

Blackley Community Fire Station, Manchester

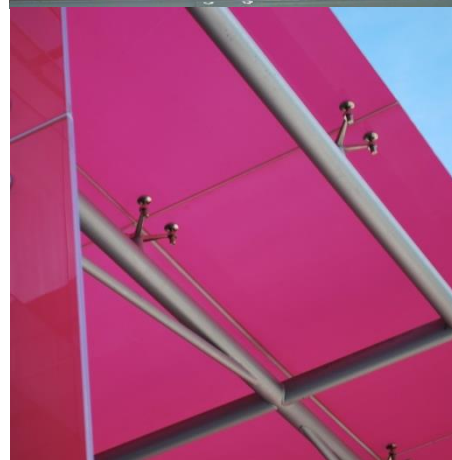
Transport Statement

Curtins Ref: 083177-CUR-XX-XX-T-TP-00001

Revision: P02

Issue Date: 13 March 2023

Client Name: ISG



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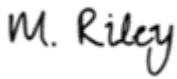
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Control Sheet

Rev	Description	Issued by	Checked by	Date
P01	First Issue, Draft for Review	LL	MT	09 March 2023
P02	Second Issue, for Planning	LL	MT	13 March 2023

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Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of the Report	1
1.3	Scope of the Report	1
1.4	Structure of the Report.....	2
2.0	Existing Situation	3
2.1	Site Location.....	3
2.2	Existing Use and Access Arrangements	4
2.3	Surrounding Highway Network.....	5
2.4	Access for Mobility and Visually Impaired Users	8
2.5	Highway Safety	9
3.0	Development Proposals	11
3.1	Overview of Proposals	11
3.2	Proposed Access Arrangements.....	11
3.3	Proposed Parking Provision.....	13
3.4	Proposed Servicing Arrangements	13
4.0	Accessibility by Sustainable Modes of Travel	14
4.1	Introduction.....	14
4.2	Pedestrian Accessibility	14
4.3	Cycle Accessibility.....	16
4.4	Public Transport Accessibility	18
4.5	Summary	22
5.0	Traffic Forecasting and Highway Impact	23
5.1	Introduction.....	23
5.2	Existing Trip Generation.....	23
5.3	Proposed Trip Generation	24
5.4	Summary	24
6.0	Building Research Establishment Environmental Assessment Method (BREEAM).....	25
6.1	Introduction.....	25
7.0	Transport Planning Policy	28
7.1	Introduction.....	28
7.2	National Planning Policy Framework (2021).....	28
7.3	National Planning Practice Guidance (NPPG)	30
7.4	Manchester Core Strategy (2012 – 2027).....	30
7.5	Greater Manchester Transport Strategy 2040	31
7.6	Conclusions	32
8.0	Summary and Conclusions	33
8.1	Summary	33
8.2	Conclusions	34

Figures

Figure 2.1 – Regional Site Location	3
Figure 2.2 – Local Site Location	4
Figure 2.3 – Existing Site Access	5
Figure 2.4 – View North of the Site Access on A664 Rochdale Road	6
Figure 2.5 – View South of the Site Access on A664 Rochdale Road	6
Figure 2.6 – View from Crosslee Road onto White Moss Road (LTN)	7
Figure 2.7 – View of White Moss Road from the East (Residential Area)	8
Figure 2.8 – Area Assessed for Collision Data (5 years*)	9
Figure 3.1 – Proposed Site Plan	12
Figure 4.1 – Areas Accessible within 500m of the Site	15
Figure 4.2 – Local Cycle Network	17
Figure 4.3 – Bee Network Schemes in the Vicinity of the Site	18
Figure 4.4 – Public Transport Network in the Vicinity of the Site	19

Tables

Table 2.1 – Collision Data Summary	10
Table 4.1 – CIHT Suggested Acceptable Walking Distances	14
Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site	16
Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops	20
Table 4.4 – Summary of Bus Service Frequencies	21
Table 4.5 – Summary of Rail Services calling at Moston	21
Table 6.1 – BREEAM Credits Targeted	26

Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by ISG on behalf of Greater Manchester Fire and Rescue Service (GMFRS) to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Blackley Community Fire Station, Manchester.
- 1.1.2 The proposed fire station is located on the site of the existing Blackley Community Fire Station, on the A664 Rochdale Road. It is proposed that the existing fire station will be demolished and reconstructed. The capacity of the new fire station (fire crews and staff) is proposed to remain similar, however the station would be slightly reduced in size for operational efficiencies. It is envisaged that the access arrangements for the fire station would be retained as existing. Notwithstanding, the site layout would be reconfigured, and electric vehicle charging points (EVCP) would also be introduced.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to accompany a planning application for the scheme and considers the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 It contains all the required information to inform Highways Officers at Manchester City Council (MCC) with regard to all traffic and transportation matters associated with the scheme.
- 1.2.1 The development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards and would seek to demonstrate compliance by obtaining a number of credits. As such, this TS also seeks to demonstrate compliance with BREEAM.

1.3 Scope of the Report

- 1.3.1 This TS has been prepared in accordance with current national and local transport planning policy.
- 1.3.2 On this basis, the TS contains the following:
- Details of the existing use and the existing situation in the vicinity of the site including highway infrastructure, and pedestrian and cycle facilities;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - Details of the development proposals, together with a proposed site layout plan;
 - Details of proposed parking arrangements;

- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.4.6 **Section 6** demonstrates that the development accords with the transport requirements within BREEAM's New Construction guidance (2018).
- 1.4.7 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The proposed fire station is located on the site of the existing Blackley Community Fire Station, on the A664 Rochdale Road. The site is situated within the town centre of Blackley, in proximity to a variety of amenities such as the Dam Head Medical Centre, St Peter's Church, Victoria Avenue East Ex Service Men's Club, and bus stops along the A664 Rochdale Road and White Moss Road.
- 2.1.2 Located to the south of the M60 (the outer ring-road around Greater Manchester), Blackley borders Charlestown, Harpurhey, and Crumpsall. The A664 links the site to Manchester City Centre (c. 5km) to the south, and with Rochdale to the north (c. 10km). Additionally, c. 800m north of the site, the A664 intersects with the M60 motorway at Junction 20. This junction only provides a slip road access for westbound traffic and egress for eastbound traffic.
- 2.1.3 The development site is shown in its strategic context in **Figure 2.1**, and **Figure 2.2** illustrates the location of the site in relation to the surrounding areas.

