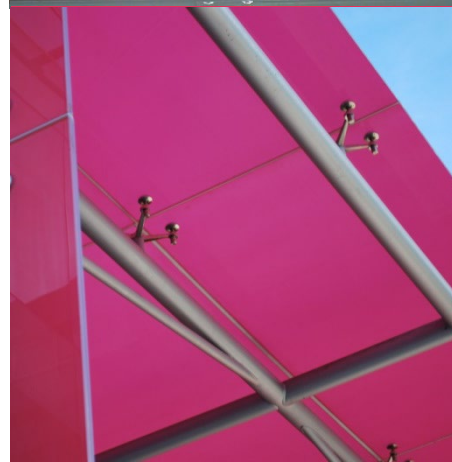
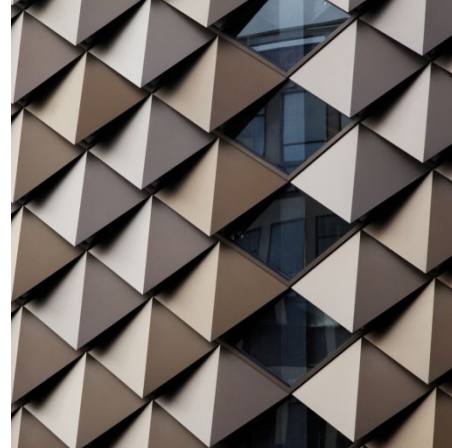
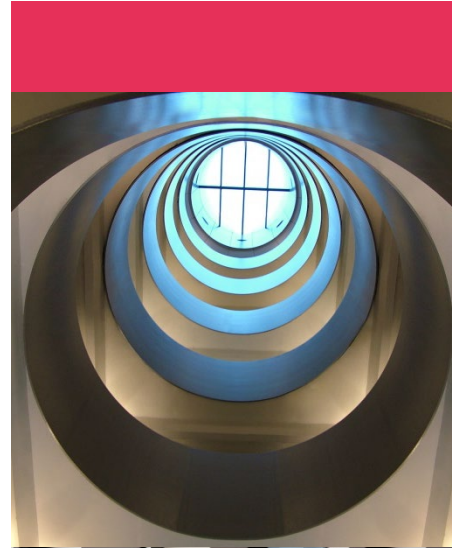


Gorton Hub Library Car Park

Transport Statement

Curtins Ref: 082712-CUR-XX-XX-T-TP-00001
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Client Name: Morgan Sindall



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Rev	Description	Issued	Checked	Date
P01	Draft issue	AT	AT	01 November 2022

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Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Morgan Sindall to provide transport and highways advice in relation to a planning application to redevelop the Gorton Library site and provide a new car park to serve the nearby Gorton Community Hub scheme.
- 1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 Planning History

- 1.2.1 A planning application (ref: 124359/VO/2019) with the following description was approved in 2019 for a parcel of land to the south bound by Hyde Road, Whitwell Way, Garratt Way, and the Tesco Extra:

“CITY COUNCIL DEVELOPMENT Proposed erection of a part single, part two, part three and part four storey detached building with plant at roof level to create the new Gorton Community Hub with associated vehicular access from Garratt Way, landscaping, car parking and boundary treatments”
- 1.2.2 **Figure 1.1** illustrates the Gorton Community Hub layout as amended by application 132219/NMC/2021:



Figure 1.1 – Gorton Community Hub Layout

- 1.2.3 The approved Transport Assessment (Curtins ref: 07045-CUR-00-XX-RP-TP-001-V02) demonstrated that while MCC parking standards allow up to 257 car parking spaces for the Community Hub, there would be a maximum parking demand for 182 spaces.
- 1.2.4 The consented Community Hub will provide 68 standard car parking spaces and 8 disabled spaces within the main car park to the east of the building. In addition, 12 staff car parking spaces, including 2 disabled spaces, are proposed at the main building. Overall, 88 car parking spaces including 10 disabled spaces have been proposed on site. The car parking strategy was developed with the expectation that further car parking provision would be delivered at a later date as part of the travel plan process.
- 1.2.5 Regarding sustainable modes of transport, the TA concluded that good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 1.2.6 Analysis of the TRICS database showed that the Community Hub would generate 174 and 193 two-way vehicle movements in the AM and PM peaks, respectively.
- 1.2.7 Condition 6 of the planning approval stated:

“Prior to first occupation of the Community Hub finalised details of off site parking facilities for staff shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the Local Planning Authority.”

1.2.8 An application was submitted in August 2022 (ref: CDN/22/0546) proposing to discharge Condition 6 through a separate full planning application for a 36-space car park at the site of the existing Gorton Library. The application was approved, and condition discharged *“on the basis of the submitted information, and that the approved scheme is implemented and parking spaces available for use before occupation of the building”*.

