Project: **7 RAINFORTH STREET, LONGSIGHT, MANCHESTER**

Title: - **PROPOSED EXTENDED RETAIL SPACE – REVIEW OF SITE ACCESSIBILITY**

Date: - **6 July 2023**

## 1.0 INTRODUCTION

1.1 This site accessibility review has been prepared to consider the location of proposed retail space at 7 Rainforth Street, Longsight, Manchester. It is understood that proposals envisage the re-organisation of existing ground floor retail use and the extension of retail activities into associated basement areas.

1.2 It is understood that the ground floor and basement were granted planning permission for retail use in August 2003 (ref - 068288/FU/2003/N2). It is understood the retail use was operating up to July 2016. The retail unit was then empty for a period but was operating again for a period around 2020. In June 2020 planning permission was granted for 8 apartments on the upper floors. This permission was revised in December to deliver 6 apartments on the upper floors. These applications excluded use any of the ground floor and basement areas, except for the provision of bike and bin stores relating to the retail units. The current planning application now looks to re-establish the retail use on the ground floor and basement.

1.3 The location of the proposal site is illustrated in **Figure Access1** to this report. This highlights that the site is located close to Longsight Market and the effective centre of the Longsight local retail zone (junction of A6 Stockport Road / Dickenson Road / Stanley Grove). The Longsight retail zone offers a wide range of retail opportunities including supermarket, fast food, convenience stores and other typical high street uses such as banks & pharmacies, along with key community facilities such as a library, medical centre, council offices and community centre. It therefore provides a key local centre function, offering the potential for trip linkages between different uses.

1.4 Rainforth Street is located to the rear of the primary local distributor road route of A6 Stockport Road and is a local one-way street, operating under a 20mph speed limit, serving a range of local businesses, retail units and residential properties. The route is characterised as follows:

- Benefits from good standard footways to both sides.
- At the north end of the street there are marked bays for 3 taxis.
- On the west side of the street there is a defined parking bay, with two hour maximum stay, Monday to Saturday, 7am to 7pm. This marked bay is circa 95m long.
- On the east side of the street there is section with no parking restrictions. This section of road is circa 90m long, but is broken up by two side alley access points.
- Outside 7 and 9 Rainforth Street, there are single yellow line carriageway markings, with no parking permitted between 7.30am and 6.30pm, Monday to Saturday.

1.5 The proposal site is located to the northern end of Rainforth Street, within 35m of the local shopping street of Dickenson Road and Longsight Market.

## 2.0 SITE ACCESSIBILITY AUDIT

### *The Principle of Sustainable Development*

2.1 National and local planning policy identifies that new development should be delivered to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

2.2 The nature of local sustainable transport connections available within the immediate catchment of the proposal site are summarised in the paragraphs below.

*Accessibility by Walking & Cycling*

*Access on Foot*

2.3 National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'.

2.4 **Figure Access2** to this report illustrates the extent of a 1km walk catchment to / from the proposal site and demonstrates that effectively all Longsight residential streets lie within such a practical walk catchment, along with the edge of surrounding residential areas such as Victoria Park and Levenshulme.

2.5 As noted, good standard pedestrian footways on Rainforth Street link the proposal site to Dickenson Road. The nearby junction of A6 Stockport Road / Dickenson Road / Stanley Road provides dedicated traffic signal controlled crossing points as part of the junction design, allowing for safe crossing under 'green man' staging. Similar dedicated pedestrian staging and crossing facilities are also available at the nearby junction of Dickenson Road / St Johns Road / Hamilton Road. These local safe crossing points allow for good access to surrounding residential and retail areas and promote linked walking trips within the Longsight retail zone. They are also helpful for ensuring safe pedestrian access to / from local bus stops.

*Cycle Access*

2.6 National Planning Guidance also notes that cycling has the potential to substitute for short car trips – particularly those journeys of less than 5km or which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access to a range of local areas including Rusholme, Fallowfield, Levenshulme, Gorton, Burnage and the edge of Manchester city centre (**Figure Access 3**).