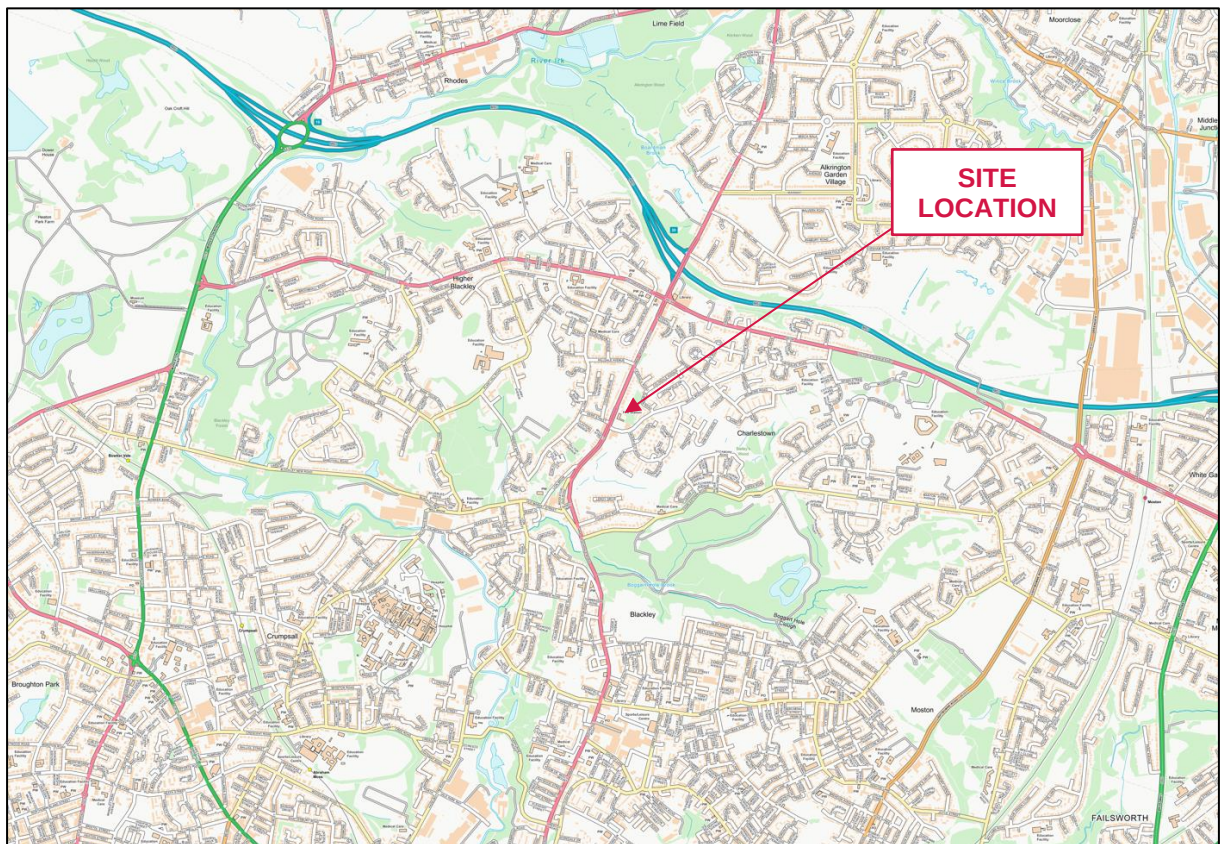


Figure 2.1 – Regional Site Location

(Source: OS Maps, 2022)

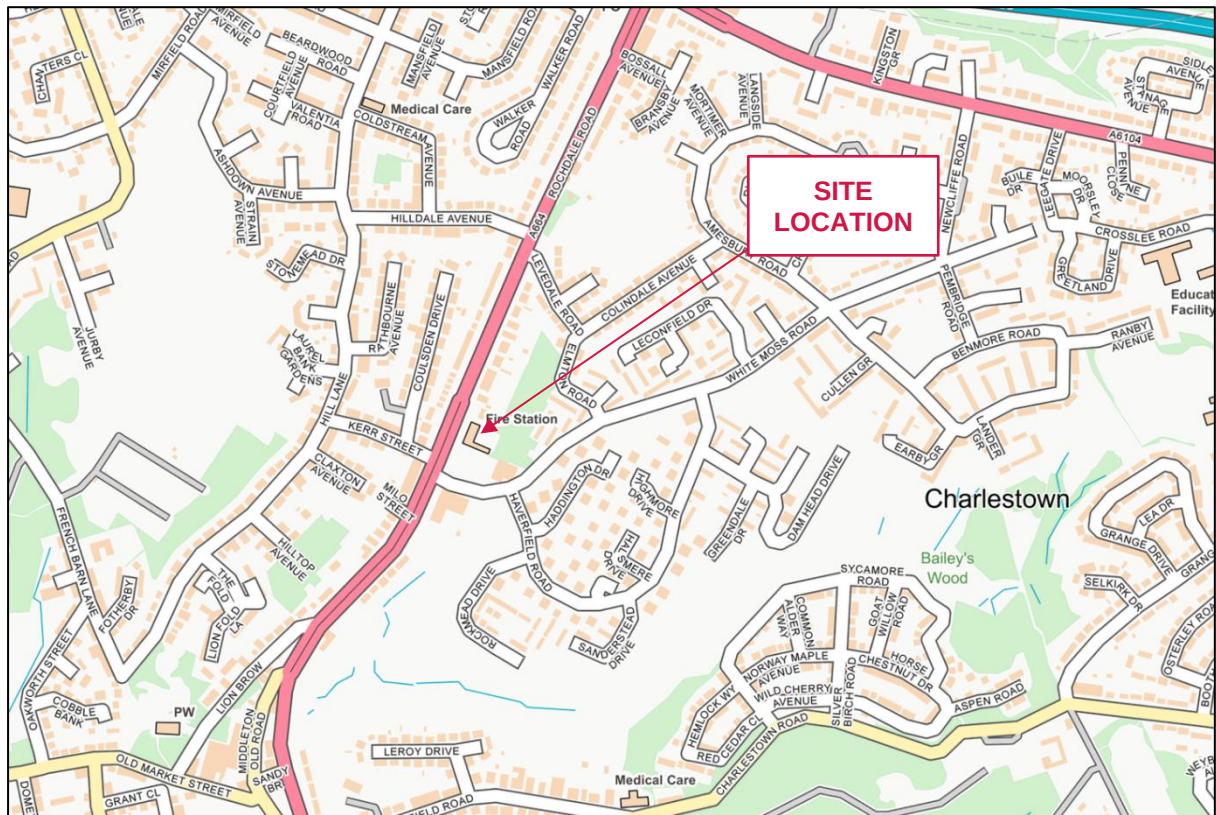


Figure 2.2 – Local Site Location

(Source: OS Maps, 2022)

2.2 Existing Use and Access Arrangements

- 2.2.1 The application site currently comprises the existing Blackley Community Fire Station.
- 2.2.2 Existing vehicular and pedestrian access to the site is currently taken from the A664 Rochdale Road, within the vicinity of White Moss Road and Kerr Street.
- 2.2.3 In the vicinity of the site access, the A664 Rochdale Road operates with a two-way traffic flow, and the carriageway measures c. 16 metres in width. Within the vicinity of the site, there is a bus lane in both directions, which is in effect between 07:00 – 19:00 on all days of the week.
- 2.2.4 The road is wide to accommodate the access and egress of large fire tender vehicles (c. 7.7m length) the existing site. Furthermore, the access junction for the existing site operates as a box junction, preventing south-bound traffic from blocking emergency vehicles. Emergency vehicle access and egress is prioritised with traffic warning lights, which signals traffic to stop when the lights are flashing.
- 2.2.5 Footways are provided on either side of Rochdale Road, measuring between c. 2.5m – 3m in width. Generally, pedestrian provision along Rochdale Road is very good, and there are dropped kerbs with tactile paving at several formal and informal crossing points within the vicinity of the site to facilitate

crossing. The closest crossing point along Rochdale Road is located c. 15m to the south of the existing site access, which includes dropped kerbs, tactile paving, a central refuge island, and guard railings.

2.2.6 The existing site access is shown in **Figure 2.3** below.



Figure 2.3 – Existing Site Access

(Source: Google Maps, 2021)

2.2.7 There is a car parking area to the rear of the existing building which has marked spaces for 15 vehicles. GMFRS have advised that the current car parking provision is sufficient, and there are no instances of the car park being over capacity or resulting overspilling onto surrounding residential streets.

2.3 Surrounding Highway Network

A664 Rochdale Road

2.3.1 In the vicinity of the site, the A664 Rochdale Road operates with a two-way traffic flow and varies in width to accommodate bus lanes, turning lanes, and as a restricted dual carriageway. The A664 extends out of Manchester to the north, providing a link between the city centre to Junction 20 of the M60, and to Rochdale further beyond via Middleton. In the vicinity of the site, Rochdale Road accommodates businesses, public transport nodes, and access to residential streets.

2.3.2 The road is subject to a 30mph speed limit, with footways provided along both sides of the carriageway measuring approximately 2.5m – 3m in width. A signalised crossing point with dropped kerbs, tactile paving, guard railing, and pedestrian island is provided c. 90m south of the site access. Within the vicinity of the site, street lighting is provided on both sides of the carriageway.

2.3.3 Directly opposite the site access lies a northbound bus stop, which is served by the 17, 17A, 18, 116, 163, and 721 services. These services also stop at the southbound bus stop directly adjacent to Dam

Head Medical Centre, c. 120m south of the site. Both sets of bus stops comprise a flag, pole, and small notice board with journey information, along with painted road markings to indicate the location of the bus stops. The southbound stop also accommodates a shelter and seats. An in-depth review of public transport services is provided in **Section 4.4** of this report.

2.3.4 **Figures 2.4** and **2.5** below demonstrate the views to the north and south of the site access along the A664 Rochdale Road:



Figure 2.4 – View North of the Site Access on A664 Rochdale Road
(Source: Google Maps, 2021)



Figure 2.5 – View South of the Site Access on A664 Rochdale Road
(Source: Google Maps, 2021)

- 2.3.5 Within the vicinity of the site, Rochdale Road comprises parking restrictions. Along the southbound carriageway, double yellow lines (no waiting at any time) are in place to restrict any vehicle from stopping at the access to the fire station and the bus lane. Along the northbound carriageway, a single yellow line is in effect (no waiting between 07:00 – 19:00).
- 2.3.6 Vehicles are therefore restricted from parking along the northbound carriageway as this would impede the use of the bus lane. To ensure appropriate use of the bus lane, there is also a restriction on loading during peak hours (restricted between 07:00 – 10:00 and 16:00 – 19:00).