1.2.9 A separate planning application (ref: 134600/VO/2022) for the car park to the north of Gorton Library was also submitted in August 2022 and later approved for:

“CITY COUNCIL DEVELOPMENT for works to existing car park to create staff car parking for a temporary period of 3 years to serve Gorton Hub including new boundary fencing, new pedestrian gate, new vehicular gates to existing access off Sibley Street, new lighting & CCTV to existing / new columns and new markings to existing surface”

1.2.10 This Transport Statement and accompanying planning application is intended to complete the discharging of condition 6 with a larger, permanent car park for use by staff at the Community Hub.

1.3 Purpose of the Report

1.3.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3.2 The TS is supported by a and swept path assessment of the proposed car park.

1.4 Scope of the Report

1.4.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.4.2 On this basis, the TS contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- Drawings showing the site access proposals, vehicle tracking and visibility splays;

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located in Gorton, circa 5.5km to the south-east of Manchester city centre. More locally, the site is immediately adjacent to the City of Manchester Institute of Gymnastics, with the approved Gorton Community Hub development less than 100m to the south west and a shopping park including Tesco Extra immediately to the south. The site is also c. 600m to the east of Belle Vue station.
- 2.1.2 The site is bound by Garratt Way to the south, the City of Manchester Institute of Gymnastics to the west, Engell Close to the north, and Sibley Street to the east.
- 2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:



Figure 2.1 – Site Location

(Source: Goggle Earth, 2022)

2.2 Existing Use and Access

- 2.2.1 There is currently a two-storey library and unmarked, c. 970sqm car park on the site.
- 2.2.2 The existing car park is accessed from Mercer Road and Sibley Street, off Wellington Street.

2.3 Surrounding Highway Network

Sibley Street

- 2.3.1 Sibley Street borders the east side of the Library. It provides access to the existing library car park. Whilst it has no direct vehicular access onto Garratt Way, there is pedestrian and cyclist access.
- 2.3.2 It is predominantly a residential street which provides access to the properties along its length. The road is equipped with footways on both sides of the c. 6.7m-wide carriageway and also has streetlights.
- 2.3.3 There are double yellow lines along some of the eastern side of the road and no restrictions along the western side.

Mercer Road

- 2.3.4 Mercer Road is also residential in nature and a continuation of Sibley Street, turning to the east for a c. 100m stretch before terminating at a priority three-arm junction with Wellington Street.
- 2.3.5 The road is subject to a 30mph speed limit and there are double yellow lines along both sides.

Wellington Street

- 2.3.6 Wellington Street extends for over 500m in a north-south alignment between a four-arm signalised junction with Hyde Road (continuing south as Hengist Street) and a priority three-arm junction with Cambert Lane (continuing north as Gorton Lane).
- 2.3.7 The road is c. 6.6m – 8.0m wide in the vicinity of the junction with Mercer Road.
- 2.3.8 The road is subject to a 30mph speed limit and there are double yellow lines along both sides.
- 2.3.9 There are dropped kerbs across the junction with Mercer Road and a zebra crossing across Wellington Street on a speed table slightly to the north of the junction.

Garratt Way

- 2.3.10 Garratt Way is a single carriageway two-way road. It runs in an east west alignment. It is approximately 600m long and extends between Cambert lane to the west and Wellington Street to the east. It forms a four-arm signal junction with Wellington Street and Cross Lane and a three-arm priority junction with Cambert Lane.
- 2.3.11 The road is subject to a speeds limit of 20mph and there is street lightning along its length. It has good pedestrian infrastructure including wide footways on either side of the carriageway. There are crossing points located at vantage points along the road to facilitate safe crossing, including a red speed table slightly to the west of the library and a formal pedestrian crossing with push-button operated controls

slightly to the east. Both aforementioned crossings, as with most crossings for minor access junctions along the road, are equipped with dropped kerbs and tactile paving.

2.3.12 There are bus stops located along this road. There are TRO's in the form of double yellow lines between Whitwell Way and Wellington Street, however there is none to the west of Whitwell Way.

2.3.13 Garratt Way provides access to the Dell Care Home, the Gorton Library, Gorton Post Office, and the City of Manchester Institute of Gymnastics as well as the Tesco Superstore and Manchester Gorton Market.

2.3.14 Garratt Way acts as the main access road for the Gorton Community Hub, leading into three car parking allocations for the three sites.