2.7 A plan of available local cycle infrastructure is illustrated in **Figure Access4**. This demonstrates that local signposted on-road cycle routes are available via Hamilton

Road / St Johns Road, linking to on-road marked cycle lane routes to A6 Stockport Road and Plymouth Grove. New segregated cycle facilities have also recently been installed on a section of A6 Stockport Road to the north of Mitre Road. All local residential streets to the site operate as 20mph speed limit routes, which can be expected to encourage cycle access.

***Access to Public Transport***

2.8 Nearest bus stops to the proposal site are located as follows:

- *Stops on Dickenson Road located within 50m of the site* - Simple marked on-carriageway bus stop 'cage' markings, with flagpost style stop and small information panel.

- *Stops on A6 Stockport Road located circa 250m to the north of the site* – characterised by high quality waiting areas with shelters, information panels and bus-boarder kerbs.

2.9 **Table Access1** below sets out the details of the bus services that call at these local bus stops.

***Table Access 1: Bus Services Available from Local Bus Stops to the Proposal Site***

***Dickenson Road Stops***

| Service | Route | Mon-Fri / Sat / Sun Daytime Frequency |
|---|---|---|
| 53 | Cheetham Hill – Collyhurst – Ashburys – Longsight – Oxford Road – Old Trafford – Media City - Pendleton | 2 per hr day & 1 per hr eve<br>2 per hr day & 1 per hr eve<br>Hrly day & hrly eve |

***A6 Stockport Road Stops***

| Service | Route | Mon-Fri / Sat / Sun Daytime Frequency |
|---|---|---|
| 150 | Gorton – Longsight – Fallowfield – Chorlton – Stretford – Trafford Centre | 2 per hr day & 1 per hr eve /<br>2 per hr day & 1 per hr eve /<br>Hrly day & hrly eve |
| 192 | Hazel Grove – Stepping Hill – Stockport – Heaton Chapel – Levenshulme – Longsight- Manchester city centre | Min 6 per hr all day & eve<br>Min 6 per hr all day & eve<br>Min 6 per hr all day & eve |
| 197 | Stockport – Heaton Moor – Burnage - Levenshulme – Longsight- Manchester city centre | 3 per hr day & 1 per hr eve /<br>3 per hr day & 1 per hr eve /<br>Hrly day & hrly eve |

2.10 Review of this information demonstrates that local bus stops provide access to a number of good frequency services, offering access to a wide range of local destinations - effectively covering all surrounding local residential areas to the site.

*Greater Manchester Accessibility Level (GMAL) Rating*

2.11 The application site's good potential for connectivity by public transport is reflected by its Greater Manchester Accessibility Level (GMAL) rating of 6 (see **Figure Access6** to this report), placing it one to the highest accessibility categories. This GMAL score highlights the highly accessible nature of the site location and the limited need for staff / customer car use for journeys to / from the site.