White Moss Road

- 2.3.7 White Moss Road is located c. 60m to the south of the site. It comprises a two-way single carriageway measuring approximately 7m in width. The road is c. 900m in length, commencing at a priority junction with the A664 Rochdale Road, and terminating at a vehicle barrier with Crosslee Road. Street lighting is provided on both sides of White Moss Road, and the road is subject to a speed limit of 30mph.
- 2.3.8 As the area is residential, White Moss Road and Crosslee Road have been disconnected as part of a Low Traffic Neighbourhood (LTN) scheme, shown in **Figure 2.6** below.



Figure 2.6 – View from Crosslee Road onto White Moss Road (LTN)
(Source: Google Maps, 2020)

- 2.3.9 For the first c. 200m from its junction with the A664 Rochdale Road, double yellow lines are in place at intermittent points (i.e. along alternating sides of the carriageway) along White Moss Road to restrict parking. Further to the east, parking is unrestricted, allowing for parking on both sides of the carriageway. This on-street parking is observed in **Figure 2.7**.



Figure 2.7 – View of White Moss Road from the East (Residential Area)

(Source: Google Maps, 2021)

- 2.3.10 As observed in **Figure 2.7** above, there are bus stops in pairs along White Moss Road, all of which comprise a basic flag and pole arrangement, however some bus stops have additional infrastructure such as a shelter and seating. There are also street light columns at regular intervals along the road.

2.4 Access for Mobility and Visually Impaired Users

- 2.4.1 There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. There is currently one disabled parking bay within the car park.
- 2.4.2 Level access is provided in the vicinity of the site, with dropped kerbs at crossing points and emergency vehicle warning signals present at the site access point. Furthermore, at the signalised crossing across the A664 Rochdale Road c. 90m south of the site, tactile paving, dropped kerbs, and a central refuge island are provided to aid the crossing of mobility and visually impaired users.

2.5 Highway Safety

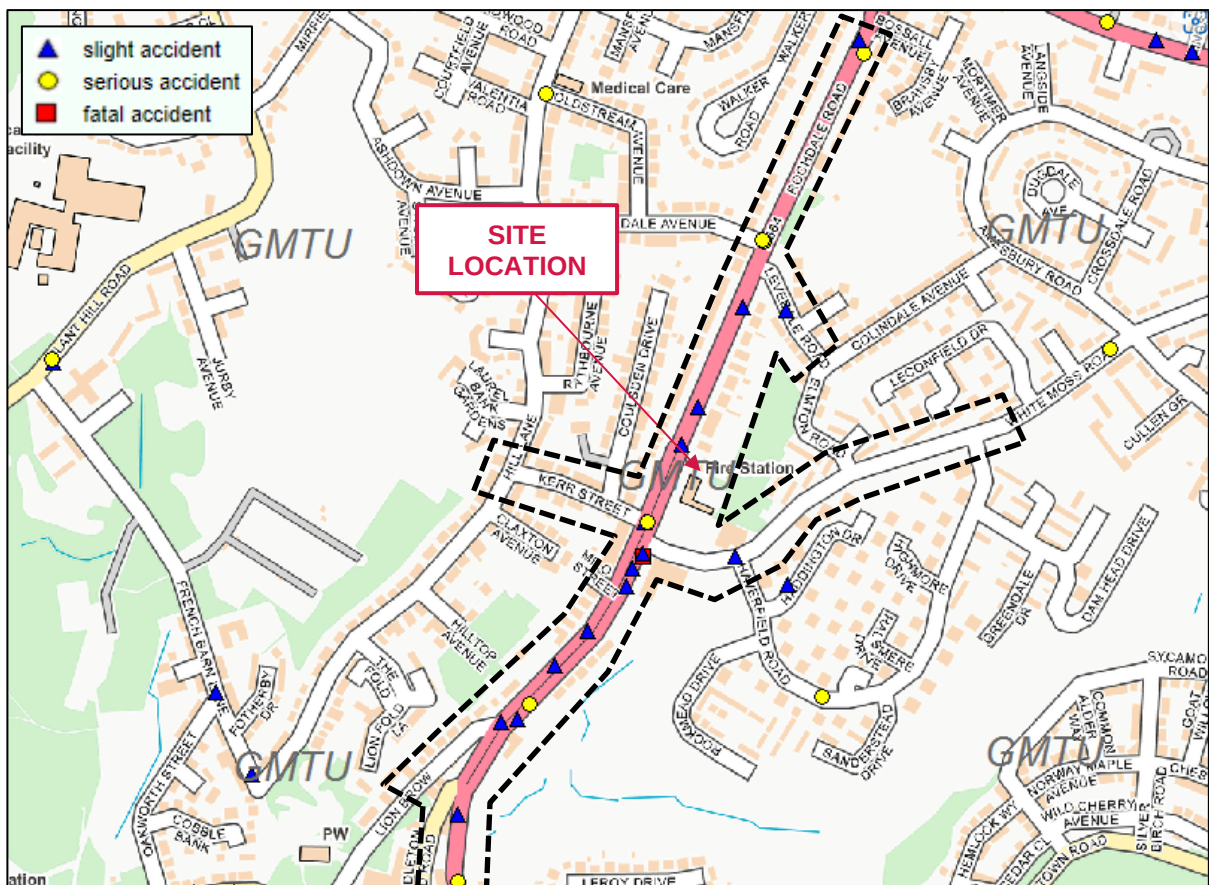
2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent five years (2018 – 2022 inclusive). The details of the search are contained in **Figure 2.8** below, and a breakdown of the information is contained in **Table 2.1**:

Figure 2.8 – Area Assessed for Collision Data (5 years*)

(Source: TfGM and OS Maps, 2023)

*Due to a display error, the above map includes some data outside of the last 5-year period. This data has been excluded from the below analysis.

Junction/Link	Slight	Serious	Fatal	Totals
A664 Rochdale Road / Bossall Avenue	1	1	0	2
A664 Rochdale Road / Hilldale Avenue	0	1	0	1
Levedale Road	1	0	0	1
A664 Rochdale Road	5	0	0	5
A664 Rochdale Road / Kerr Street	1	1	0	2



Junction/Link	Slight	Serious	Fatal	Totals
A664 Rochdale Road / White Moss Road	2	0	0	2
A664 Rochdale Road / Milo Street	1	0	0	1
White Moss Road / Haverfield Road	1	0	0	1
A664 Rochdale Road / Lion Brow	2	1	0	3
A664 Rochdale Road / Middleton Old Road	1	0	0	1
A664 Rochdale Road / Sandy Brow	0	1	0	1
Total	15	5	0	20

Table 2.1 – Collision Data Summary

- 2.5.2 As can be seen from **Table 2.1**, there has been a total of 20 collisions in the latest five-year period, 15 of which were 'slight' severity incidents, and 5 of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.
- 2.5.3 The 20 incidents around the vicinity of the site are spread out across the network and do not suggest that there is an accident blackspot. On this basis, it can be concluded that the incidents are not related to the features of the A664 or surrounding roads.
- 2.5.4 Whilst all collisions are regrettable, no significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 This Transport Statement has been prepared to support the proposed redevelopment of the existing Blackley Community Fire Station, Manchester.
- 3.1.2 It is proposed that the existing fire station will be demolished and reconstructed. The capacity of the new fire station (fire crews and staff) is proposed to remain similar, however the station would be slightly reduced in size for operational efficiencies. It is envisaged that the access arrangements for the fire station would be retained as existing.
- 3.1.3 This fire station is being developed as part of GMFRS's £38 million estates investment that was approved in 2021, providing three new fire stations are being proposed to be built over the next year, on the existing sites of current stations.
- 3.1.4 GMFRS expect the new facility to house:
- Appliance bay (vehicles and cycles);
 - Wash canopy, drying and airing space;
 - Fire kit room and pooled kit room;
 - Community / training room;
 - Personal locker room;
 - Watch room / watch manager office;
 - Gym;
 - Kitchen and dining room;
 - TV / mess room;
 - Study rooms;
 - Washrooms with shower facilities; and
 - Toilets (inc. accessible).
- 3.1.5 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 The site access is located off the A664 Rochdale Road as shown in **Figure 2.3** earlier.

