application for the broader site (110184/FO/2015) in terms of modal share. This is acceptable, however we would also request that reference is made to the most recent survey undertaken with the University's existing Travel Plan, to give confidence in the currency of the data. The level of permit issue does not take account of potential to park off-site.

The data used should be appended to any future reports, to demonstrate its provenance.

It is understood that there is a proposed reduction in parking provision, but the detail has not been made clear. Any changes in parking should be set out in the application documents. The car use mode share is reported as 2%. Subject to the application providing evidence of this MCC consider that the increase in traffic is unlikely to be significant. (2% of 1000 is only an additional 20 car users.) As such no detailed analysis of junction capacity is required.

Highways consider however that there is scope for students to park in neighbouring streets, particularly those with high levels of student accommodation. It is not therefore accepted that there would be a decrease in traffic movements and a full assessment of local traffic collision data is requested.

Changes to the access arrangements should be discussed within the Transport Statement (TS) and it's likely that this would be viewed as a benefit. The TS should set out servicing and emergency access following the closure of the Wilmslow Rd access as well as any temporary arrangements needed.

Proposed car parking should be set out with reference to provision for disabled drivers and electric vehicle charging. Numbers proposed for disability parking should be supported with a strong rationale. Any motorcycle provision should also be supported.

With reference to cycle parking, MCC are keen to promote cycle use and would therefore not expect to see it provided on the basis of meeting historic demand. Provision of additional capacity and high-quality inclusive, weatherproof, secure cycle storage is anticipated. Again, this should be supported by Travel Plan survey data. Convenient provision for "non-standard" cycles and less able-bodied cyclists must be included. Lots of smaller provisions are preferred to large sheds shared by too many people. It is anticipated that there will be cctv on site and this should cover cycle stores.

The SS suggests that a new TP is not appropriate, and this is agreed, in principle. However, MCC request that detail of the existing plan is provided and reviewed. We expect to see that the existing

TP has at least two years to run and is up to date, active and effective. We will expect it to be updated to reflect changes on the campus including improved facilities and increased patronage. A commitment to maintaining the TP for another five years would be appropriate if it is close to expiry.

The policy/strategy for moving in / out days should also be included with the TS and should be updated to reflect the new layout and additional student numbers. This could be addressed by way of condition along with a Construction Management Plan.

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