

ST GABRIELS, STUDENT ACCOMMODATION, OXFORD PLACE

TRANSPORT STATEMENT





ISSUE - 03 Issue for Planning

**REMARKS - FOR CLIENT
COMMENT**

**PREPARED BY - ROSS AGNEW -
SENIOR TECHNICIAN**

**REVIEWED BY - KYLE
MCKINNON - PRINCIPAL
CONSULTANT**

**APPROVED BY - CAROLYN
ROLLO - ASSOCIATE DIRECTOR**

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01

Introduction

Meinhardt (UK) Ltd has been commissioned by McLaren Property (the applicant) to prepare a Transport Statement (TS) in support of a new student residential development comprising of 319 single occupancy units, two blue badge car parking spaces, 160 cycle parking spaces within a dedicated cycle store plus an additional 18 Sheffield style stands and associated landscaping / infrastructure (proposed development). The proposed development site layout accommodates a dedicated drop off facility for deliveries and for students moving in and out. It is proposed that waste would be collected on-street along the frontage of the site which is located off Oxford Place. A standalone Waste Strategy prepared by Vectos covers the approach to waste management and collection.

The Site (Figure 1.1) currently accommodates vacant buildings with seven existing pedestrian and vehicle accesses off Oxford Place. Traffic Regulation Orders (TROs) are in place along Oxford Place to safeguard these existing accesses. As part of the proposed development these TROs would be amended to accommodate revised vehicle access arrangements to the site.



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SITE LOCATION AND CONTEXT

The Site is located off Oxford Place, adjacent to Oxford Road, south of the city centre, in proximity to the University of Manchester and Manchester Metropolitan University campuses. The site is located within the administrative area of Manchester City Council (MCC) and occupies approximately 0.65 ha of land within the Victoria Park area of Manchester. The site is generally rectangular in shape and currently comprises three vacant buildings referred to as St. Gabriels Chapel, Woodthorpe Hall, and St. David's Hall. These facilities were last operational approximately 2.5 years ago.

The site is bounded by the backs of buildings located on Hathersage Road to the north, by Nos. 5 and 7 Oxford Place to the east, by No. 11 Rusholme Place to the west, and by Oxford Place to the south.

Vehicular, pedestrian and cycle access to the site is via Oxford Place. There are currently separate access points to St Gabriels Hall, Woodthorpe Hall and St David's Hall. A separate alley, outside the site boundary, links the site from the north edge to Hathersage Road. On-street parking is prevalent along the north side of Oxford Place.

The surrounding area is mixed use in nature and includes commercial and retail use, education facilities, residential use / student accommodation, healthcare, leisure uses and transport infrastructure.

This site is well connected in terms of access to transport services. Public bike rental facilities are available on Oxford Place and bus services along Oxford Road are excellent with a service departing approximately every 10 minutes or less.



FIGURE 1.1: SITE LOCATION AND EXISTING CONTEXT

The scope of this TS has been agreed with representatives of MCC. The key principle of the agreed scope is that the proposed development will have a negligible impact in terms of vehicle generation thus the focus is on promoting and supporting sustainable journeys with specific consideration to student move in / move out periods. This is addressed via the development of a Framework Travel Plan (Chapter 7).

A Pre-Application meeting was held on 22 March 2022 and the outcomes of this meeting along with other comments received by stakeholders have been considered within this TS and the site layout, where applicable.

The proposed development seeks to achieve BREEAM Excellent, thus interwoven within this TS is reference to the relevant BREEAM criteria.

02

DEVELOPMENT PROPOSALS

In transportation terms the proposed development includes:

- Separate in and out vehicular access points in front of the redeveloped St Gabriels Chapel Building which would be gated and controlled. This would allow access for delivery vehicles, blue badge parking bays and also for students on moving in and out days in accordance with a management system detailed further overleaf;
- The two blue badge bays would be equipped with electric vehicle charging capabilities;
- Three separate and segregated pedestrian access points in front of Woodthorpe Hall, one of which would accommodate emergency vehicles if required;
- Traffic free landscaped areas throughout with the exception of the vehicle access area fronting St Gabriels Chapel;
- 160 secure and sheltered cycle parking spaces to the rear (northern boundary) of the development in line with BREEAM Excellent;
- A further 18 cycle parking spaces spread throughout the site for visitor convenience; and
- Waste collected on-street from Oxford Place, with bins positioned at the frontage of site by the site management team on collection days only. Resident bin store to be located at the rear of the site.

An extract of the proposed site layout is provided in Figure 2.1. The proposed development could be operation by 2023 and may accommodate up to 5 FTE staff.

PEDESTRIAN ACCESS AND CYCLE PARKING

Pedestrian access to the site will be provided through two segregated pedestrian gates as well as through the vehicle access and egress gates. All connect to Oxford Place and are spread across the site frontage to allow easy entry and exit for residents. The pedestrian access points would be secure in the form of gates.

Cycle parking is proposed to fall in line with BREEAM Excellent, which are in excess of the minimum cycle parking standards set out in MCC's Manchester Core Strategy 2017-2027.

BREEAM Excellent requires a total of 1 space for every 2 residents plus 1 space per 10 members of staff. For the 319 residents this would require a total of 159.5 cycle parking spaces. A total of 160 cycle parking spaces would be provided via a secure and well-lit and overlooked cycle storage area to the rear of the site. This would be supplemented by approximately nine Sheffield cycle stands provided across the site providing a further 18 spaces for staff and visitors.



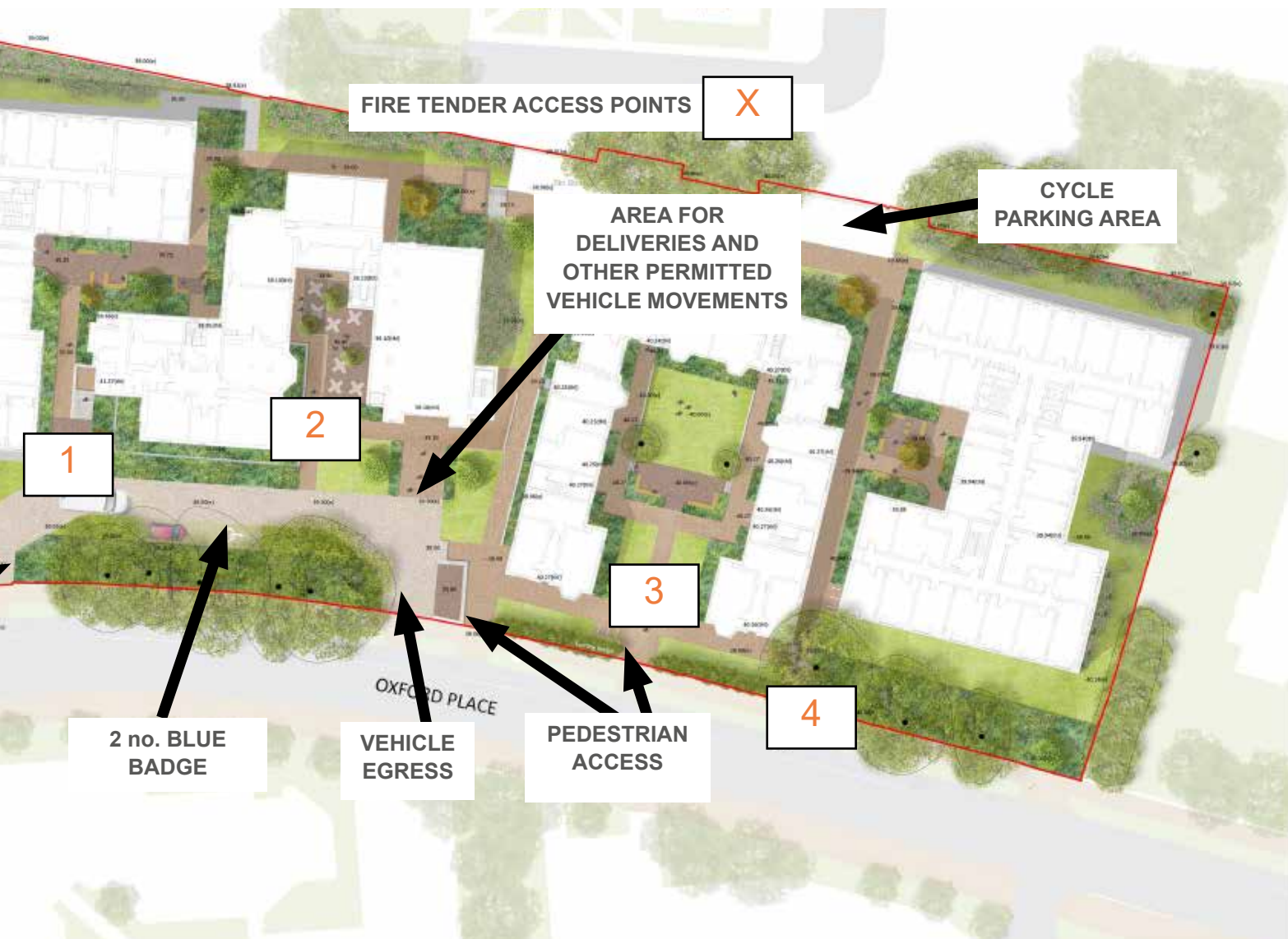


FIGURE 2.1: Source - re-form Landscape Architects

CAR FREE STRATEGY (SERVICING, DELIVERY AND WASTE COLLECTION)

The development is proposed to be largely car free, with the exception of delivery and emergency vehicles. Two electric vehicle charging equipped blue badge holder spaces would also be provided, although it is intended that these would be used for drop off and pick up purposes only. Other than emergency vehicles, vehicular traffic on site would be confined to one entry and exit loop in front of St Gabriels Chapel. Vehicular entry to the site would be gated and controlled. At this stage it is anticipated entry would be operated via an electronic fob and intercom system.

Waste collection would take place via on-street pick

up from Oxford Place. On collection days the site management would move bins from the central bin store at the rear of the site to a pick up location along the southern boundary connecting to Oxford Place. This would potentially require a new TRO to control parking at this location.

Finally, a 'move in / move out' strategy (see Chapter 7) would be operated by the site management team. This would likely involve the use of an online booking portal which would allocate new or departing residents a time slot in which they could access the site with a vehicle for packing / unpacking. The incorporation of a time slot system would avoid residents arriving during congested periods and impacting on Oxford Place and the local road network surrounding the site.

EMERGENCY ACCESS

A total of four points have been identified to ensure fire tender vehicles can access all parts of the property. This is further detailed in the Fire Strategy document prepared by OFR Consultants. Swept Path Analysis (SPA) has been prepared to demonstrate the accessibility of the four points as shown below. The fire tender represents the most robust case in terms of typical emergency vehicles and therefore it can be assumed that ambulance and police services could also access the site. SPA drawings are shown in Figures 2.2, 2.3 and 2.4 and Appendix A.

Fire tender access Points 1 and 2 are situated in front of St Gabriels Chapel and provide access to the front and rear of the western portion of the site.

The emergency vehicle is able to enter and exit from the proposed vehicle access points.

To access fire tender access Point 2 the vehicle has to reverse over a small landscaped section. This would include a reinforced build up to allow the vehicle to drive over without risk of damage.