- 3.2.2 It is proposed that the existing site access will be retained in terms of configuration, but slightly relocated to the north to accommodate the new building footprint. **Figure 3.1** and **Appendix A** to the rear of the report demonstrate the internal layout.
- 3.2.3 **Figure 3.1** also demonstrates that entry to the majority of the site would be gated, and it is envisaged that operative staff would be able to open and close the gates where necessary to facilitate vehicle access.

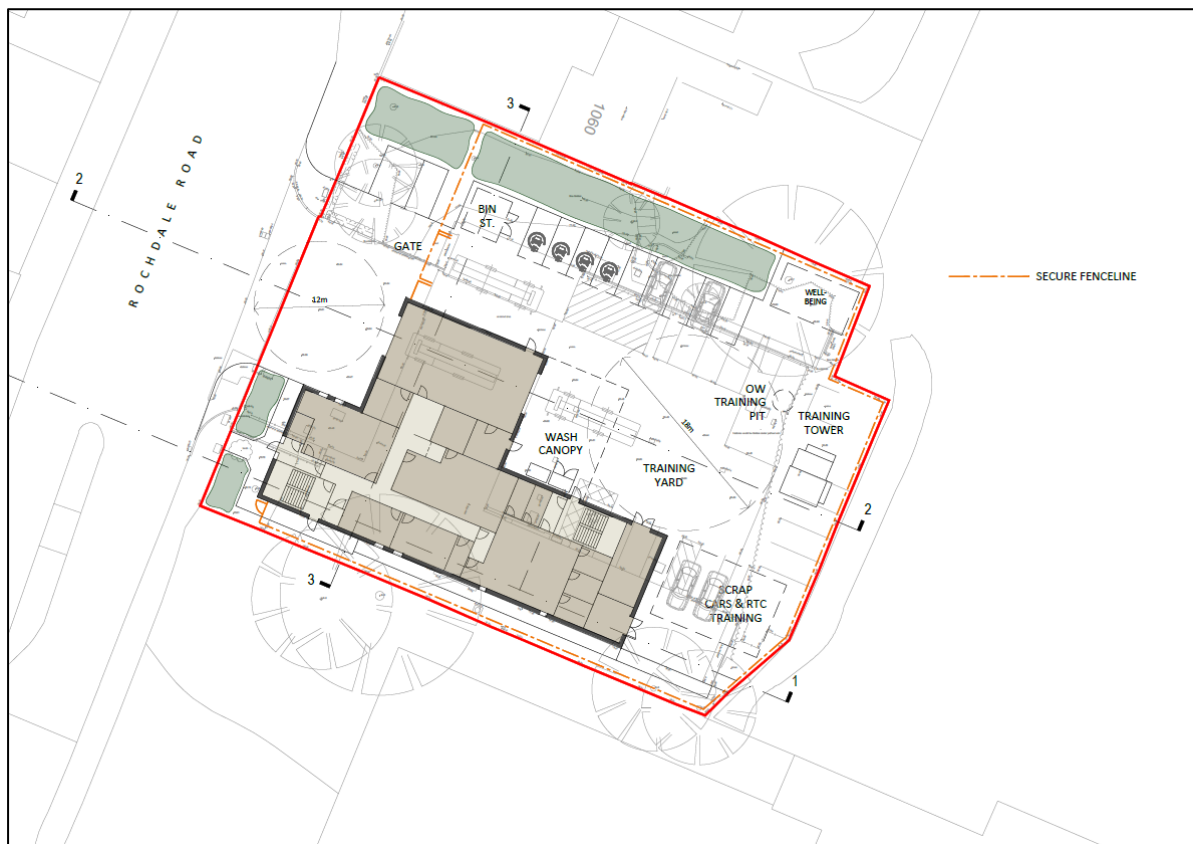


Figure 3.1 – Proposed Site Plan

(Source: Bradshaw Gass & Hope LLP, 2022)

Pedestrian and Cycle Access

- 3.2.4 Pedestrian and cycle access is proposed to use be taken from the main vehicular access. The access links directly with the footways and to shared bus / taxi / cycle lanes along the A664 Rochdale Road.
- 3.2.5 Level access will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site and in the form of a lift being provided in addition to the stairwell. There will also be an accessible toilet and changing area provided onsite.

3.3 Proposed Parking Provision

Car Parking

- 3.3.1 The proposed site layout drawings have detailed that the site will have 11 car spaces, including one disabled bay and four bays with electric vehicle (EV) charging facilities.
- 3.3.2 Fire stations do not have a specific use class and Manchester City Council do not have parking standards for emergency services buildings. As such, it is noted that the car parking provision for a site is subject to individual consideration.
- 3.3.3 The proposed fire station is anticipated to remain the same in regard to number of fire crews occupying the site. Therefore, the number of trips generated and distributed from the site is expected to remain the same as the existing.
- 3.3.4 GMFRS have detailed operational crew changes are at 09:30 and 19:00 every day 7 days per week – outside of the usual peak traffic flows.
- 3.3.5 GMFRS state that:

“Generally, in the hour before shift change the oncoming shift of 5 staff will arrive and the 15 minutes after shift change the outgoing shift of 5 will leave. This may vary if the outgoing shift is at an incident in which case shift change effectively occurs when they return.

The Station Manager is in addition to the above and that is vernaly a 9 - 5 or 8 - 4 role.”

- 3.3.6 The proposed car parking provision has been provided in accordance with operational requirements of the development.

Proposed Cycle Parking

- 3.3.7 The proposed site layout demonstrates that cycles would be stored within the appliance bay, which would be covered and secure. There would also be areas within the building that can be used by cyclists, such as a personal locker room, drying room, and washrooms.

3.4 Proposed Servicing Arrangements

- 3.4.1 Servicing of the development will take place via the existing vehicular access point. It is envisaged that the contract refuse vehicle driver will be issued a fob to enter the gated area, and would drive into the site on collection days.
- 3.4.2 Refuse operatives would wheel the bins out of the bin store, empty the bins, and wheel the bins back into the bin store. The refuse vehicle would then turn around within the site prior to exiting the gates.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where sustainable modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car dependency.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m have been considered. These are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km

'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.1 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below, with the approximate area within this walking distance shown in **Figure 4.1** below:

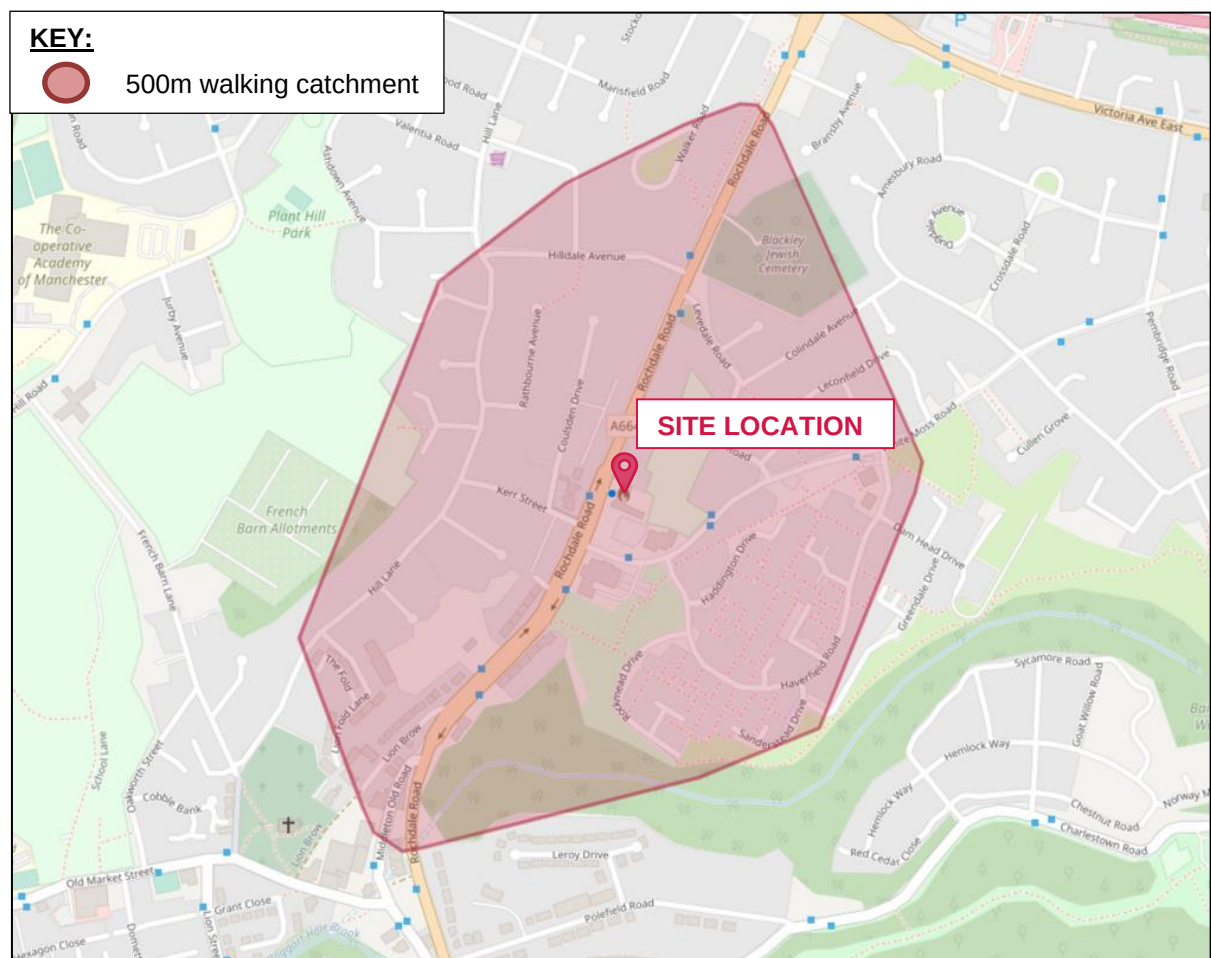


Figure 4.1 – Areas Accessible within 500m of the Site
 (Source: OpenStreetMap, 2023)

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Londis Fresh Coffee & Hot Food, The Avenue Deli, Baytree Restaurant, Blackley Fast Food, Fresh Fuel Bar, Aces Cafe	Appropriate food outlet	300 – 500
2	Dam Head Park, Plant Hill Park	Access to an outdoor open space	150 – 350

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
3	Victoria Avenue East Ex Service Mens Club	Community facility	150
4	Dam Head Medical Centre	Public sector GP surgery or general medical centre	90
5	One Stop Convenience Store (including Tesco Bank ATM)	Appropriate food outlet Access to cash	500

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.2 In addition to the amenities accessible as shown above, the site is also located within a 500m walking distance of several residential areas within the local community. Most notably, the site is located within a 500m walking distance of several bus stops, detailed in **Section 4.4** below.
- 4.2.3 Within a 1,000m walking distance of the site, additional areas accessible include Blackley centre which comprises residential estates, the Victoria Avenue high street (comprising a Tesco Superstore, hot food takeaways, local shops, convenience stores, The Avenue Library and Learning Centre, post office, dentist, petrol station, The Avenue Medical Centre, places of worship), and the E-ACT Blackley Academy. To the south of the site, areas accessible within this walking distance include residential areas off Charlestown Road and Old Market Street, with associated amenities such as places of worship, public houses, convenience stores, hot food takeaways, and a post office.
- 4.2.4 Higher Blackley, Charlestown, Alkrington, North Manchester General Hospital, and Harpurhey are all accessible within 2,000m walk from the site, ensuring that walking is a realistic mode of travel for staff or visitors who live in the local area.
- 4.2.5 As outlined in **Section 2** above, high-quality pedestrian facilities exist along the main roads, for example continuous footway provision with dropped kerbs and tactile paving at crossing points, along with signalised crossing facilities with pedestrian call buttons. It is considered that the site is situated within a highly accessible area, with a number of complementary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers an 8km cycle catchment for the site.
- 4.3.3 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The

majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles.” However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so, cycling is a potential mode for most of these shorter trips.

4.3.4 The 8km catchment area includes the large portions of north Manchester including major transportation links. The catchment also extends as far as Middleton to the north, Chadderton and Hollinwood to the east, Manchester City Centre to the south, and Prestwich to the west.

4.3.5 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site. The local cycle network in the vicinity of the site is shown in **Figure 4.2** below:

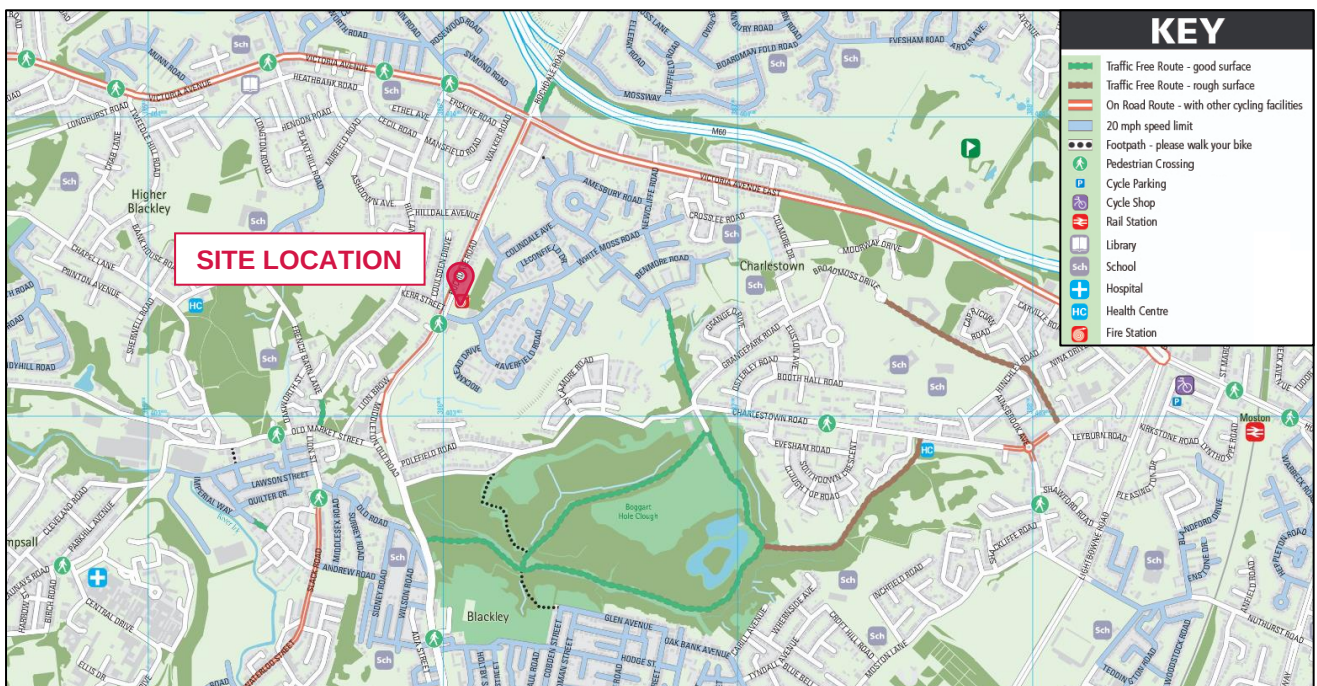


Figure 4.2 – Local Cycle Network

(Source: TfGM, 2022)

4.3.6 The local cycle network shown above is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. Some Bee Network infrastructure is being developed to the south of the site in Harpurhey, which consists of junction improvements and crossing points.

4.3.7 This is shown in **Figure 4.3** below and aims to deliver ten new Bee Network crossings on busy roads in the Harpurhey area of Greater Manchester to make it easier to cycle and walk. This scheme is currently under construction.