2.4 Highway Safety

2.4.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the most recent five years (2017 – 2022). The details of the search are contained in **Figure 2.2**:

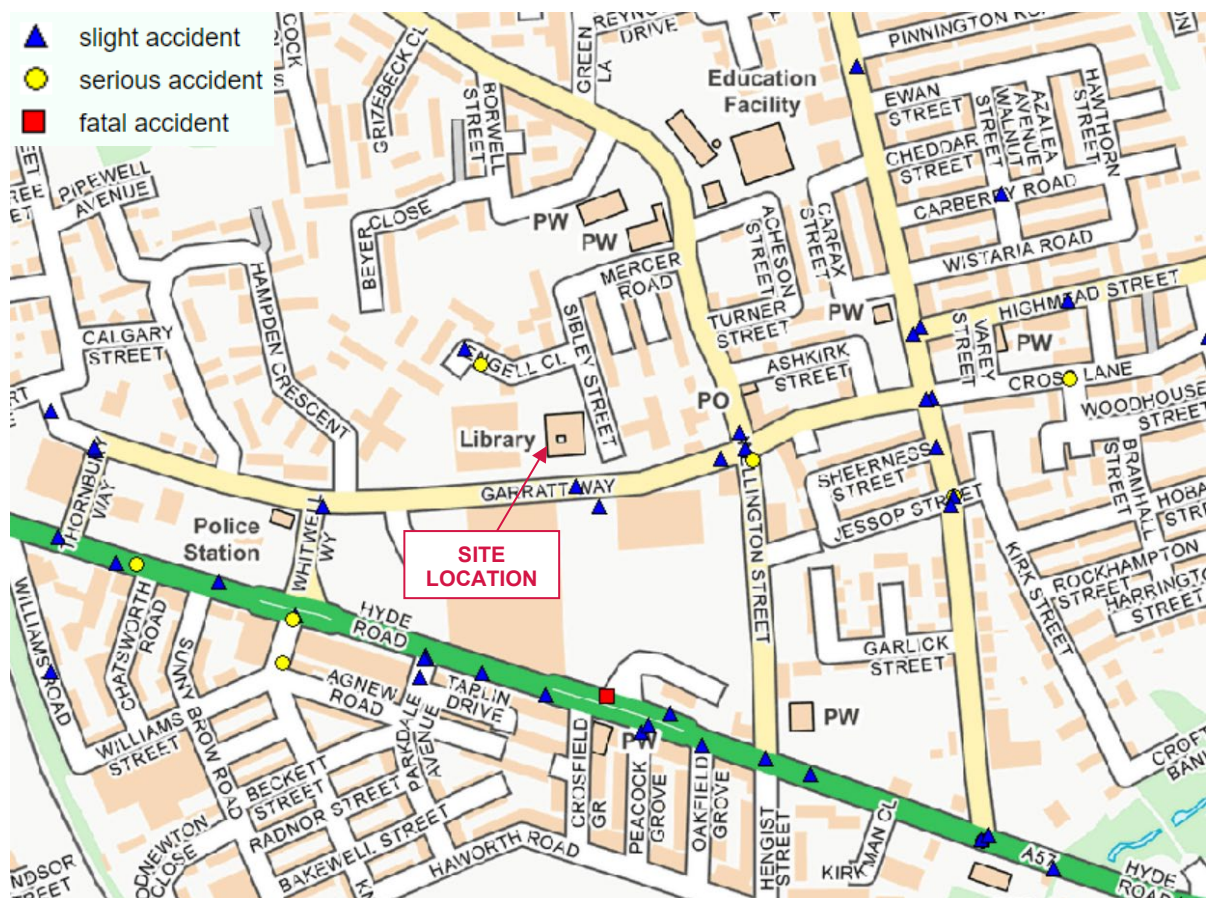


Figure 2.2 – Area Assessed for Collision Data (5 years)

(Source: TfGM, 2022)

- 2.4.2 There have been no collisions along Sibley Street, Mercer Road, or at the Mercer Road / Wellington Road junction in the most recent five-year period.
- 2.4.3 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 Summary

- 3.1.1 The existing Gorton Library building will be demolished (with new provision in the Gorton Community Hub development), significantly expanding the space available for the car park and allowing 98 car parking spaces, including 9 disabled bays, to be provided.
- 3.1.2 Approximately 36 of the spaces will be provided within the area of the existing car park.
- 3.1.3 Together with the on-site car parking provision, this brings the total car parking for the Gorton Community Hub to 186 spaces.
- 3.1.4 The car park will be designated for staff usage only and access controlled via a secure gate.
- 3.1.5 As this development is catering for the approved Gorton Community Hub which was conditioned to require additional parking, it is not considered that it will generate any additional trips above those projected in the approved Transport Assessment.
- 3.1.6 The main entrance to the Gorton Community Hub will be a c. 250m walk from the car park via the signal controlled pedestrian crossing on Garratt Way, 190m via the uncontrolled pedestrian crossing/speed table on Garratt Way.
- 3.1.7 There are formal and informal pedestrian crossings at various points along Garratt Way, ensuring safe and accessible to people with limited mobility.
- 3.1.8 The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 3.1**:

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

Table 3.1 – CIHT Recommended Walking Distances

- 3.1.9 The car park is well within the 400m 'Desirable' walking distance for 'Elsewhere' trips, so is considered to be in a suitable location relative to the main development.