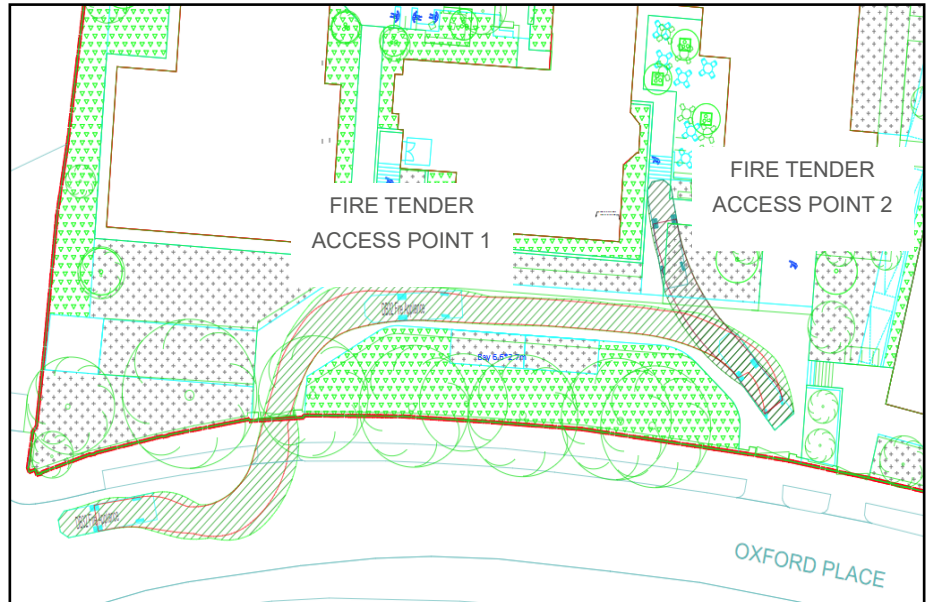


FIGURE 2.2: FIRE TENDER ACCESS POINTS 1 & 2

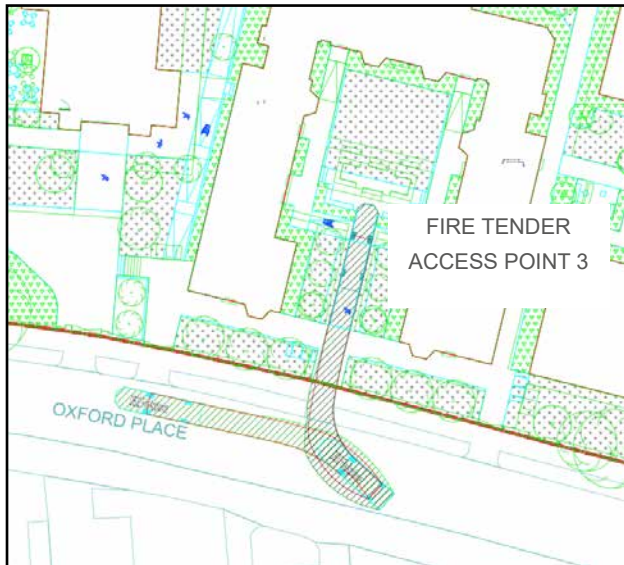


FIGURE 2.3: FIRE TENDER ACCESS POINT 3

Fire tender access Point 3 is located at the centre of the site at the Woodthorpe Building. The vehicle would be required to reverse in to the access in front of the Woodthorpe building, which would normally be accessed by pedestrians only. The vehicle would then reverse a total of 20m from the access to reach the fire tender access point. To facilitate fire tender access point 3 a further TRO may be required to ensure on-street parking which could block the entry point at Woodthorpe is not permitted. This would be progressed alongside the planning application and MCC have been made aware of this.

Fire tender access Point 4 is located on Oxford Place. The key requirement is that the vehicle rear end can be located 45m (hose length) from all parts of the site. Fire tender access Point 4 allows the eastern portion of the site to be covered. This also accounts for vehicles being parked on Oxford Place, although in this instance there would be a partial blockage to the carriageway in emergency events only.

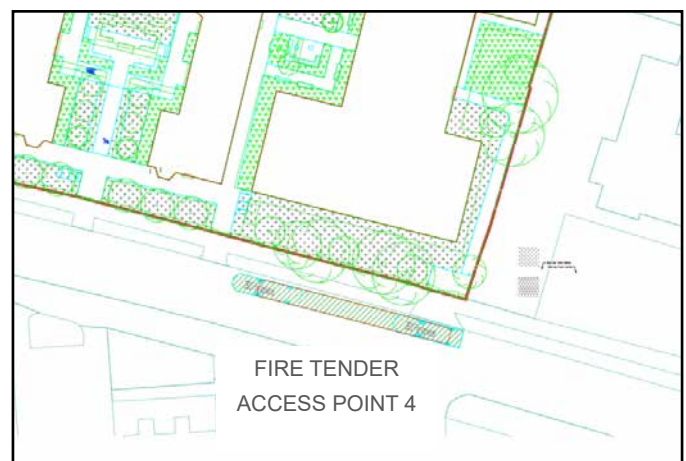


FIGURE 2.4: FIRE TENDER ACCESS POINT 4

GENERAL VEHICLE ACCESS

As stated, general vehicle access would be limited to delivery and blue badge holders only during normal parts of the year. Entry would be controlled via a fob and intercom arrangement. Special dispensation would be allowed for 'moving in / moving out' days as detailed in Chapter 8.

SPA demonstrating that a large box van (7.5tonne) is able to access the site as intended has been prepared and is shown in Figure 2.5 and Appendix A. It is not envisaged that any larger HGVs would require access to the site.

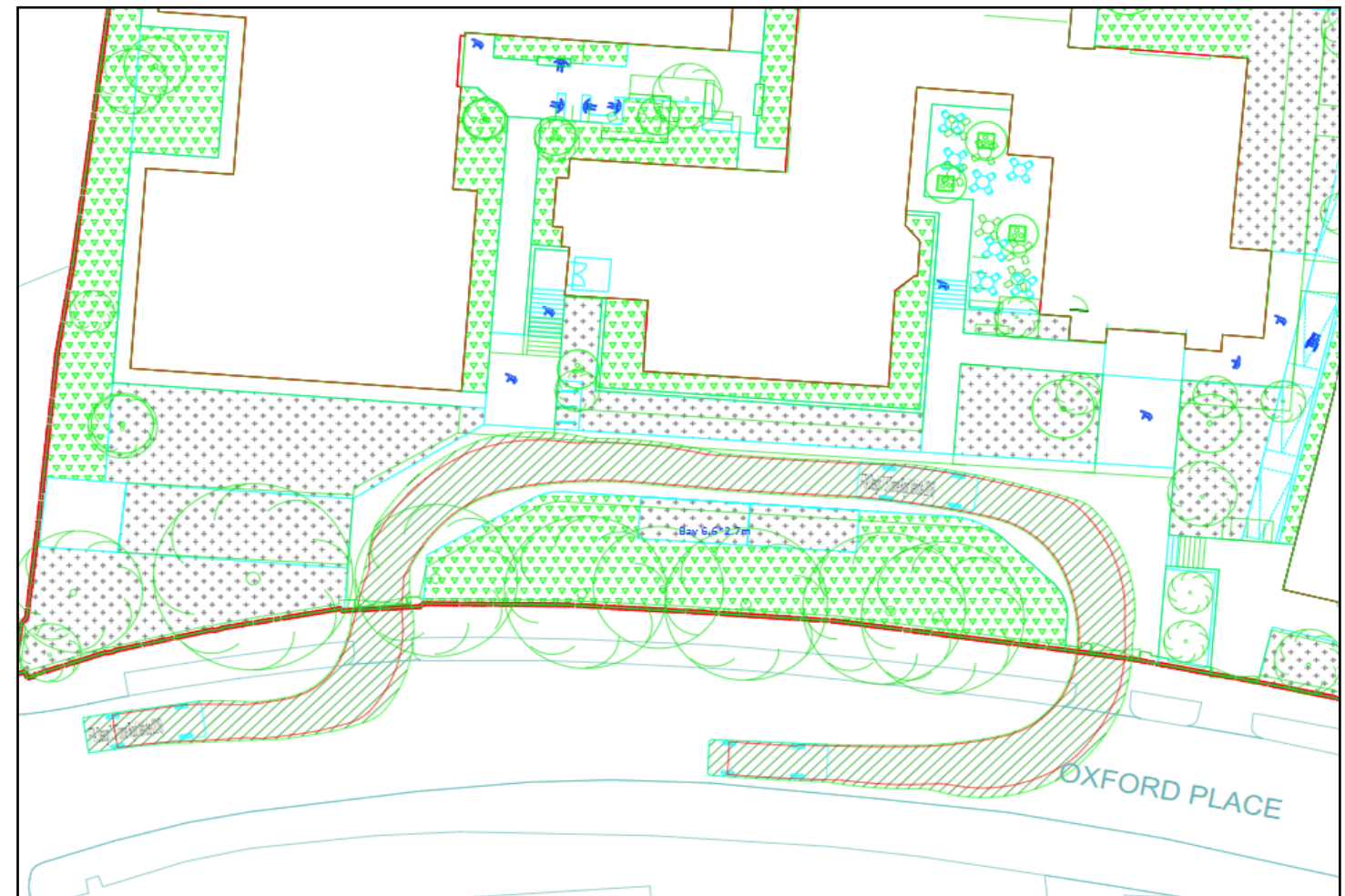


FIGURE 2.5: GENERAL VEHICLE ACCESS

Over the lifetime of the development it is anticipated that maintenance and eventual replacement of some plant equipment may be required. This would not be expected to occur on a regular basis although would require the use of construction vehicles. In the event of plant replacement a separate traffic management strategy would be required.

SITE ACCESSIBILITY

The below and corresponding figures provide an overview of the site's accessibility. This correlates with the Transport and Movement criteria associated with BREAMM Criteria TM 03 to TM 06.

WALKING CONDITIONS

The surrounding streets provide pedestrian footways, street lighting and dropped kerbs are equipped as a minimum at each crossing point. In addition to this, Oxford Road has signalised crossing facilities in multiple locations providing controlled crossing to Manchester University and other local facilities on Oxford Road. Typical Walking distances include:

Manchester University - 850m

Manchester Royal Infirmary - 650m

Nearest Bus Stop - 250m

Oxford Road - 200m

A walking isochrone demonstrating the walking catchment of the site is shown in Figure 3.1.

CYCLE CONDITIONS

The streets surrounding the site are well equipped to provide a safe and inviting cycle culture for new residents. As well as a dedicated Bee Cycle Network Point directly across from the site on Oxford Place, there are dedicated cycle lanes provided along Oxford Road towards Manchester University. Cyclists would be able to gain access to Whitworth Park, Manchester University, Manchester Royal Infirmary and other local facilities through utilising the cycle lanes provided on Oxford Road. A cycle isochrone is provided in Figure 3.2 and further connection to the national cycle network is also provided as demonstrated in Figure 3.3.

PUBLIC TRANSPORT CONDITIONS

The site provides high levels of public transport accessibility with the closest bus stop located on Oxford Road approximately 250m from the site. Oxford Road bus stances are sheltered and equipped with seating and timetabling information. Residents and visitors can use the existing bus infrastructure to travel to Stockport to the south and Manchester city centre to the north. Further connecting services can be acquired to Stretford, Didsbury and railway stations at Levenshume, Mauldeth Park and Manchester Piccadilly. Manchester Piccadilly can be accessed via an approximate 18 minute journey on the Stagecoach Manchester 147 service, which stops 250m from the development site. A map of bus routes and stops is included in Figure 3.4.