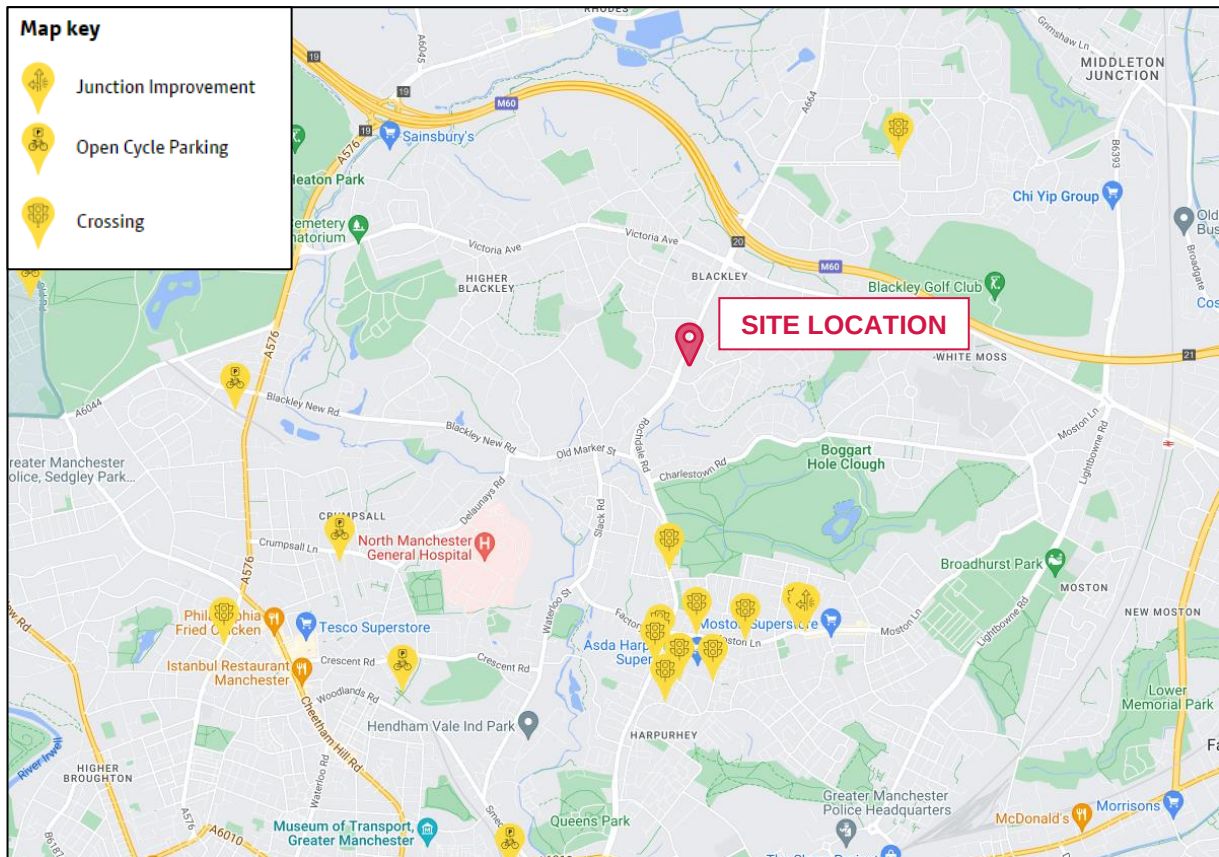


Figure 4.3 – Bee Network Schemes in the Vicinity of the Site

(Source: TfGM and Google Maps, 2023)

- 4.3.8 The site is therefore well placed to take advantage of the cycle connections around North Manchester. It is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The approach essentially measures the density of public transport in any site within the Greater Manchester region.
- 4.4.2 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is in an area with a GMAL rating of 5 and is considered appropriately situated to take advantage of existing public transport infrastructure within Blackley.
- 4.4.3 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 4.4** below:

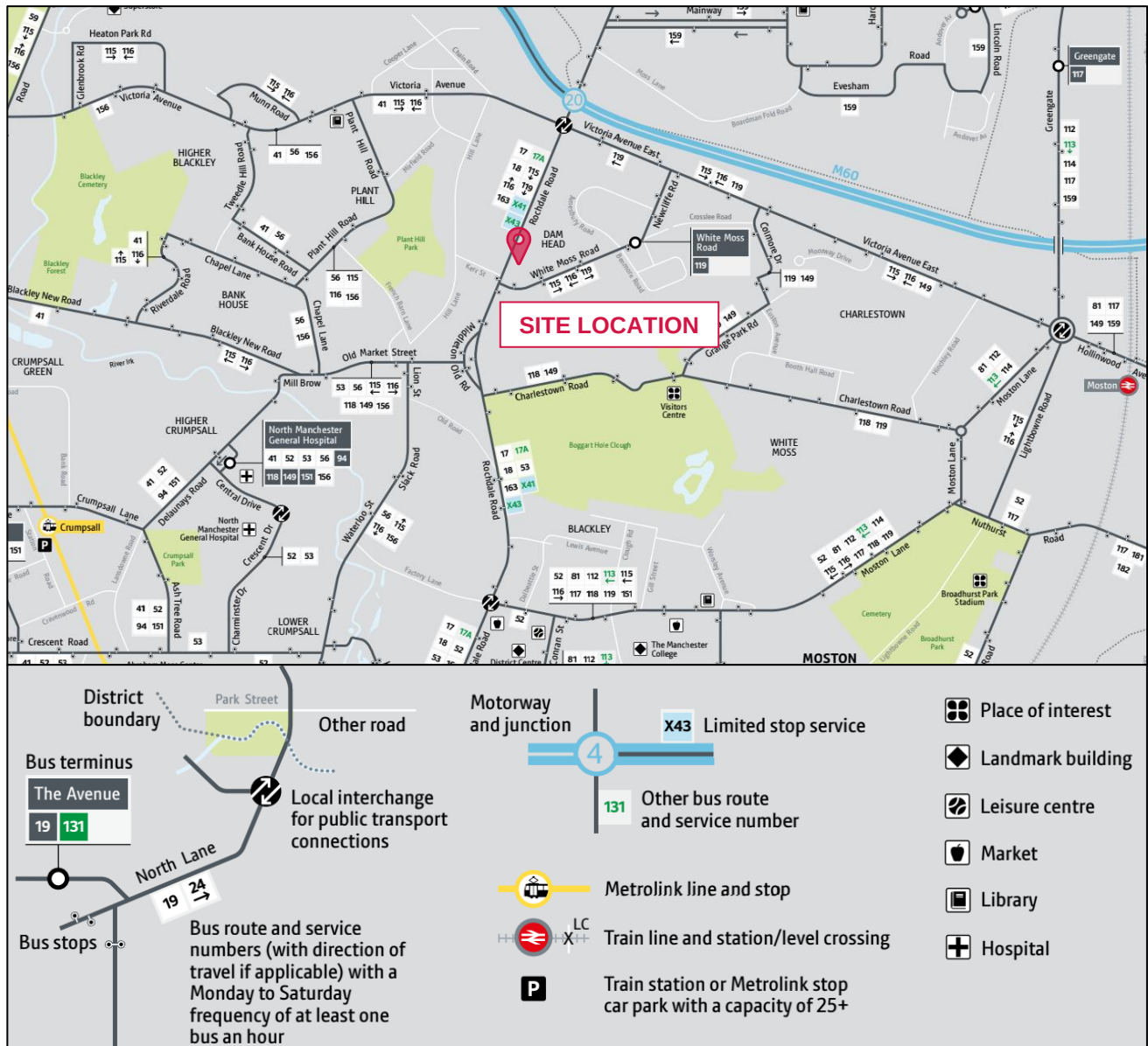


Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *'Buses in Urban Developments'* (2018) indicates that ideally, a bus stop should be located within the following distance from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300

Situation	Maximum Walking Distance (m)
Town/city centres	250

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 The nearest bus stop to the site is located along the A664 Rochdale Road, opposite the site access (c. 60m walking distance if utilising pedestrian crossing point) and adjacent to Dam Head Medical Centre (c. 120m walking distance) for southbound services, as well as further stop along White Moss Road, which are within a 130m walk from the site. These bus stops fall within the CIHT recommended walking guidelines. **Table 4.4** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From A664 Rochdale Road:						
17	Norden – Broadhalgh – Rochdale – Middleton – Shudehill	04:04	00:07	10 mins	12 mins	15 mins
	Shudehill – Middleton – Trub – Rochdale – Bamford – Norden	04:37	23:56	10 mins	12 mins	15 mins
17A	Rochdale – Stakehill – Middleton – Collyhurst – Shudehill	05:56	N/A	1 only	No Service	No Service
	Shudehill – Middleton – Stakehill – Sudden – Rochdale	05:07	06:31	2 only	No Service	No Service
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	04:28	23:46	10 mins	12 mins	15 mins
	Langley – Middleton – Blackley - Manchester Royal Infirmary	04:34	00:00	10 mins	12 mins	15 mins
116	Middleton – Harpurhey – Moston – Higher Blackley circular	09:36	14:36	Hourly	Hourly	No Service
163	Piccadilly Gardens – Middleton – Langley – Heywood – Bury	05:27	00:10	12 mins	12 mins	15 mins
	Bury – Heywood – Langley – Middleton – Piccadilly Gardens	04:47	23:34	12 mins	12 mins	15 mins
721 (school bus)	Strangeways Cheetwood Primary School – Charlestown Co-Op Academy North Manchester	08:12	N/A	N/A	No Service	No Service
	Charlestown Co-Op Academy North Manchester – Strangeways Cheetwood Primary School	15:22	N/A	N/A	No Service	No Service
From White Moss Road:						

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
115	Middleton – Higher Blackley – Moston – Harpurhey circular	09:47	15:47	Hourly	Hourly	No Service
116	Middleton – Harpurhey – Moston – Higher Blackley circular	09:35	14:35	Hourly	Hourly	No Service
119	Piccadilly Gardens – Moston – Charlestown – Higher Blackley	08:52	23:40	30 mins	30 mins	Hourly
	Higher Blackley – Charlestown – Moston – Piccadilly Gardens	06:06	22:45	30 mins	30 mins	Hourly

Table 4.4 – Summary of Bus Service Frequencies

- 4.4.7 The above table demonstrates that there are a several bus services within walking distance of the site that provide regular access to a variety of destinations across Rochdale, Middleton, and Greater Manchester throughout the week and during weekends.
- 4.4.8 It is noted that the provision of bus services will change over time in response to current circumstances and during different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.
- 4.4.9 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

- 4.4.10 The nearest rail station to the site is Moston, located approximately 3.2km east of the site. This is further than the recommended walking distance, however service 119 on the bus provides a direct link between the site and the rail station.
- 4.4.11 A summary of rail services from the station is outlined in **Table 4.5**. The abbreviations NB and SB stand for northbound and southbound services respectively.