*Accessibility Summary*

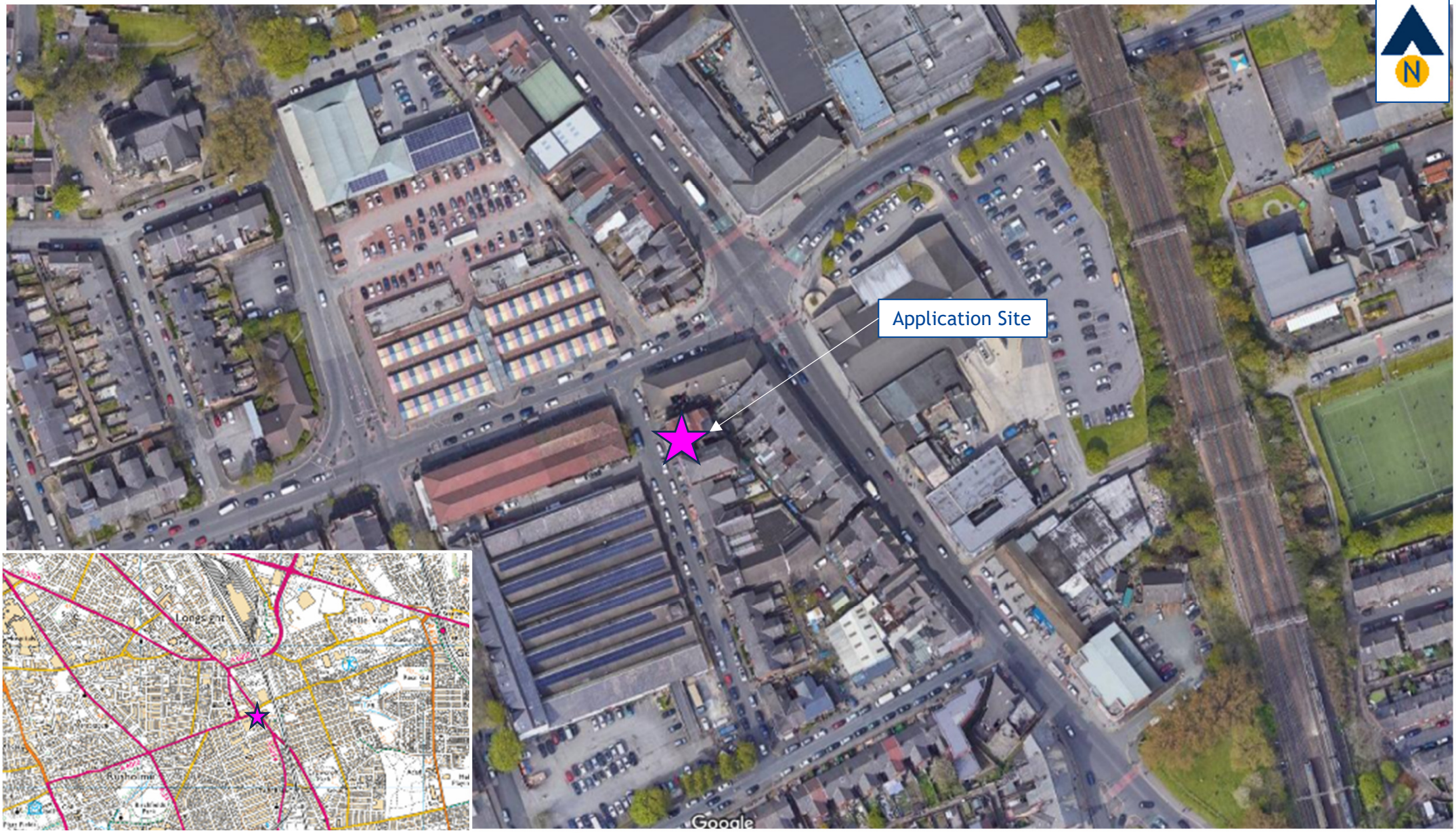
2.12 Overall it is concluded that the proposal site represents a suitable location for extended retail use, being located within an existing established retail zone and close to good quality core active travel infrastructure and high frequency public transport services. Indeed the location of the site within the Longsight retail zone can be expected to result in the potential for practical linked trip making between the site and other local retail and community uses, thereby limiting the potential for material car trip demand to / from the site.

## 3.0 DELIVERIES AND SERVICING

3.1 General deliveries to the proposed retail unit are expected to be typically undertaken by car based vans or similar light goods vehicles and would make use of available parking bays along immediate sections of Rainforth Street to the proposal site.

3.2 It is anticipated that site derived waste refuse be collected once a week from the retail unit. Refuse collection forming part of Council collection services would involve waste vehicles already servicing other properties on Rainforth Street and therefore would not involve any additional vehicle movements.

3.3 Any commercially organised collection of site derived waste could be manged to allow for site collection during out of hours periods (before 07:30 or post 18:00), i.e. during periods when parking restrictions are not in forced on those immediate section of the route to the site frontage.