EXISTING ROAD INFRASTRUCTURE

The site is located off Oxford Place which has a 20mph speed limit. On-street parking is prevalent on the northern carriageway of Oxford Place as well as surrounding streets. Oxford Road, located 200m to the west of the site has a 30mph speed limit although is subject to bus gate controls further to the north towards Manchester City Centre. A record of accident data and speed limits are provided in Figure 3.5.

Transport for Greater Manchester (TfGM) provide a measure of accessibility throughout Greater Manchester based on travel time to and service availability to the public transport network. This is referred to as Greater Manchester Accessibility Levels (GMAL) and is a rating based system. The GMAL score for the site is an 8, which is the highest achievable, meaning the site is located in what TfGM consider as one of the most accessible areas in Greater Manchester.



TYPICAL IMAGES OF WALKING, CYCLE AND PUBLIC TRANSPORT INFRA-STRUCTURE SURROUNDING THE SITE

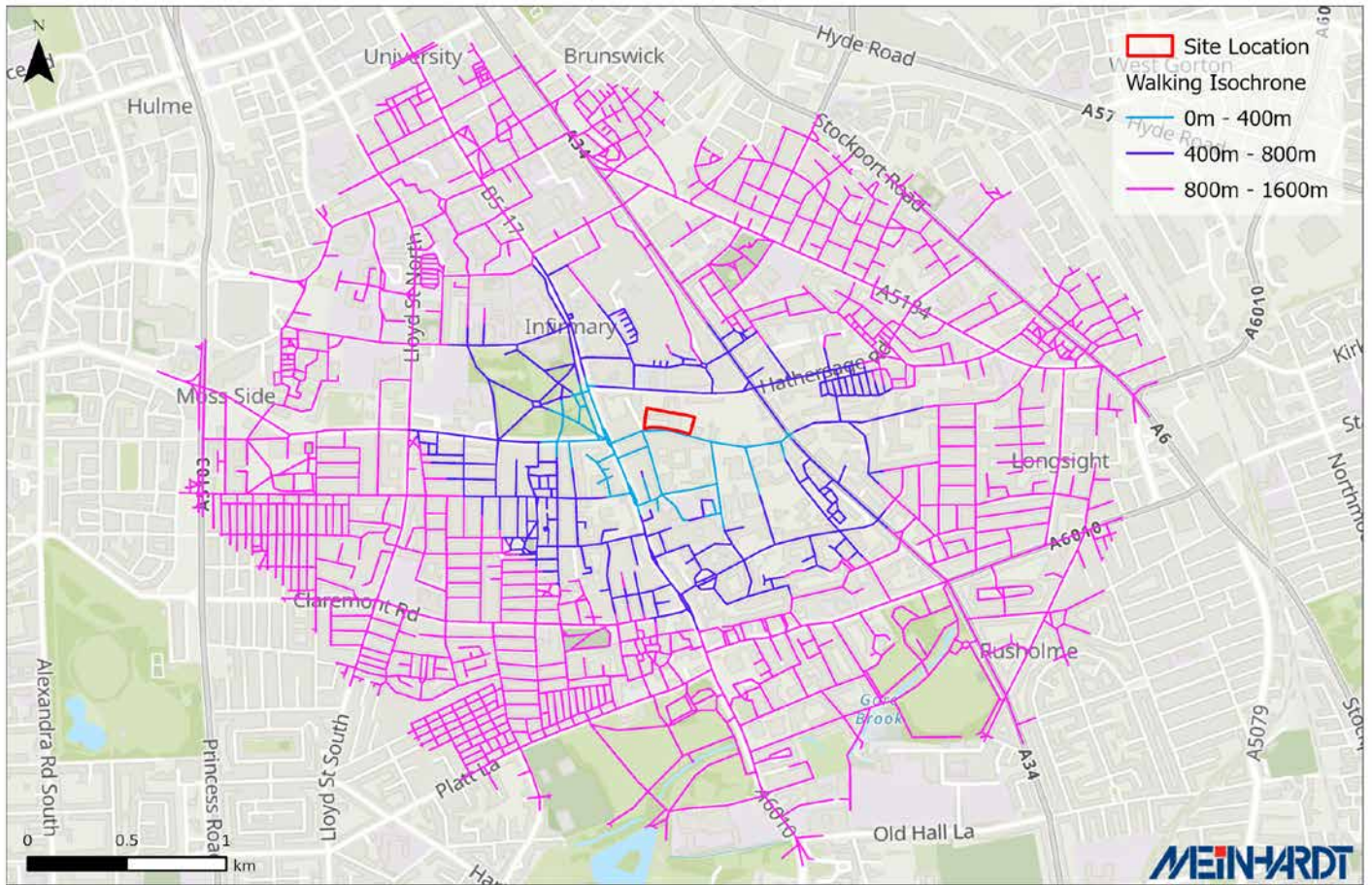


FIGURE 3.1: WALKING ISOCHRONE

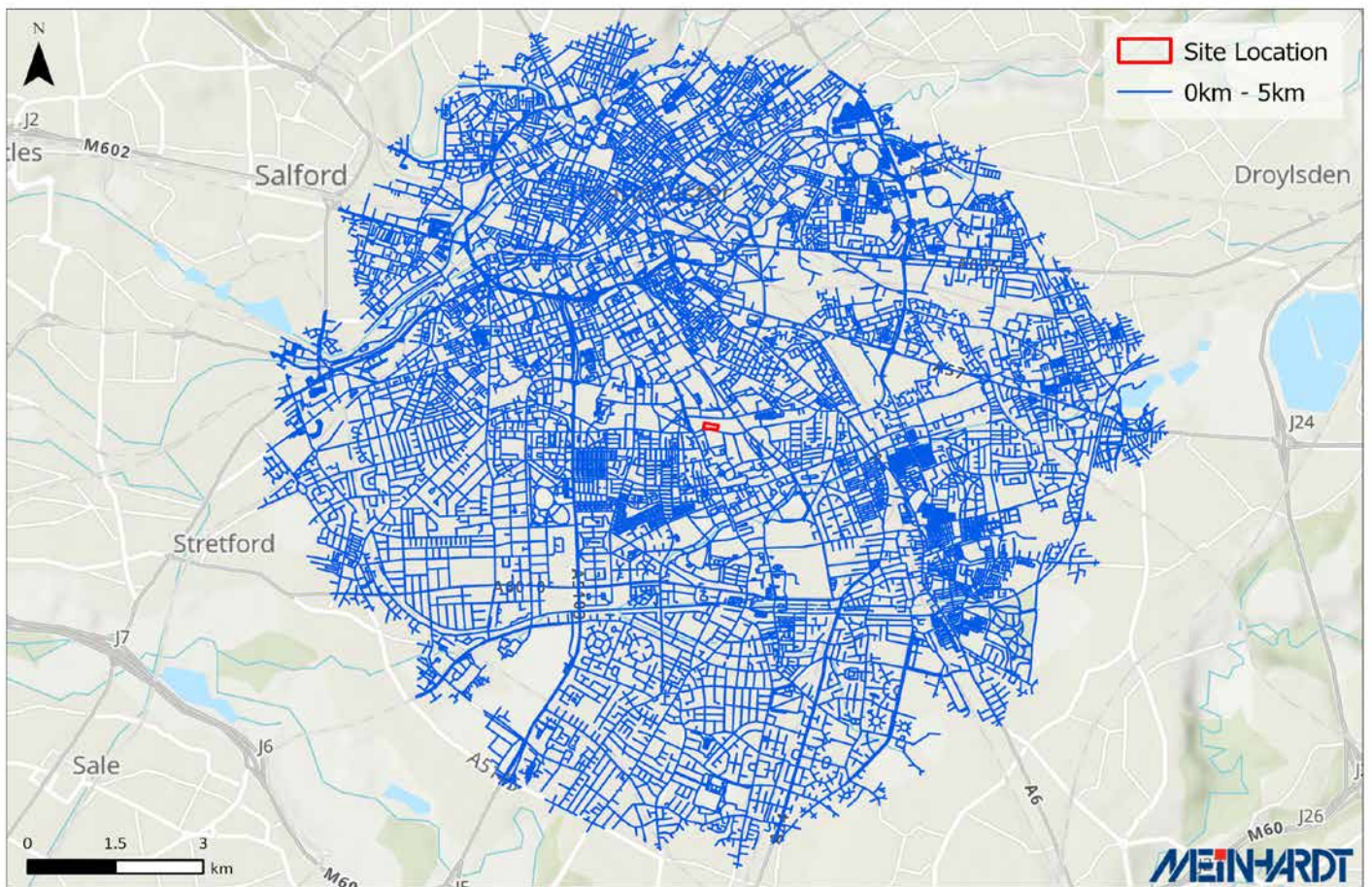


FIGURE 3.2: CYCLING ISOCHRONE

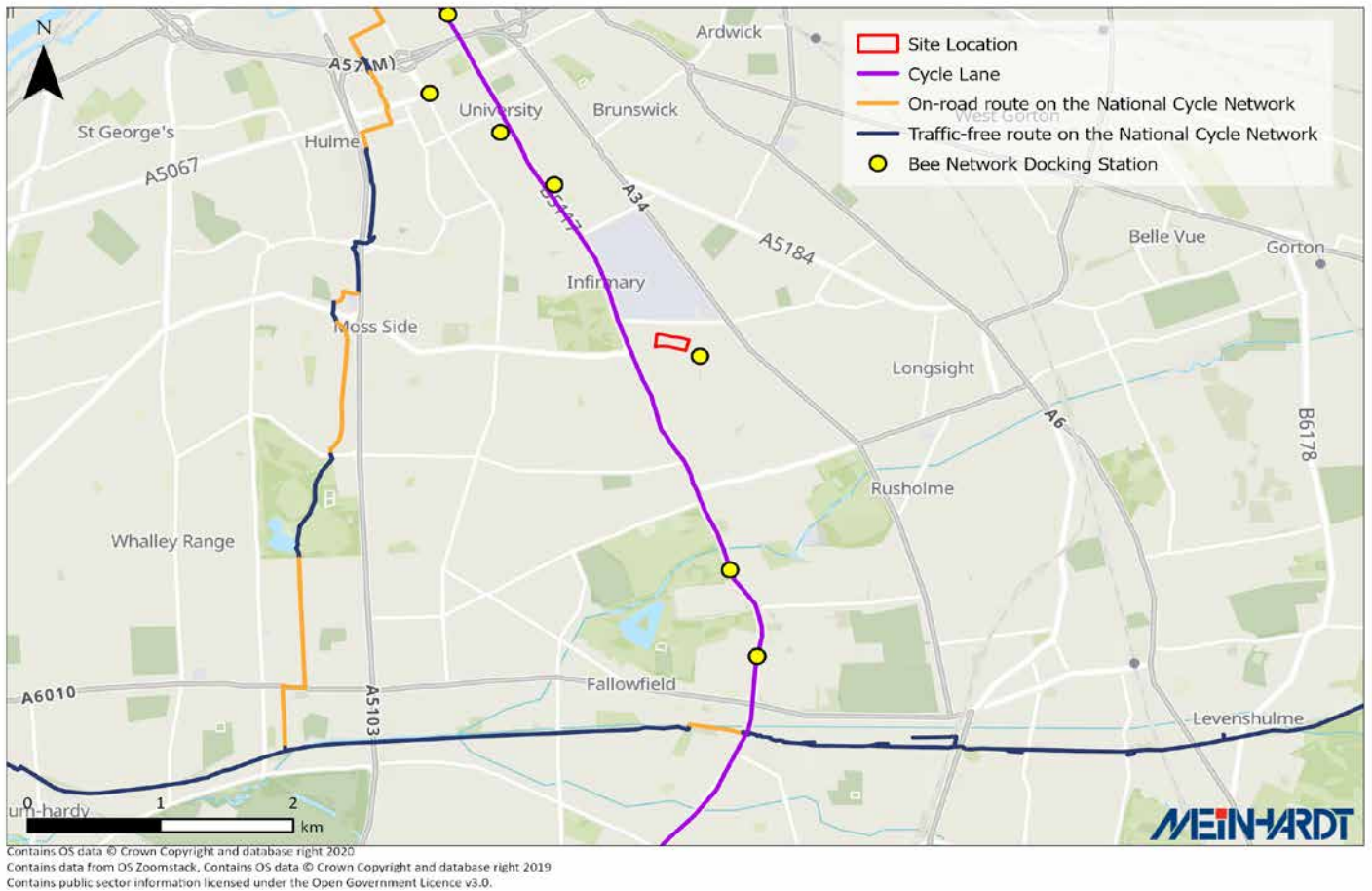


FIGURE 3.3: LOCAL CYCLE ROUTES

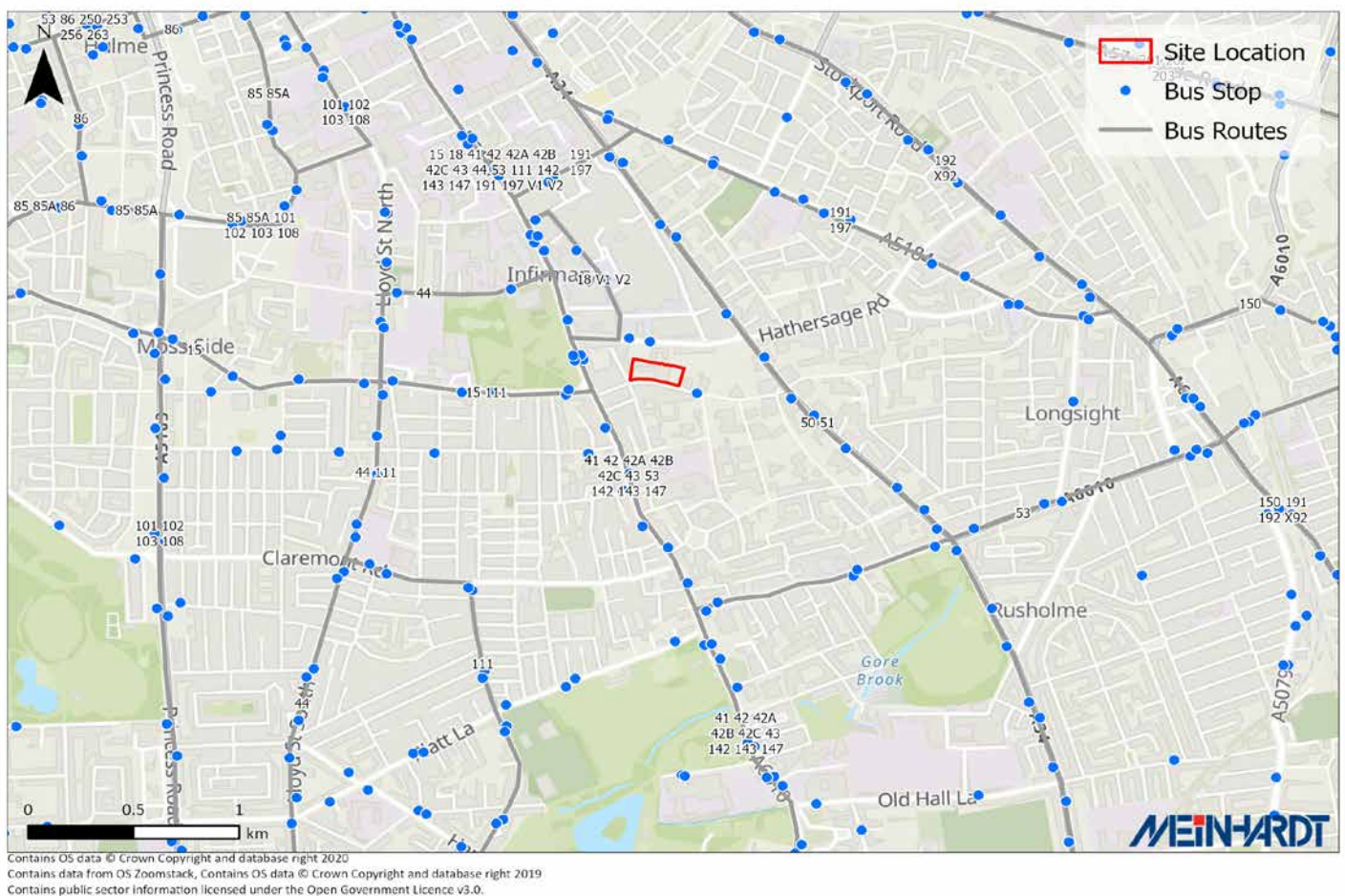


FIGURE 3.4: BUS ROUTES AND STOPS

Bus timetable information for the closest stops on Oxford Road is provided below.

Table 3.1: Bus Timetable Information (Oxford Road – Northbound)

Bus Service	Bus Authority	Route	Frequency
147	Stagecoach	Piccadilly Rail Station - West Didsbury	Approximately 10 minute frequency
742	Stagecoach	Loreto College - Burnage	1600 – 1700 (7-10 minute frequency)
143	Stagecoach	West Didsbury - Manchester	Approximately 10-15 minute frequency