3.2 Proposed Car Park Layout

- 3.2.1 It is proposed to utilise the existing highway infrastructure already in place in order to access the proposed car park. On this basis, no new junctions or physical works to the adopted highway are proposed as part of this development.
- 3.2.2 The proposed car park will be accessed via the existing priority controlled junction Sibley Street which provides access to the existing Gorton Library car park. Sibley Street is a cul-de-sac and aside from the existing care home to the south, provides no through access for vehicles onto Garratt Way.
- 3.2.3 Vehicular access would be restricted to staff only and controlled via an access fob on approach to the security gate. Vehicle egress would be automatically controlled with detector loops provided on approach to the security gates.
- 3.2.4 Upon entering the proposed car park, vehicles would be directed in a clockwise direction around the site.
- 3.2.5 The car park layout has been developed with standard 2.4m x 4.8m parking bays, increasing to 3.6m x 6m bays for the mobility impaired.
- 3.2.6 A 1.2m pedestrian walkway is provided throughout the car park, with a minimum aisle width 3.7m provided to cater for one-way vehicle movement.
- 3.2.7 Drawing 082723-CUR-XX-00-D-TP-05001-P03 has been attached to the rear of this report and demonstrates the swept path analysis of a large car accessing and egressing the car park along with notable parking bays throughout.

4.0 Highway Impact

4.1 Background

4.1.1 The traffic impact of the Community Hub on the surrounding highway network has been established as part of the submitted Transport Assessment. The consented application considered the impact of the Hub at the following junctions;

- Hyde Road/Whitwell Way;
- Whitwell Way/Garratt Way;
- Thornbury Way/Garratt Way;
- Hampden Crescent/Belle Vue House; and
- Tesco Access/Garratt Way.

4.1.2 The Transport Assessment concluded that the Community Hub would have a minimal and imperceptible impact on the existing highway network, which was ultimately accepted by the Local Highway Authority.

4.2 Anticipated Traffic Demand

4.2.1 As noted previously, an application was submitted in August 2022 (ref: CDN/22/0546) proposing to discharge Condition 6 of the community Hub consent through a separate full planning application for a 36-space car park at the site of the existing Gorton Library. The application was approved, and condition discharged *“on the basis of the submitted information, and that the approved scheme is implemented and parking spaces available for use before occupation of the building”*.

4.2.2 The current proposals therefore represent an increase in car parking capacity of 62 spaces.

4.2.3 It is noted that the car park will be designated for staff use only and managed as part of the Travel Plan process with the number of arrivals and departures spread throughout the day to cater for individual shift patterns.

4.2.4 Notwithstanding the above, for robustness, it is considered that all 62 spaces would be occupied with 100% arriving during the AM peak hour period and 100% departing during the PM peak period. It is therefore anticipated that the maximum number of vehicles arriving and departing the site would be 62 vehicles in the AM and PM peak hour periods respectively. This equates to one additional vehicle per minute during the peak periods travelling along Sibley Street, Mercer Road and onto Wellington Street.

4.2.5 This increase in traffic has been considered across the wider highway network as part of the Community Hub Transport Assessment and was concluded not be significant.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed by Morgan Sindall to provide transport and highways advice in relation to a planning application to redevelop the Gorton Library site and provide a new car park to serve the nearby Gorton Community Hub scheme.
- 5.1.2 The use of the former Library site for staff parking has already been established and accepted as part of part of the application, submitted in August 2022 (ref: CDN/22/0546), to discharge Condition 6 of the Community Hub for a 36-space car park. The application was approved, and condition discharged *“on the basis of the submitted information, and that the approved scheme is implemented and parking spaces available for use before occupation of the building”*.
- 5.1.3 The current proposals therefore represent an increase in car parking capacity of 62 spaces.
- 5.1.4 It is considered, for robustness, that all 62 spaces would be occupied with 100% arriving during the AM peak hour period and 100% departing during the PM peak period. This equates to one additional vehicle per minute during the peak periods travelling along Sibley Street, Mercer Road and onto Wellington Street.
- 5.1.5 This increase in traffic has been considered across the wider highway network as part of the Community Hub Transport Assessment and was concluded not be significant.

5.2 Conclusions

- 5.2.1 From a traffic and transportation perspective there are no reasons why the proposals to redevelop the former Gorton Library for dedicated staff car parking in connection with the Gorton Community Hub should not be granted planning approval.

Drawings

Appendix A – Proposed Site Layout

Our Locations

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