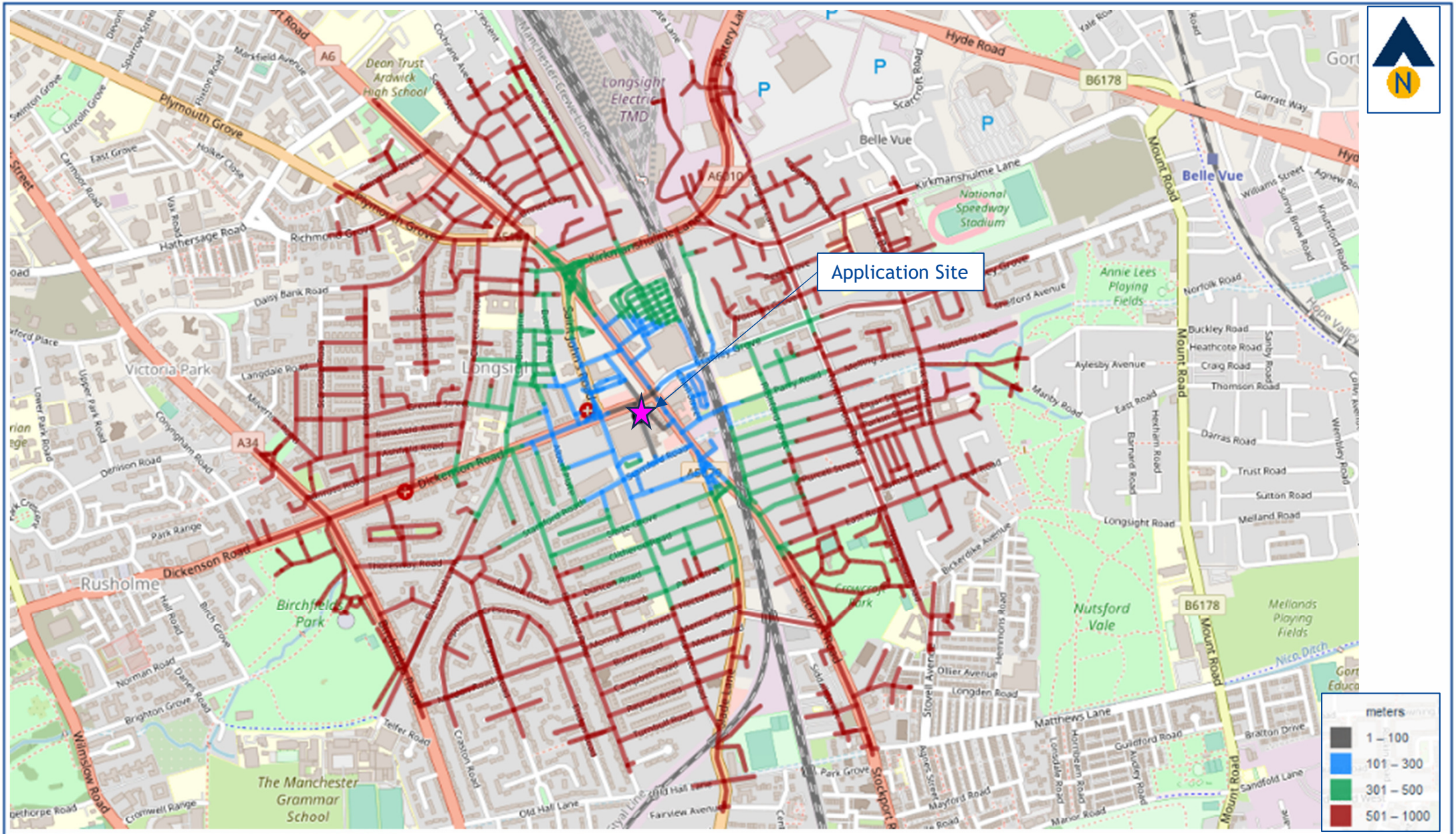

FOCUS TRANSPORT PLANNING

Figure Access1

## Site Location

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7 Rainforth Street, Longsight, Manchester June 2023