15	Stagecoach	Flixton - Manchester	Approximately 10-15 minute frequency
142	Stagecoach	East Didsbury - Manchester	Approximately 10-15 minute frequency
111	Stagecoach	Southern Cemetery - Manchester	Approximately 10-15 minute frequency
42	Stagecoach	Stockport - Piccadilly	Approximately 10–20-minute frequency
42A	Stagecoach	Stockport - Piccadilly	Approximately 40-50 minutes frequency
42B	Stagecoach	Stockport - Piccadilly	Approximately 40-50 minutes frequency
41 Crosscity	Go North West	Middleton – Sale	Approximately 20 minute frequency
53 Orbits	Go North West	Cheerham Hill to Salford	Approximately 20-30 minute frequency

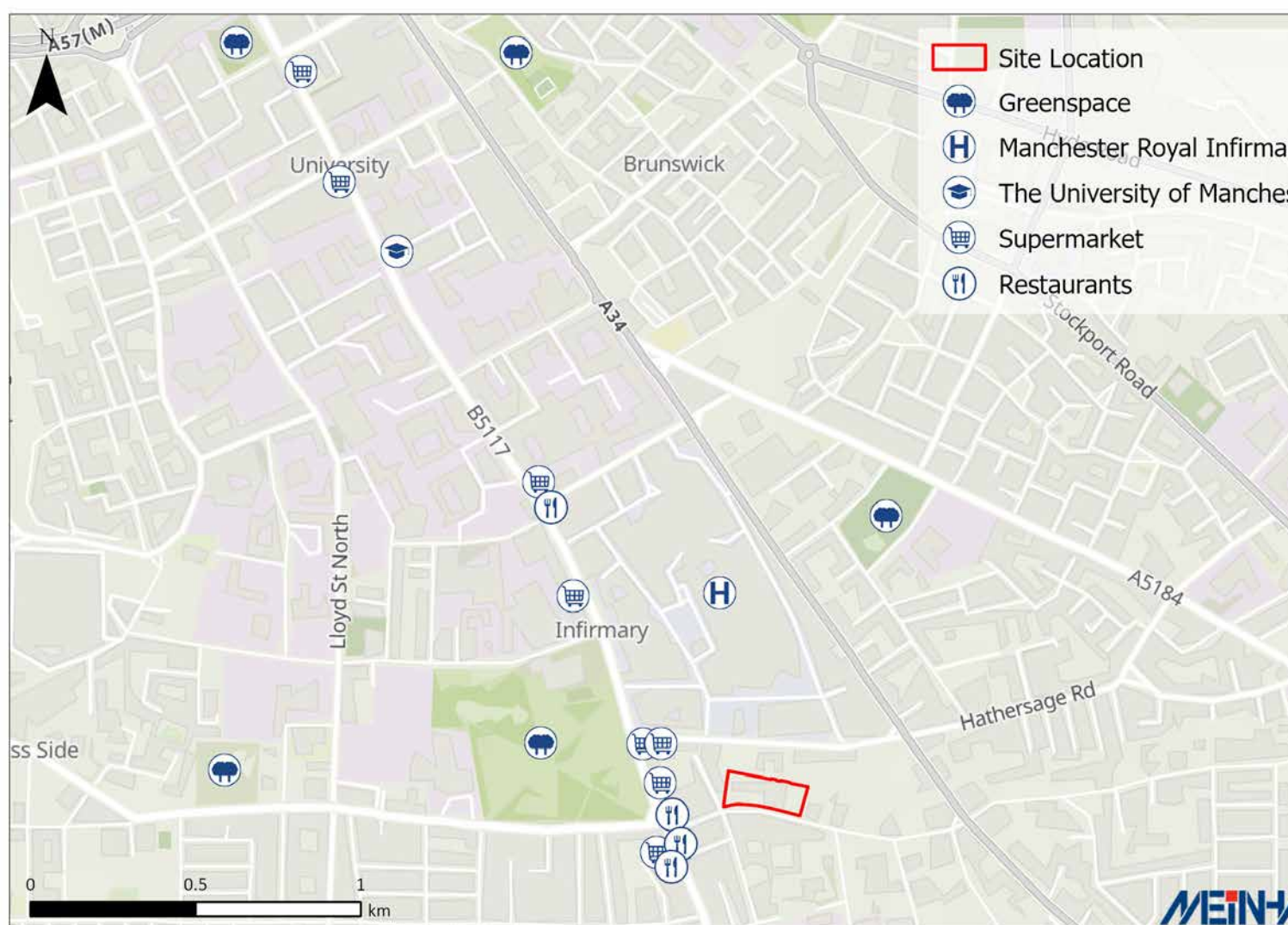


FIGURE 3.5 LOCAL AMENITIES

Table 3.2: Bus Timetable Information (Oxford Road – Southbound)

Bus Service	Bus Authority	Route	Frequency
147	Stagecoach	West Didsbury - Piccadilly Rail Station	Approximately 10 minute frequency
742	Stagecoach	Burnage – Loreto College	1600 – 1700 (7-10 minute frequency)
143	Stagecoach	Manchester – West Didsbury	Approximately 10-15 minute frequency
15	Stagecoach	Manchester - Flixton	Approximately 10-15 minute frequency
142	Stagecoach	Manchester – East Didsbury	Approximately 10-15 minute frequency
111	Stagecoach	Manchester – Southern Cemetery	Approximately 10-15 minute frequency
42	Stagecoach	Piccadilly - Stockport	Approximately 10–20-minute frequency
42A	Stagecoach	Piccadilly - Stockport	Approximately 40-50 minutes frequency
42B	Stagecoach	Piccadilly - Stockport	Approximately 40-50 minutes frequency
41 Crosscity	Go North West	Sale - Middleton	Approximately 20 minute frequency
53 Orbits	Go North West	Salford – Cheerham Hill	Approximately 20-30 minute frequency

Figures 3.5 to 3.7 provide further information regarding the accessibility of the site.