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn Calling at: Rochdale, Castleton, Mills Hill, Moston, and Manchester Victoria. Call at Rochdale or Manchester Victoria to access further destinations.	SB: 06:02 NB: 05:57	SB: 23:03 NB: 23:42	30 mins	Hourly

Table 4.5 – Summary of Rail Services calling at Moston

- 4.4.12 The trains that service Moston run regularly on Mondays to Sundays, allowing staff and visitors to change at busier stations such as Manchester and Blackburn in journey times of 15 and 60 minutes respectively (excluding walking and waiting times).

- 4.4.13 It is noted that the provision of rail services will change over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/travel/timetables>.
- 4.4.14 Alternatively, Manchester Victoria rail station is located further from the site (c. 7km south), however it is accessible via bus services 17, 18, and 163. Manchester Victoria is a larger station hosting additional rail services across the North West and beyond, including frequent services (1-2 per hour) to Southport, Wigan, Chester, Blackburn, Liverpool, Manchester Airport, Leeds, Rochdale, Newcastle, and Hull.
- 4.4.15 It is considered that rail travel to the fire station is possible as part of a multi-modal journey, however due to the distances associated with the location of rail stations relative to the fire station, it is anticipated that the majority of trips would not take place by rail.

BREEAM Public Transport Accessibility Index (AI)

- 4.4.16 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e., Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 4.4.17 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 4.4.18 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 4.4.19 The site is located in an area with a GMAL rating of 5 as mentioned earlier, with a further GMAL index score of 12.45. This is understood to be the AI of the site.
- 4.4.20 It can be observed that the site's AI of 12.45 suggests that the site has a good level of public transport accessibility in relation to BREEAM.

4.5 Summary

- 4.5.1 It is considered the site is accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 Whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that many of the survey sites are not comparable to the Blackley Community Fire Station, and therefore a first principles approach is proposed for this use.

5.2 Existing Trip Generation

- 5.2.1 Due to the bespoke nature of the development, a first principles approach has been adopted to determine the likely vehicle trips that could be generated by the development on a typical day.
- 5.2.2 The following staff / trainees are expected at the site on a typical day:
- 10 staff (2 crews of 5)
 - 1 Station Manager
- 5.2.3 GMFRS have advised the proposed development would operate in the same manner as the existing site. The existing travel behaviour is that operational crew changes occur at 09:30 and 19:00 every day, 7 days per week.
- 5.2.4 5 staff will arrive in the up to an hour before the shift change. Subsequently, approximately 15 minutes after the shift change has taken place, 5 staff will leave the site. This procedure may vary if the outgoing shift is attending an incident, in which case the shift change occurs when they return.
- 5.2.5 It is noted that the operational crew typically travel by car, however some may cycle to and from the site depending on weather and the time of year.
- 5.2.6 The Station Manager role is typically a 08:00 – 16:00 or 09:00 – 17:00 role, and the Station Manager would arrive and depart by car (operational response vehicle) as required. The Station Manager is also required to receive visitors and attend meetings, the schedule of which varies on a day-to-day basis, but can be estimated as 2-3 visitors, 2-3 times per week.
- 5.2.7 On this basis, a maximum of 10 car movements will occur during the AM changeover, with a further 10 movements in the PM changeover. This is less than 1 car movement every 6 minutes in both the AM and PM. It is also noted that these movements occur outside of the traditional highway peak hours of 08:00 – 09:00 and 17:00 – 18:00.

5.3 Proposed Trip Generation

- 5.3.1 The proposed development would not result in any additional staff / personnel at the site.
- 5.3.2 The proposed Community Rooms which could house up to 20 people are for use by local groups only, and it is noted that users of these spaces would arrive from the surrounding area on foot (based on findings from existing Community Rooms, which are currently not in use as an after-effect of the COVID-19 pandemic). There may be additional pedestrian trips arriving to / departing from the site when the Community Rooms are in use.
- 5.3.3 As such, it is not envisaged that there would be additional vehicular movements associated with the site.

5.4 Summary

- 5.4.1 In summary, traffic associated with the proposed development would not increase any more than the traffic that is currently generated by the existing site. On this basis, there is no traffic impact upon the existing highway network that would be considered severe.
- 5.4.2 On this basis, Curtins do not believe that further capacity assessments would be required, and that the highway network is sufficient to accommodate the proposed development traffic.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM)

6.1 Introduction

6.1.1 The development would be assessed against BREEAM UK New Construction 2018 standards and would seek to demonstrate compliance by obtaining a suitable number of credits. The assessment categories pertaining to traffic and transport, the relevant sections of this report where compliance has been assessed, and the credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		2
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	This document	
	2. The site-specific travel assessment or statement covers as a minimum:		
	If relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking, identifying constraints and opportunities;	Section 5 of TS	
	Predicted travel patterns and transport impact of future building users;	Section 5 of TS	
	Current local environment for walkers and cyclists (accounting for any age-related requirements of visitors);	Section 2 of TS	
	Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of TS	
	Disabled access (accounting for varying levels of disability and visual impairment);	Section 3 of TS	
	Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of TS	
	Current facilities for cyclists.	Section 2 of TS	
	3. Following a transport assessment, a site-specific travel plan should be developed that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to improve more sustainable modes of transport and movement of people and goods during the building's operation.	Interim Travel Plan (ITP) provided in doc 083177-CUR-XX-XX-T-TP-00002	
	As a minimum, the following measures shall be considered as part of the travel plan for development:		
	Negotiation with local bus, train or tram companies an increase in the local service provision for the development;	Para 6.1.2 below	
	Provision of a public transport information system in a publicly accessible area;	Section 6 of ITP	

BREEAM Category	Description	Signposts	No. of Credits
	- Provision of electric recharging stations; - Provision of parking priority spaces for car sharers; - Consultation with the local authority on the state of the local cycling network and on improvements; - Provision of dedicated and convenient cycle storage; - Provision of cyclists' facilities; - Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas; - Restrictions or charging for car parking; - Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes; and - Provision of suitable taxi drop-off or waiting areas. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 3 of TS Para 6.1.2 below Para 6.1.2 below Section 3 of TS Section 3 of TS Para 6.1.2 below Section 3 of TS Para 6.1.2 below Para 6.1.2 below GMFRS to be involved Section 8 of ITP	
Total Transport Credits Obtained			2

Table 6.1 – BREEAM Credits Targeted

6.1.2 Further elaboration on some of the above criteria are as follows:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development** – It is not envisaged that this would be required for the proposed development, as the existing public transport services in the vicinity of the site are already of high frequency (demonstrated in **Section 4.4** above);
- Provision of parking priority spaces for car sharers** – Due to the nature of the site as a fire station, the small number of staff that are at the station at any one time, and the number of car parking provided, it is not envisaged that car sharing is prevalent. Car sharing will be encouraged as part of the Interim Travel Plan, but it is not envisaged that priority spaces for car sharers is required at the site;
- Consultation with the local authority on the state of the local cycling network and on improvements** – As detailed in **Section 4.3** above, information on the local cycling network and upcoming improvements in Greater Manchester is publicly accessible on the Bee Active website. It is also noted that the development is small in nature and would not have a significant impact on the local cycling network, as such, it is not envisaged that any further consultation with local authorities is required;

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available along the A664 Rochdale Road;
- **Restrictions or charging for car parking** – Access to the car park will be gated and would be for staff use only. Staff are not charged to use the car park;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate tactile surfaces, good lighting and signposting will be delivered within the site as part of proposed development. Safe crossing points and cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available along the A664 Rochdale Road;
- **Provision of suitable taxi drop-off or waiting areas** – Due to the nature of the site as a fire station, it is not envisaged that many staff or visitors would be dropped-off at the site. Notwithstanding, there are two spaces proposed outside the gated car park, which could be used as drop-off / waiting areas if these are not already in use by staff at the site.