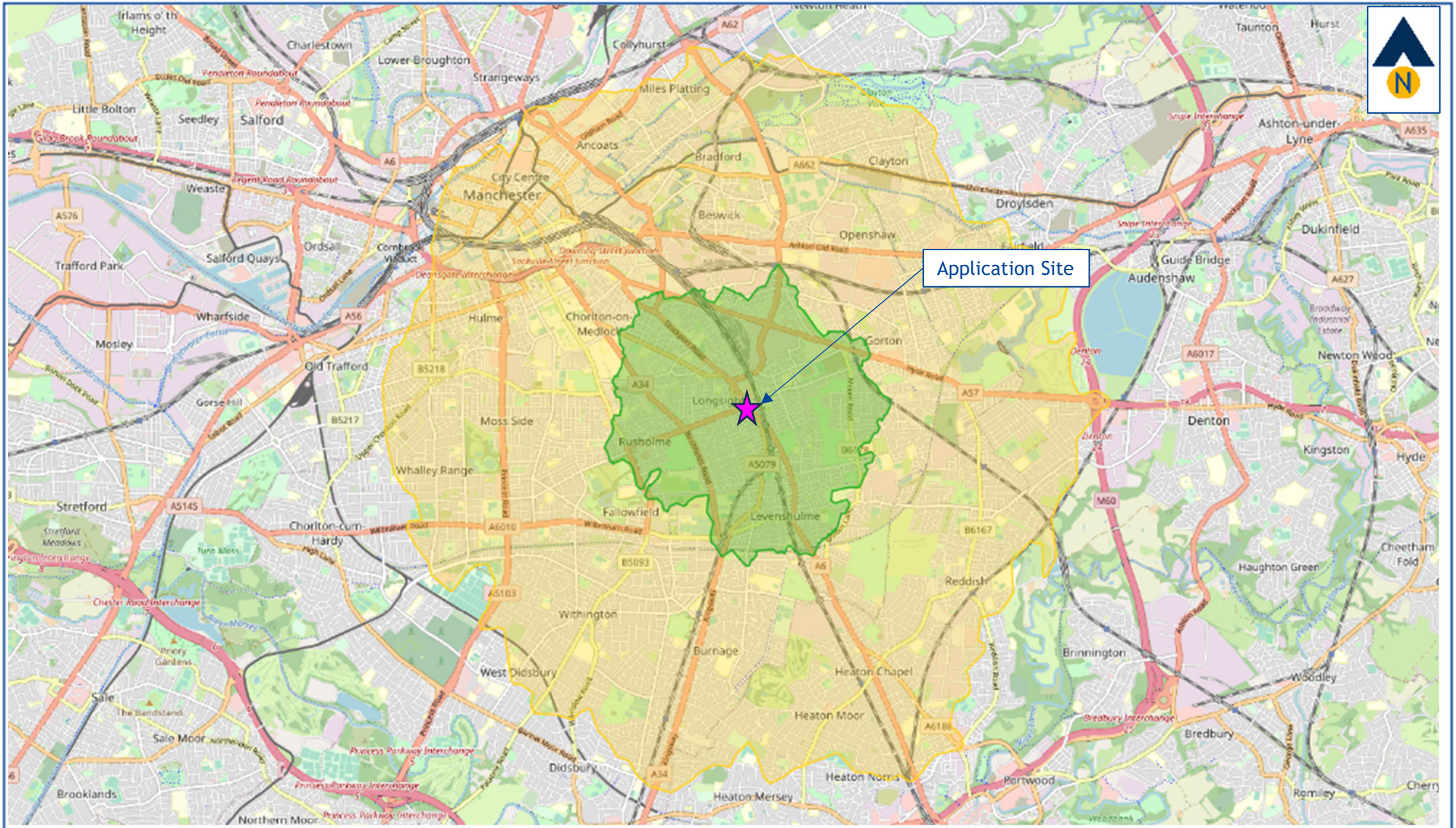

FOCUS TRANSPORT PLANNING

Figure Access2

**1km Walk Catchment to / from the Application Site**

J000441

7 Rainforth Street, Longsight, Manchester June 2023



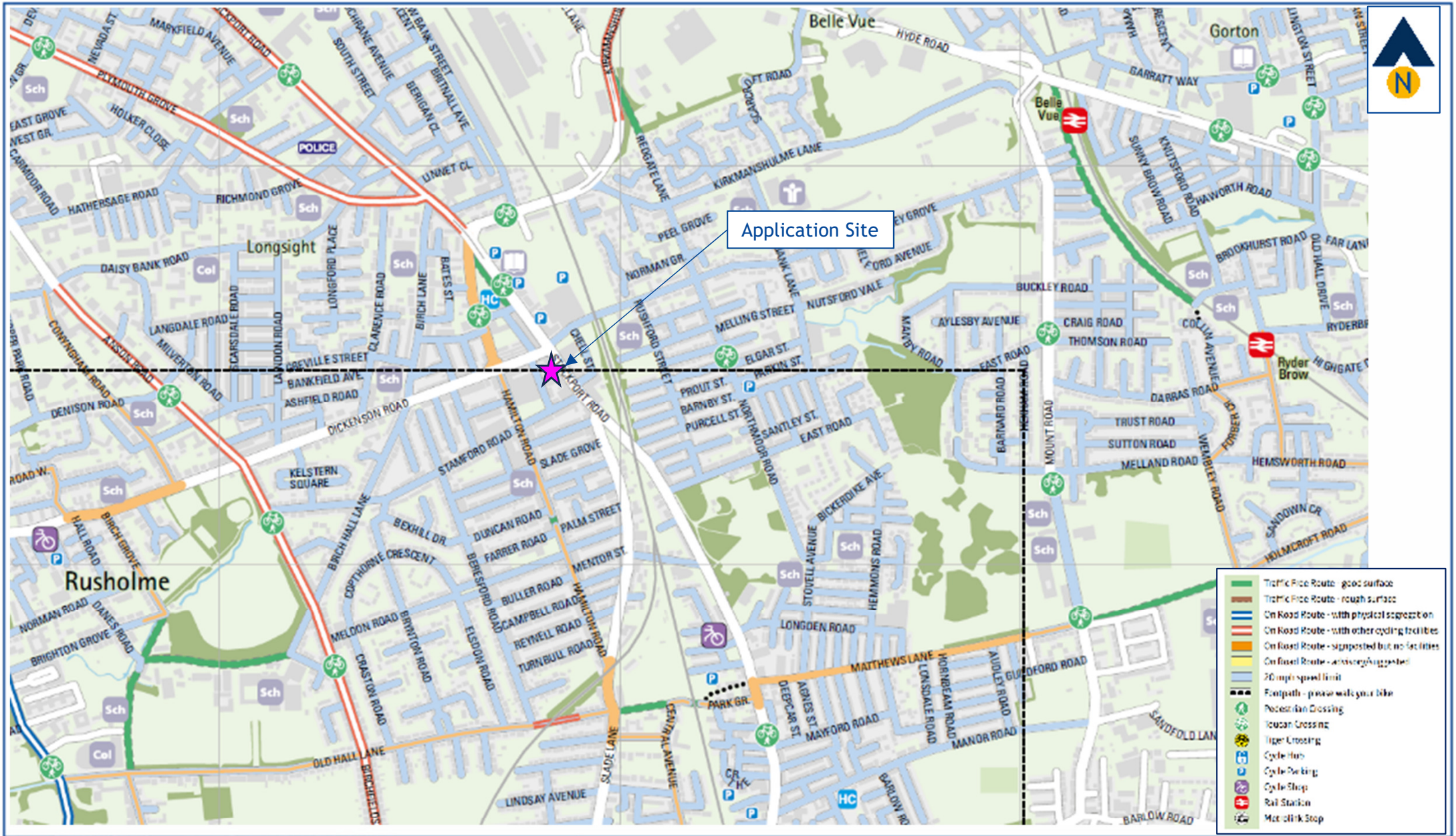

FOCUS TRANSPORT PLANNING