Figure 3.5 identifies the location of key local amenities such as The University of Manchester, Manchester Royal Infirmary as well as local greenspace, shops and restaurants. This demonstrates that the site location is perfectly placed to allow residents to choose to walk or cycle for the majority of their daily journeys.

Figure 3.6 (overleaf) demonstrates the location of car hire hubs in the vicinity of the site. This would give residents the option to have access to a car for specific journeys. The closest car club location is on Hathersage Road, an approximate 400m from the site access.

Figure 3.7 (overleaf) demonstrates speed limits on the local road network as well as accident locations. It shows that much of the surrounding area is made up of 20mph zones or lower with the exception of Oxford Road. This adds to the safe walking and cycling environment in the vicinity of the site.



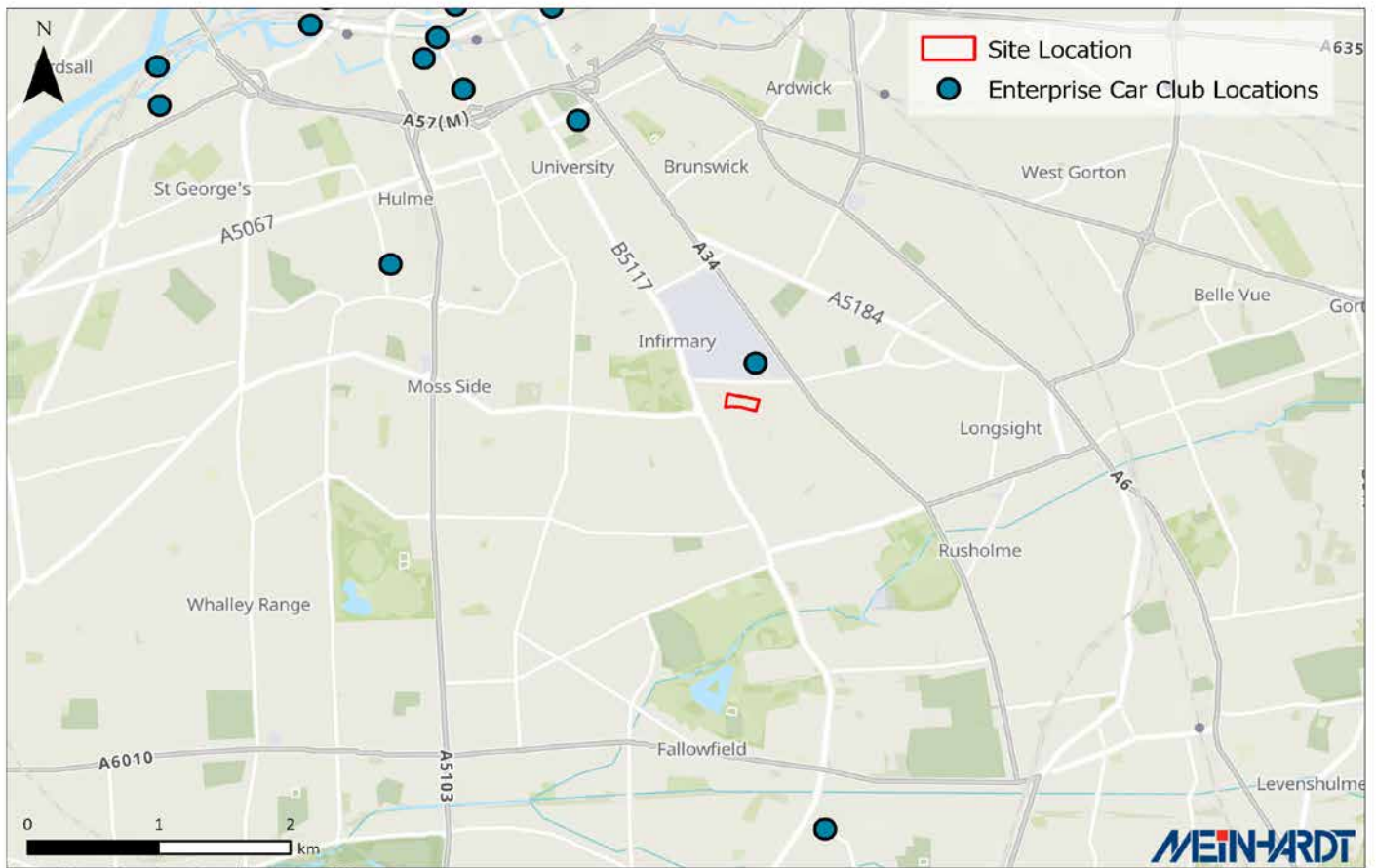


FIGURE 3.6: ENTERPRISE CAR CLUB LOCATIONS

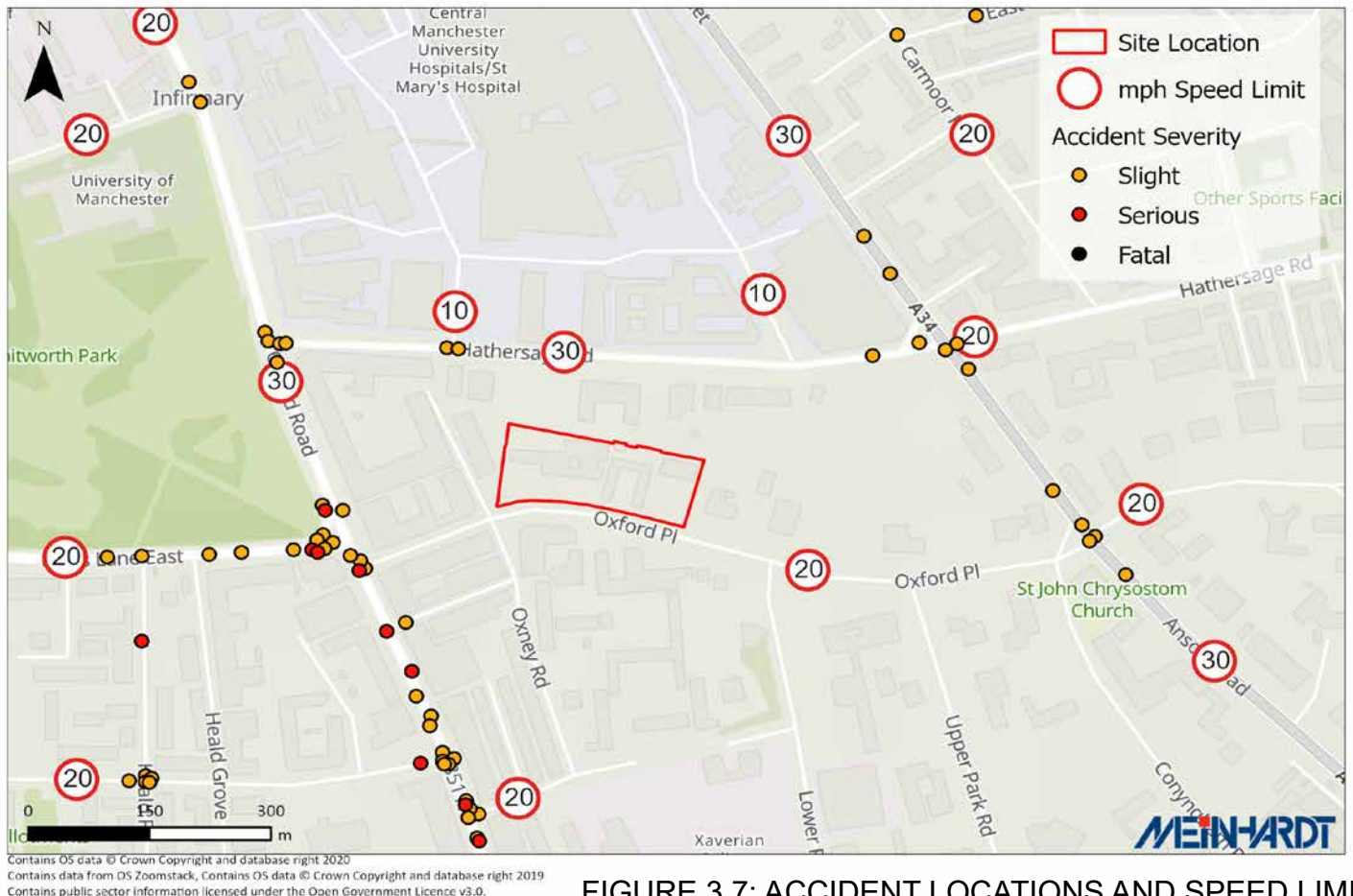


FIGURE 3.7: ACCIDENT LOCATIONS AND SPEED LIMITS

04

TRIP GENERATION

Trip generation for the proposed development has been estimated using the Trip Rate Computer System (TRICS) v.7.9.1. This is a database of developments across the UK, for student developments in TRICS these are largely car free. Student Accommodation sites included in the TRICS database with more than 5 car parking spaces or with ample off-street parking availability close-by have been discounted from the assessment as being non-comparable. A total of 319 single occupancy units have been assessed in line with the development proposals.

The results of the TRICS assessment are shown above in Table 4.1. These were provided to MCC Highways Team prior to submission of this TS.

Figures 4.1 and 4.2 demonstrate the breakdown of trips by relevant transport modes during the weekday morning and evening peak hours. It should be noted that no private car trips are anticipated during the peak hours according to the TRICS dataset.

Furthermore, given the site was open and operational approximately 2.5 years ago, the development proposals could potentially represent a net decrease in traffic in comparison to historic uses. This however has not been accounted for in the trip generation assessment.