6.1.3 A key part of the Interim Travel Plan (ITP) will be monitoring, whereby travel surveys will be distributed to staff at the development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage them to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 When developing scheme proposals, it is important to review the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

7.2 National Planning Policy Framework (2021)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 7.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 7.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 7.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...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.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 7.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

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

7.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within an accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

7.2.9 As the number of staff onsite on a typical day are not envisaged to change, traffic associated with the proposed development would not increase any more than the traffic that is currently generated by the existing site. On this basis, there is no traffic impact upon the existing highway network that would be considered severe.

7.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

7.2.12 The proposed development accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **083177-CUR-XX-XX-T-TP-00002**).

7.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. Objective 5 of the Core Strategy details the Transport guidance for developments. This contains three specific policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

7.4.2 Further, this TS has been prepared in line with policies detailed within the Guide to Development in Manchester Supplementary Planning Document (SPD) (2007) relating to sense of place, design, and accessibility.

7.4.3 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

7.4.4 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

7.4.5 **Section 3** above has demonstrated that the provision of car parking is considered sufficient with respect to the nature of the site and realistic needs of the end users. The development would benefit from sustainable transport links into the city centre and within other areas of Greater Manchester.

7.4.6 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*

- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 083177-CUR-XX-XX-T-TP-00002**).

7.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

7.5.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

7.6 Conclusions

7.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking and cycling distance.

8.0 Summary and Conclusions

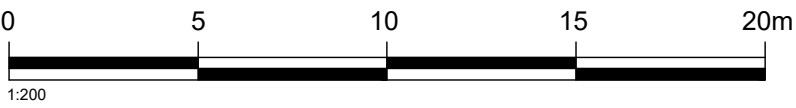
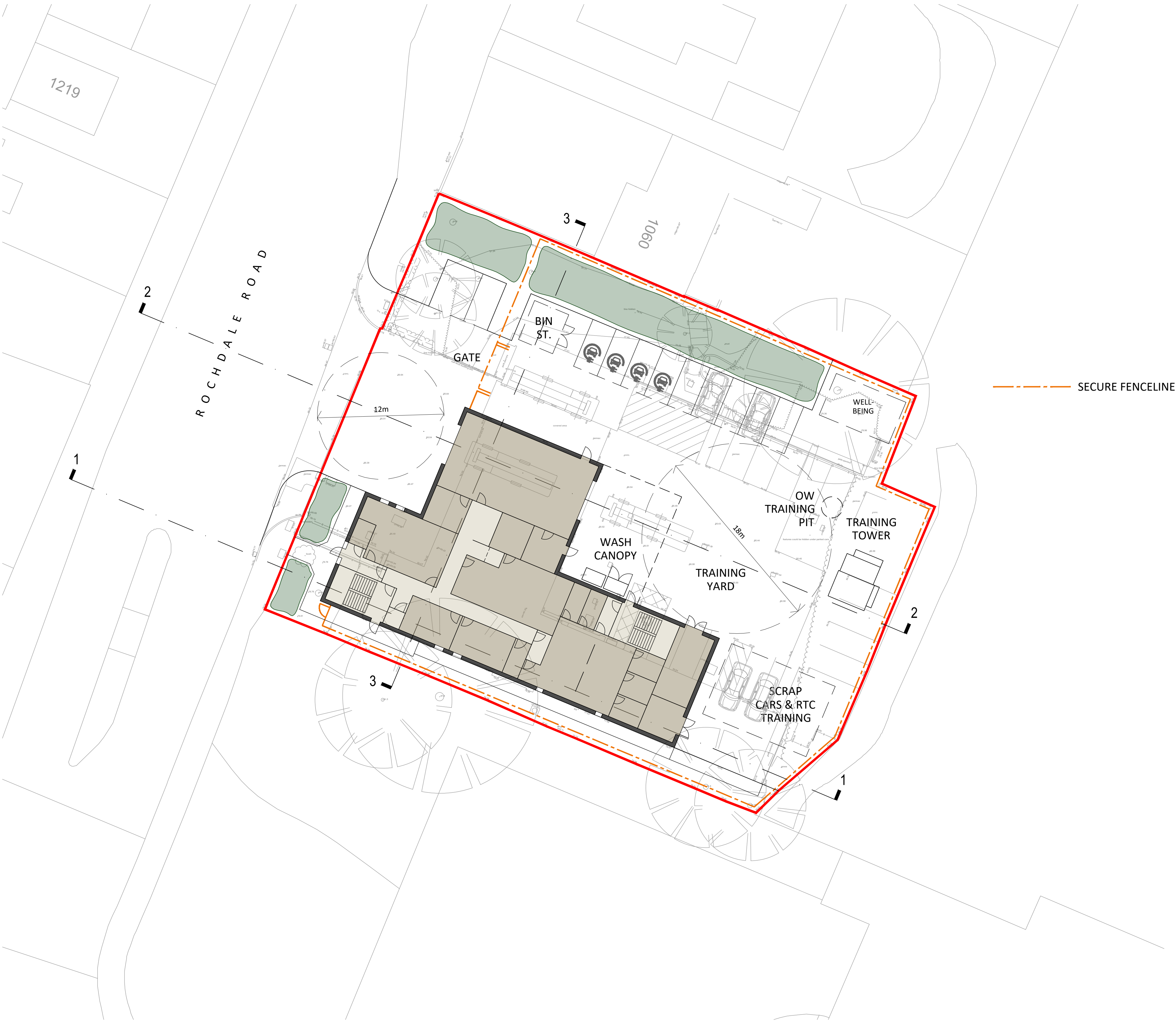
8.1 Summary

- 8.1.1 Curtins has been appointed by ISG on behalf of Greater Manchester Fire and Rescue Service (GMFRS) to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Blackley Community Fire Station, Manchester.
- 8.1.2 The proposed fire station is located on the site of the existing Blackley Community Fire Station, on the A664 Rochdale Road. It is proposed that the existing fire station will be demolished and reconstructed. The capacity of the new fire station (fire crews and staff) is proposed to remain similar, however the station would be slightly reduced in size for operational efficiencies. It is envisaged that the access arrangements for the fire station would be retained as existing. Notwithstanding, the site layout would be reconfigured, and electric vehicle charging points (EVCP) would also be introduced.
- 8.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.
- 8.1.4 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 8.1.5 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycle infrastructure, and there is opportunity for public transport within acceptable walking distance of the site.
- 8.1.6 Traffic associated with the proposed development would not increase any more than the traffic that is currently generated by the existing site. On this basis, there is no traffic impact upon the existing highway network that would be considered severe.
- 8.1.7 Additionally, this Transport Statement is supplemented by proposed measures in the accompanying Interim Travel Plan (Document Reference: **083177-CUR-XX-XX-T-TP-00002**) to increase the level of walking, cycling, and public transport use to and from the site, and to reduce reliance on the private car.
- 8.1.8 This document also demonstrates the development is compliant with Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards under the category “Tra 01 – Transport Assessment and Travel Plan”, and can achieve 2 out of the 2 transport credits attainable.
- 8.1.9 A review of relevant national and local transport planning policy and guidance has been undertaken. It is concluded that the proposed development is in full accordance with such policies and guidance consistent with Para 11 of the NPPF.

8.2 Conclusions

- 8.2.1 It is reasonable to conclude that the proposed development would not have a significant or severe residual impact on the surrounding highway network in accordance with paragraph 111 of the National Planning Policy Framework.
- 8.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Appendix A – Proposed Site Layout



status

FEASIBILITY

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All dimensions are to be checked on site by the contractor prior to proceeding with any work.

Hazard Identification

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date

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P1	FIRST ISSUE	ST	14.10.22
ref	revision	by	date

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GREATER MANCHESTER
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project
NEW FIRE STATIONS
FEASIBILITY STUDIES

drawing
BLACKLEY FIRE STATION
PROPOSED SITE PLAN
OPTION 4

drawn by

ST

date

OCT 22

checked by

date

scale

1:200

A1

dwg no

1978.35.1207

rev

P1

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