Figure Access3

## 2km & 5km Cycle Catchments to / from the Application Site

J000441

7 Rainforth Street, Longsight, Manchester June 2023



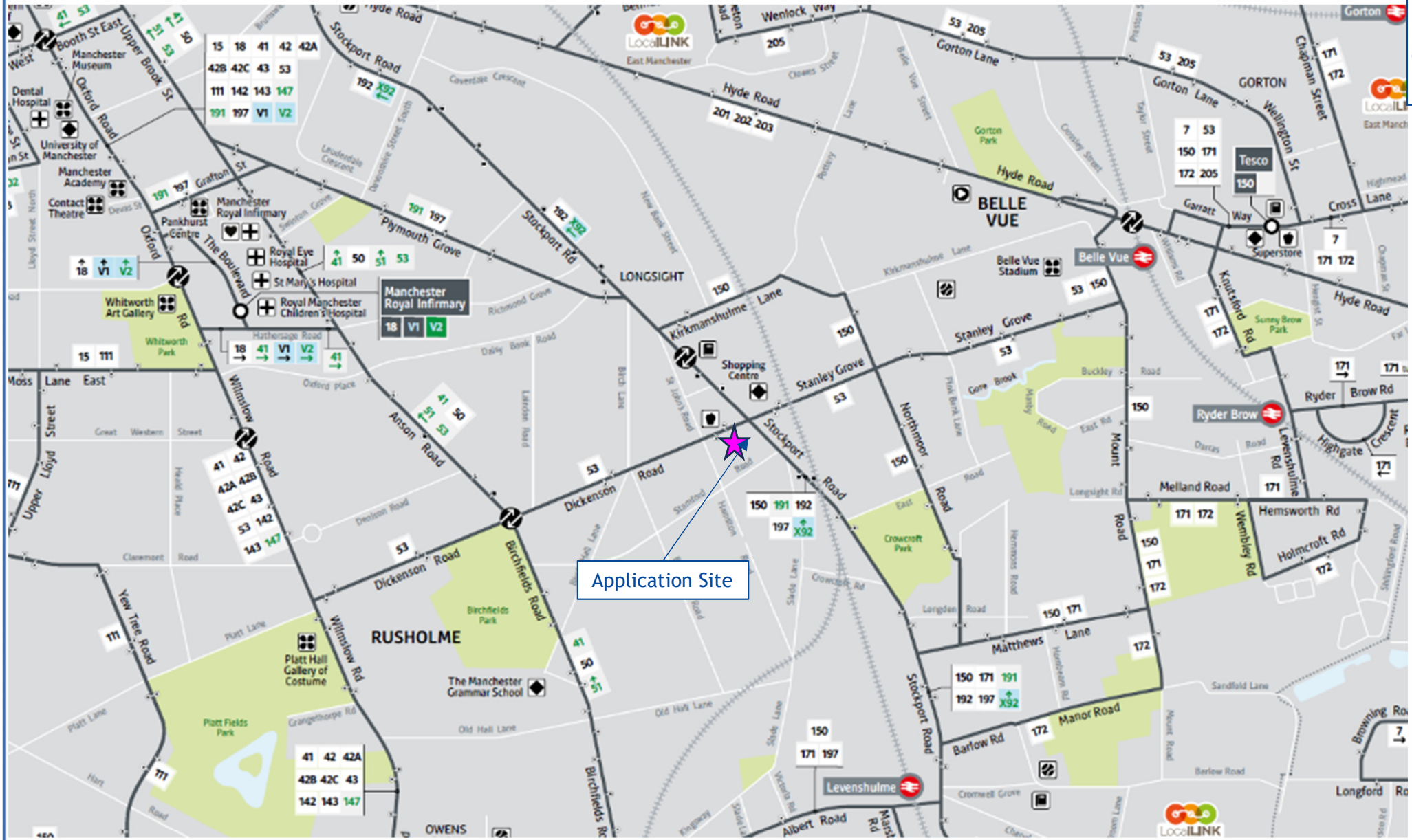

FOCUS TRANSPORT PLANNING

Figure Access4

## Available Local Cycle Connections to the Application Site

J000441