Table 4.1: Trip Generation for Total People Trips and Total Vehicle Trips during peak morning and evening hours

Mode	AM Peak (10-11.00)			PM Peak (20-21.00)			Based on 319 Units
	IN	OUT	TOTAL	IN	OUT	TOTAL	
TOTAL PEOPLE	0.054	0.073	0.127	0.115	0.09	0.205	Trip Rate
	17	23	40	37	28	65	Trip Gen
TOTAL VEHICLES	0.004	0.005	0.009	0.006	0.006	0.012	Trip Rate
	1	2	3	2	2	4	Trip Gen

Figure 4.1: Mode Share by People Trips, Morning Peak

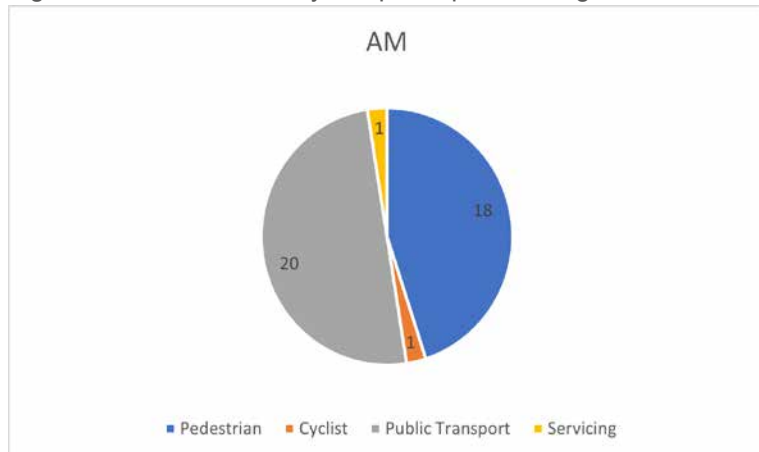
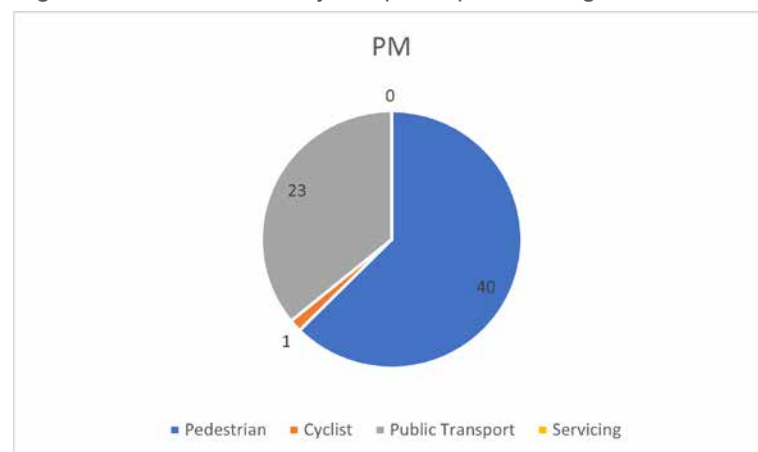
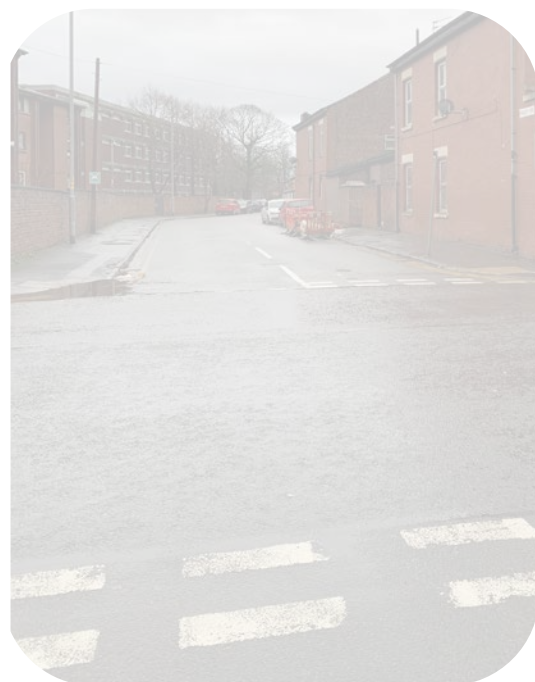
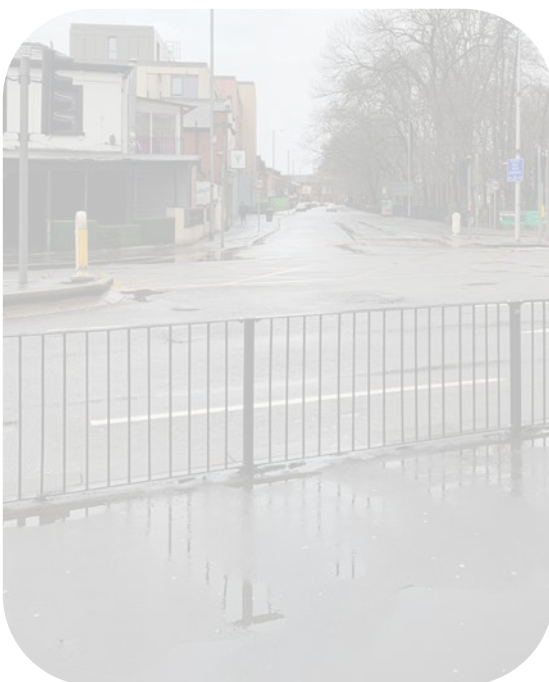


Figure 4.2: Mode Share by People Trips, Evening Peak



As demonstrated in Figure 4.1 and 4.2, the anticipated people trips have been split according to the mode share provided in TRICS. This has established that a total of 18 pedestrian trips in the morning peak and 40 in the evening peak are anticipated. Similarly public transport trips are anticipated to total 23 trips and 20 trips in the morning and evening peaks. Cycle trips are anticipated to be low according to TRICS, however the level of cycle parking and cycle initiatives outlined in Section 7 would provide an opportunity to grow the anticipated cycle mode share.



05

TRANSPORT POLICY

NATIONAL PLANNING POLICY FRAMEWORK, 2021

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

Paragraph 11 states that:

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

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.”

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.”

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.

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:

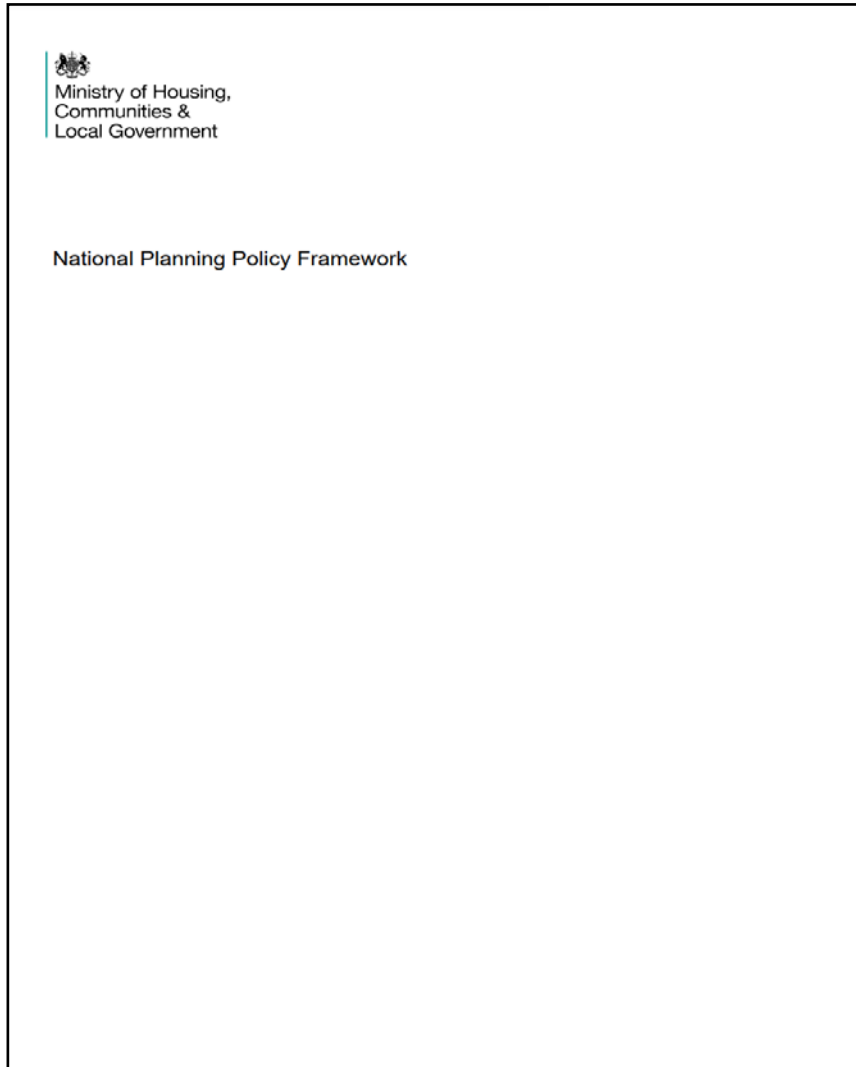
- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and 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.”*

The development proposals have shown that safe and sustainable access to the site can be achieved by all relevant modes, including the limited number of vehicles accessing the site. Additionally, it is not anticipated that the proposals would result in any significant impacts on the transport network.

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.”

It is envisaged that residents of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. TRICS assessments for residents has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.



As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

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

- *“give priority 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; and*
- *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.”*

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

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

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG), 2018

In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. 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 TSs. 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.”*

The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required.

As outlined above, this TS has followed the guidance set out in NPPG and demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and sustainable 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.



MANCHESTER RESIDENTIAL QUALITY GUIDANCE, 2017

In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

The guidance does not require a specific level of car parking as “there is no ‘one size fits all’ approach to car parking and it should be considered on a case-by-case basis”.

MCC stipulates in the document that development proposals:

- *“Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC’s standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated”*

The proposed development considers all of the above key points.

GREATER MANCHESTER TRANSPORT STRATEGY 2040

In January 2021, Transport for Greater Manchester (TfGM) adopted 2040 Vision for Transport Strategy 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.

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.”*

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.”*

It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

CONCLUSIONS

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 and will not detrimentally impact the transport network.

06

FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The applicant recognises that a range of good practice measures are necessary to support the proposed development associated with managing construction traffic, should consent be granted. The applicant is therefore committed to the implementation of a Construction Traffic Management Plan (CTMP). The CTMP would require to be finalised by the site contractor following planning consent, however, a Framework for the CTMP is detailed in this Chapter and should planning consent be granted this can be updated accordingly in consultation with key stakeholders.

PURPOSE

The purpose of this Framework CTMP is to provide a framework from which a finalised CTMP can be developed post-consent. This Framework outlines the measures that could be used during the construction of the proposed development to mitigate transport-related impacts. Access to the proposed development by HGVs and construction plant vehicles would be planned, managed and executed by the applicant's appointed contractor to ensure the safety and reliability of deliveries to site, reduce congestion on the local road network and minimise environmental impact.

CTMP DEVELOPMENT

The opportunity to develop, amend and enhance the finalised CTMP in response to comments received on this Framework document and through the planning and consultation process should be recognised.

The CTMP would consider feedback from local residents and community groups and be developed in consultation with MCC in order to establish the appropriate methods in which the impact of traffic related to the proposed development's construction can be minimised.

This document would be updated as necessary with input from MCC following feedback from their consultation and planning process.

HOURS OF WORK

Working hours for construction activities related to the proposed development would be agreed with MCC, but are anticipated to be:

- 08:00 to 19:00 Monday to Friday;

- Saturday 08:00 to 13:00; and
- No construction should be carried out on Sundays unless in exceptional circumstances.

Any work which is required or intended to take place outside of these hours, except for emergency situations, would be subject to prior agreement and / or reasonable notice to MCC.

SITE ACCESS

The site would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network (when required).

Warning signs would be established and maintained throughout the duration of construction works and would be situated at agreed locations to warn pedestrians and road users of potential hazards.

If construction staff parking is provided this will be within the confines of the site and parking out-with the site will be discouraged through a Construction Staff Travel Plan. The contractor will be encouraged to provide cycle parking and changing facilities for construction staff.

CONSTRUCTION TRAFFIC ROUTING

It will be a key responsibility of the applicant / appointed contractor to ensure that each sub-contractor is aware of the route restrictions prior to any works taking place and to enforce the restrictions stated in the proposed development's CTMP.