7 Rainforth Street, Longsight, Manchester June 2023



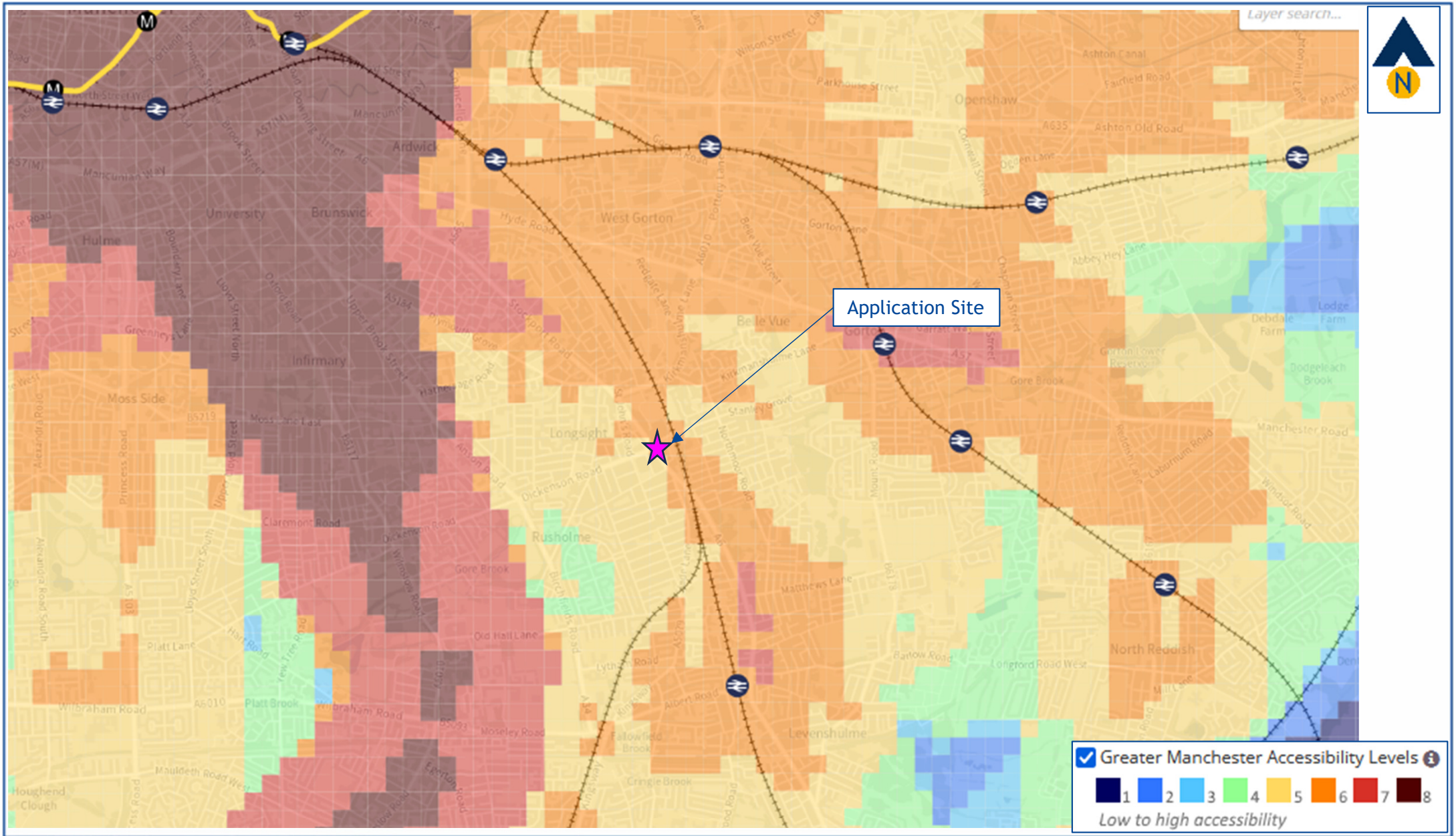

FOCUS TRANSPORT PLANNING

Figure Access5

## Available Local Public Transport Connections to the Application Site

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7 Rainforth Street, Longsight, Manchester June 2023




FOCUS TRANSPORT PLANNING

Figure Access6

**Greater Manchester Accessibility Levels for Longsight Local Centre and Surrounding Areas**

J000441

7 Rainforth Street, Longsight, Manchester June 2023