The site gates would be manned and controlled during normal site working hours and any vehicle arriving on site will be guided to the required location for loading or unloading.

The appointed contractor would also be responsible for mitigating, where possible, the cumulative impacts of other construction projects in the area through careful consideration of routing and access timings.

DELIVERIES

Due to the scale of the proposed development, the number of daily deliveries to site throughout the construction phases is anticipated to be low and disruption would be minimised due to the scheduling of deliveries and material removal.

Construction materials that are delivered will be stored on-site.

ENFORCEMENT

All contractors would be required to adhere to the CTMP. Compliance will be monitored by the applicant's site representative via spot checks to ensure that vehicles follow the measures set out in the CTMP.

SPEED LIMIT

The applicant would ensure that all site traffic abides by local speed limits to maintain the safety of other

road users and pedestrians. A site speed limit of 5 mph would be established and enforced throughout the duration of construction works to provide a safe environment for site workers.

Signage would be in place prior to any works taking place which will advise of any temporary speed limits which are in force and all site workers or haulage sub-contractors would be made aware of the speed requirements as part of their site induction.

SUMMARY

This chapter sets out a Framework for a CTMP, should consent be granted, this Framework would be updated between the applicant / contractor and MCC and monitored throughout the construction process.

FRAMEWORK TRAVEL PLAN

A Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing reliance on the car, particularly single occupancy vehicle trips. It involves the development of a set of mechanisms, initiatives and targets that together can enable users of a development to reduce their impact of travel and transport on the environment, whilst also achieving a number of other direct benefits. The preparation of a Framework TP at the design inception and planning stage also falls in line with BREEAM Tra 05, which entitles 1 credit.

This Framework TP provides details of measures that will be incorporated into the overall design of the development and measures to encourage residents to use sustainable transport modes when travelling to and from the site.

This document provides the basis for the preparation of a detailed TP to be completed once the proposed development is occupied, subject to consent. The detailed TP would be prepared to reflect the results of travel surveys on the site and any end user specific requirements. This report is intended to detail the obligations of the applicant and end user to fulfil the principles of the strategy. It is structured to provide a toolkit approach to the development listing those travel management measures that are appropriate to the proposals.

OBJECTIVES

The TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by single occupancy private car. This is supported primarily by the car-free nature of the development from the outset.

Residents shall be made aware of the measures included within the TP in order that positive benefits can be delivered and the number of trips undertaken by public transport, walking or cycling maximised.

In order to ensure that the measures contained within the TP are capable of delivering a sustainable travel pattern for the development it is important to identify some key objectives.

Travel management objectives for the proposed development focus on reducing resident trips made by car, as well as those made by any staff and visitors.

The overall travel management objectives for the development are:

- To maximise the number of people travelling to / from the site by sustainable modes; and
- Promoting walking, cycling and public transport to the site for residents, staff and visitors.

TRAVEL PLAN BENEFITS

There are a large number of benefits that will be derived from the successful implementation of a TP at the development for residents as well as for staff and visitors.

All users of the proposed development could expect to enjoy:

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised.

The overall TP strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.

TRAVEL PLAN TARGETS

TPs aim to promote travel choice for residents, staff and visitors of the development, and hence to maximise the use of sustainable transport modes. Appropriate targets for the development are to be set once the first year's travel surveys have been carried out, within three months of occupation.

Based on anticipated trip generation figures detailed in Chapter 4, it is likely that TP targets would be to maintain the levels of pedestrian and public transport trips calculated, with very few car trips currently anticipated. Should monitoring identify a higher level of private car use, the targets of the TP should be adjusted to account for this.

Given the range of measures proposed later in the report to promote sustainable modes the initial targets set should be realistic and achievable. These targets will be reviewed once actual information on mode splits is available from travel surveys.

TRAVEL PLAN MEASURES

Outside of the overall car-free strategy brought forward by the development proposals, a range of other measures would be considered to ensure the objectives and targets of the TP are met.

As a minimum a TP poster would be made available in communal areas of the proposed development and a Travel Plan Co-ordinator (TPC) would be appointed to assist with the management of tracking and implementing measures.

As far as possible, the obligations outlined overleaf are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the TPC will be free to investigate other potential initiatives in light of particular circumstances when the proposed development opens and the results of staff and visitor travel surveys.



WALKING MEASURES

Display Information regarding average walking times to key locations such as Manchester University and food and beverage facilities on Oxford Road

Display information regarding safe pedestrian routes in communal areas

Maintain pedestrian friendly walking environment internal to the site

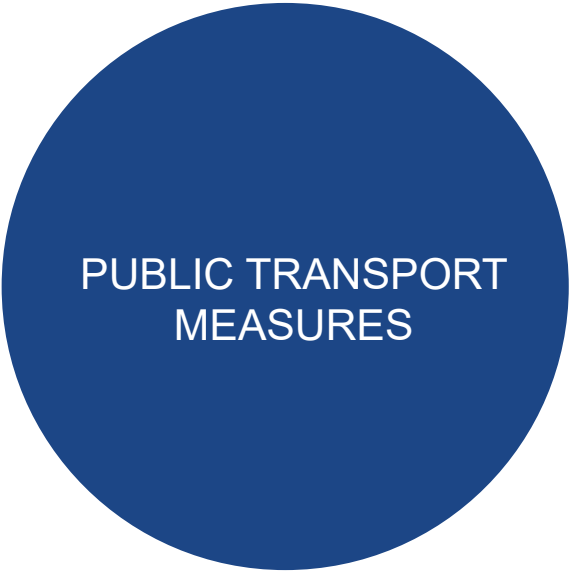


CYCLING MEASURES

Display information regarding safe cycle routes in communal areas

Promote cycle websites within the TP and in Communal websites:

- [Sustrans.org](https://www.sustrans.org)
- [lovetoride.net](https://www.lovetoride.net)
- [bikeweek,.org.uk](https://www.bikeweek.org.uk)



PUBLIC TRANSPORT MEASURES

Displaying up-to-date details of bus services, including bus stop locations, route information and service frequencies, within the proposed development in a location

Providing details of ticketing options for weekly, monthly or annual passes

MOVE IN / MOVE OUT STRATEGY

Each resident, who indicates they will be moving in by car / van (at the time of booking accommodation) will be given a time slot for when they should arrive on site. Time slots will be allocated depending on when residents indicate they intend to move in e.g., the specific day of the week. A 20-minute time slot will be allocated to each resident who will use the dedicated in / out vehicle access arrangement from Oxford Place. Once they have unloaded their vehicle they will be required to move the vehicle to a public parking facility. The TPC will be responsible for managing these procedures and may allocate a longer time slot if necessary and will also support with rearranging time slots if needed. The booking system will be online based to allow ease of organisation and amendment. For residents moving out the same procedure will be in place, however it is likely the move out period will be staggered thus won't be as intensive in terms of access demands .

MONITORING

A programme of monitoring and review has been designed to generate information to evaluate the TP. Monitoring and review will be the responsibility of the TPC.

The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence.

- Monitor the level of usage of cycle parking;
- Monitor demand for additional cycle; and
- Record comments received from management and residents related to the operation and implications of the Plan.

Information gathered through the monitoring process will be recorded for input to an Annual Monitoring Report.

ANNUAL MONITORING REPORT

Each year, on or about the anniversary of the introduction of the TP, the TPC will review the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan.

The major element of the review will involve the re-issue of travel surveys. The re-issue of the surveys offers the opportunity to gather new information about wider attitudes to travel. Analysis will also yield updated modal split information for comparison with data derived at the introduction of the Plan.

The TPC will compile the Annual Monitoring Report. The report will also incorporate the results of ongoing monitoring throughout the preceding period. The report will be filed for record, with copies provided to the Local Planning Authority.

The TP is an ongoing working document and therefore the proposals and measures are not exhaustive. It will be developed and shaped by the specific travel characteristics for the proposed development in this location.

A consideration of how the TP has performed in relation to:

- Set Targets
- Measures undertaken
- Further remedial actions to be undertaken should targets not be met.

SUMMARY

Should consent be granted, it is anticipated a condition of consent will be associated with the delivery of a Final TP for the site. The applicant is committed to delivering a TP for the proposed development and developing this in tandem with MCC.

SUMMARY AND CONCLUSIONS

DEVELOPMENT PROPOSALS

The proposed development includes the provision of student accommodation for 319 single occupancy units. The site would operate as a largely car free environment with only delivery and blue badge holders permitted to enter. Two electric vehicle charging equipped Blue Badge holder spaces are proposed and arrangements for residents to enter the site with a vehicle during 'moving in / moving out' days have also been established. Waste collection is proposed to occur on Oxford Place, with site management moving bins from the rear of the site to the street on collection days. 178 cycle parking bays are also proposed, in line with BREEAM requirements.

SITE ACCESSIBILITY

The Site is located off Oxford Place, adjacent to Oxford Road, south of the city centre, in proximity to the University of Manchester and Manchester Metropolitan University campuses. The site is bounded by the backs of buildings located on Hathersage Road to the north, by Nos. 5 and 7 Oxford Place to the east, by No. 11 Rusholme Place to the west, and by Oxford Place to the south.

This Transport Statement report has covered the site's accessibility, providing details of walking, cycling and public transport infrastructure within proximity of the site. Walking and cycling catchments have also been defined via isochrone diagrams, while bus routes and service frequencies have also been laid out. This assessment of the site's accessibility has demonstrated that new residents would be well equipped to make smart travel choices and avoid the use of private car. The review of site accessibility also meets criteria associated with BREEAM Transport and Movement requirements.

TRIP GENERATION

A trip generation exercise has been undertaken using the TRICS v 7.9.1 database. A series of other similar sites have been compared to create a bespoke trip rate based on car-free environments. This has shown that, based on 319 single occupancy units, a maximum of four vehicle trips during the peak hour (20-21.00) would be expected at the proposed development.

The report has also estimated the total people trips by mode of travel. With a maximum of 40 pedestrian trips and 23 public transport trips anticipated during peak hours, it is anticipated that the local transport network would not be adversely impacted.

TRANSPORT POLICY

A review of national, regional and local transport policy in the context of the development proposals has also been undertaken. This includes the Manchester Residential Quality Guidance, 2017. It has been established that the development proposals are well aligned with policy at all levels and that they would improve the local area in line with policy objectives set out by the UK Government and Manchester City Council.

FRAMEWORK PLANS

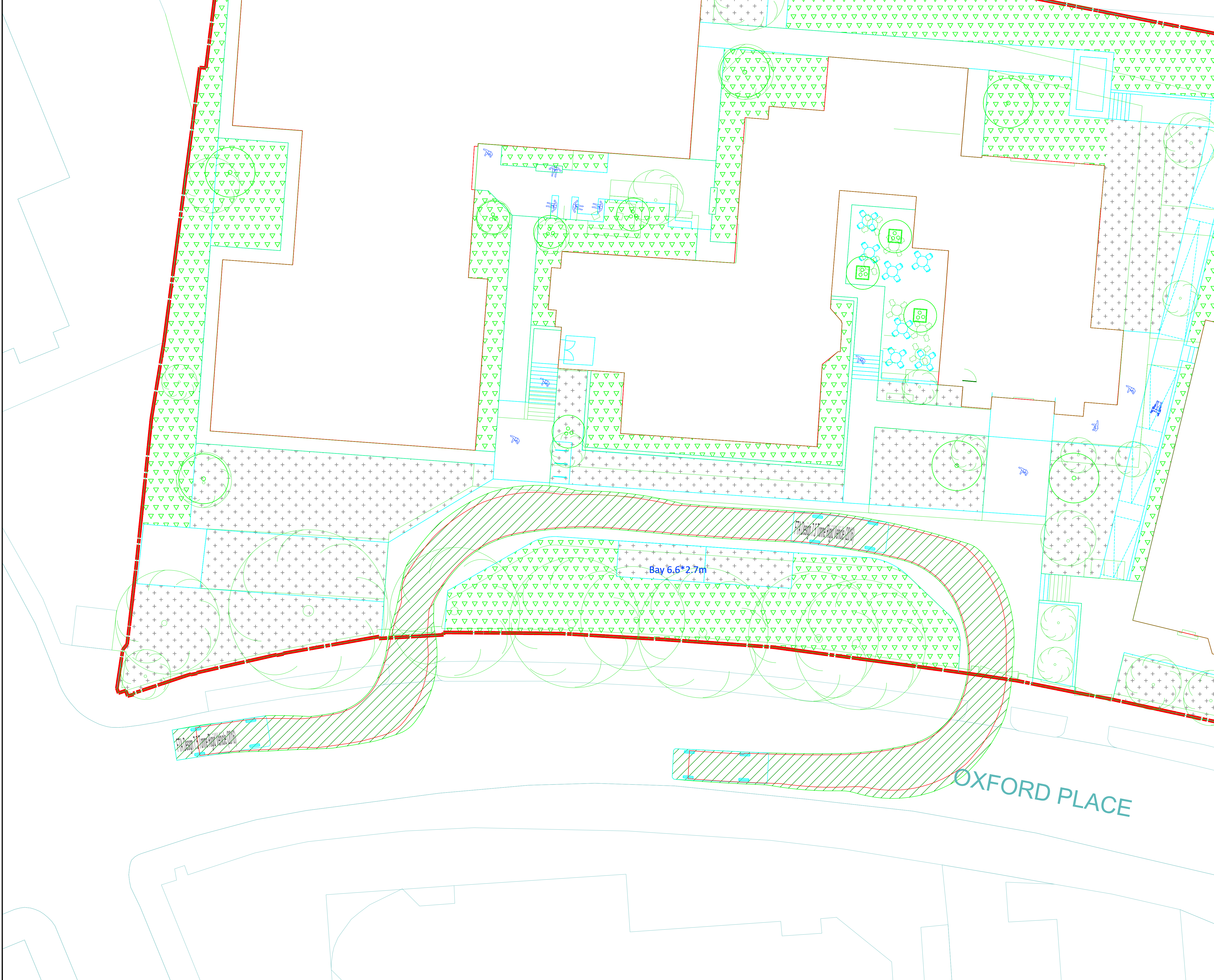
A Framework Construction Traffic Management Plan and Travel Plan have been included as part of this TS. Both set out measures and aims which should reduce the impact of the development firstly in relation to construction traffic and then with regards to private car trips. The Framework Travel Plan also sets out measures, including a 'moving in / moving out day' strategy, and monitoring strategies to support the sustainable objectives of the proposed development.

CONCLUSIONS

In conclusion, it has been demonstrated that the proposed development would be accessible by various modes of travel, would integrate within the existing transport network, would be in accordance with local and national transport planning policy requirements and would not determinately impact the operation of the existing transport network.

Appendix A

SWEPT PATH ANALYSIS

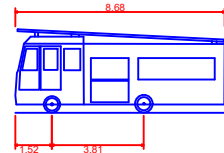


FOR INFORMATION

REV	DESCRIPTION	BY	DATE
P01	FOR INFORMATION	RA	26.04.2022

NOTES:

CDM RESIDUAL CIVIL / STRUCTURAL DESIGN RISKS



DB32 Fire Appliance
Overall Length 8.690m
Overall Width 2.452m
Overall Body Height 3.150m
Min Body Ground Clearance 0.137m
Max Track Width 2.121m
Lock to lock time 6.90s
Kerb to Kerb Turning Radius 7.810m



10 Aldersgate Street, London EC1A 4JU
Telephone: +44 (0)20 7831 7969
www.meinhardt.co.uk

PROJECT
ST GABRIEL'S RESIDENTIAL

CLIENT
MCLAREN PROPERTY

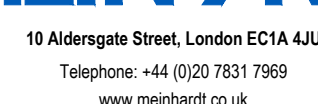
TITLE
PROPOSED SITE LAYOUT
SWEEP PATH ANALYSIS
FIRE TENDER REACH LOCATIONS

DISCIPLINE			SCALE
TRANSPORT			1:125
DRAWN	DESIGNED	CHECKED	APPROVED
RA	RA	KMcK	CR
DRAWING No			ISSUE
2998-MHT-TR-XX-DR-001			P01

[illegible]

A diagram of a bus with a length of 8.60 meters. The bus is shown in profile, facing left. A red dimension line above the bus indicates its length is 8.60.

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



CLIENT
MCLAREN PROPERTY

TITLE
PROPOSED SITE LAYOUT
SWEPT PATH ANALYSIS
FIRE TENDER REACH LOCATIONS

DISCIPLINE
TRANSPORT

DRAWN RA	DESIGNED RA	CHECKED KMCK	APPROVED CR
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DRAWING No
2998-MHT-TR-XX-DR-002

SCALE
1:125

	APPROVE
	CR

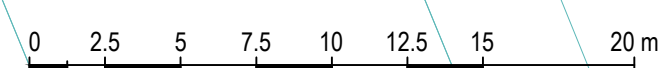
ISSUE	P01
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OXFORD PLACE

DB32 Fire Appliance

Bay 6.6*2.7m

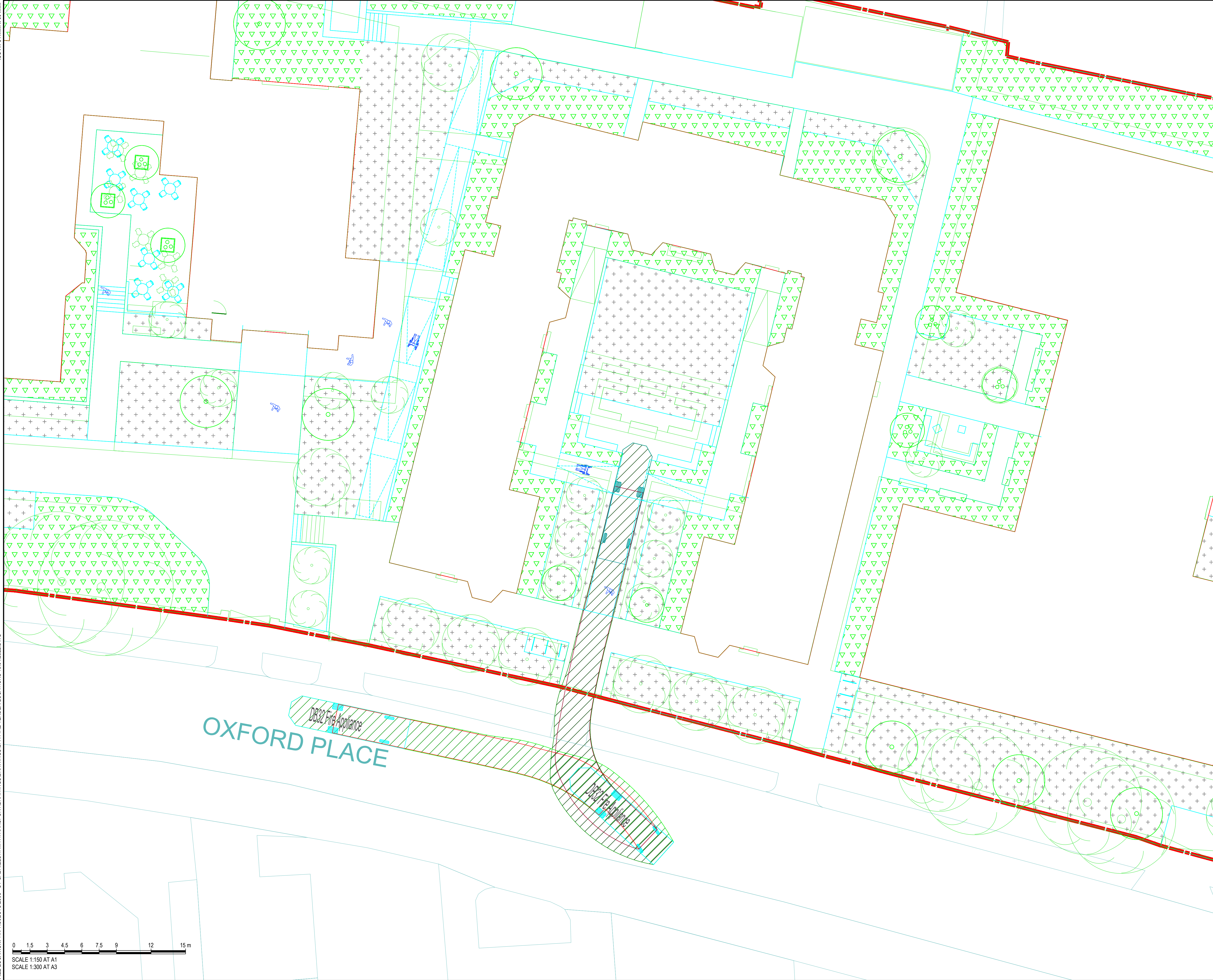
DB32 Fire Appliance



SCALE 1:250 AT A1
SCALE 1:500 AT A2

ISO A1 841mm x 594mm

DATE: 26/04/2022
FILE LOCATION: H:\PROJECTS\0998 - ST GABRIEL'S1 - MHT\TRANSPORT\DRAWINGS\SPA FIRE TENDER LOCATIONS 19.04.2022.DWG



FOR INFORMATION

REV	DESCRIPTION	BY	DATE
P01	FOR INFORMATION	RA	26.04.2022

NOTES:

CDM RESIDUAL CIVIL / STRUCTURAL DESIGN RISKS

DB32 Fire Appliance

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.690m

3.150m

3.450m

0.137m

2.121m

6.00s

7.810m

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10 Aldersgate Street, London EC1A 4JU

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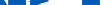
TITLE

PROPOSED SITE LAYOUT
SWEPT PATH ANALYSIS
FIRE TENDER REACH LOCATIONS

DISCIPLINE			SCALE
TRANSPORT			1:125
DRAWN	DESIGNED	CHECKED	APPROVED
RA	RA	KMcK	CR
DRAWING No			ISSUE
2998-MHT-TR-XX-DR-003			P01

NOTES:

A side-view diagram of a bus. A red dimension line above the bus indicates a length of 8.60m. The bus is shown in blue outline with black wheels and windows.



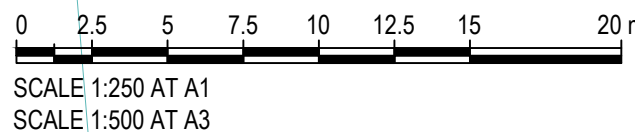
CLIENT
MCLAREN PROPERTY

TRANSPORT

SCALE
1:125

DRAWN	DESIGNED	CHECKED	APPROVE
RA	RA	KMcK	CB

DRAWING No
2998-MHT-TR-XX-DR-004

ISSUE
P01



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