



**Report No. J1368/TS
December 2021**

**PROPOSED NURSERY DEVELOPMENT OF
ASHTON OLD ROAD**

TRANSPORT STATEMENT

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ASHTON OLD ROAD**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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PROPOSED NURSERY DEVELOPMENT ASHTON OLD ROAD

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Merry Kidz Childcare Limited to provide transport and highway advice for the traffic and transportation implications associated with the redevelopment to provide 51 space nursery off Ashton Old Road.

The application relates to a site located in the urban area currently un-used which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the application submission.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development

towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

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

56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Identifying land for homes

65. Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

- a) specific, deliverable sites for years one to five of the plan period; and
- b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

72. The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if

appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

- a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;
- b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

9 Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use. Considering development proposals

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for 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; and
- c) 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.

111. 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.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Summary

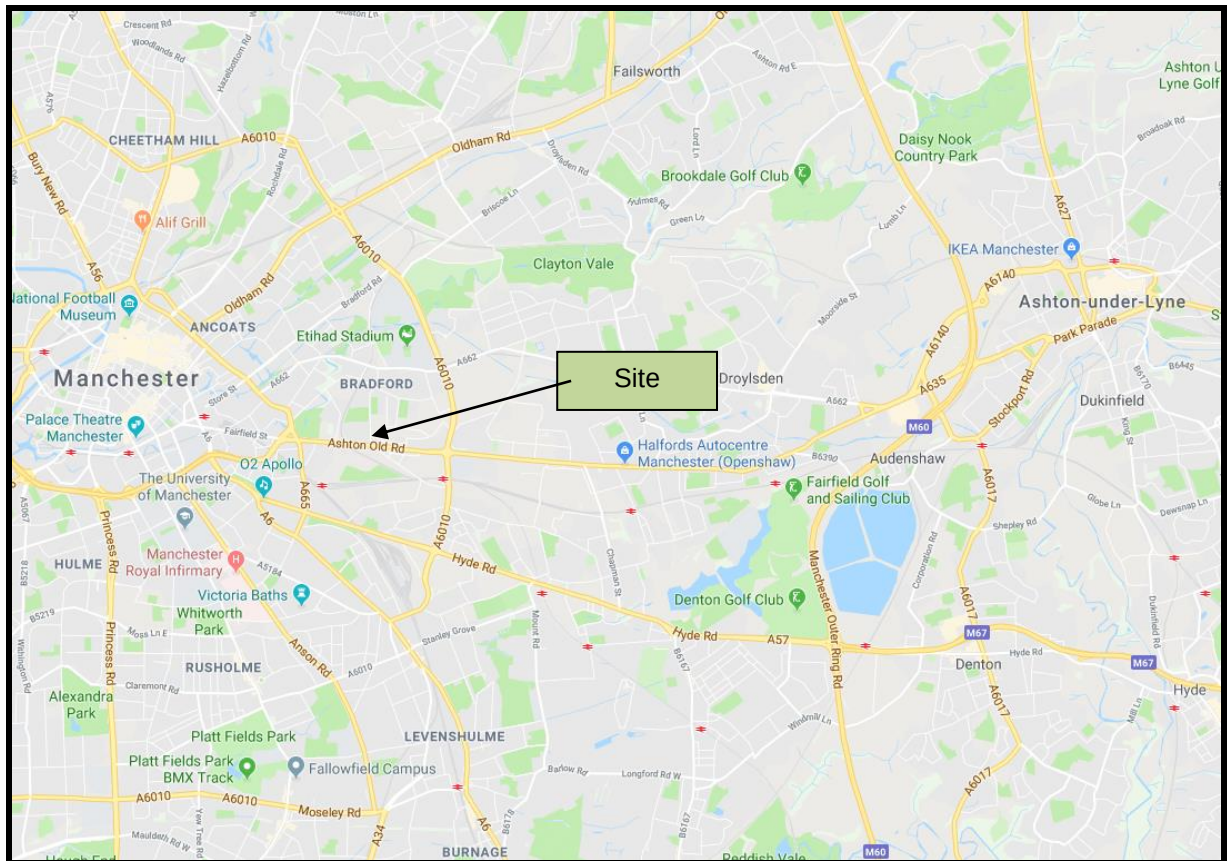
The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

It is considered that the development proposal will not adversely impact on the transport network, and indeed will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

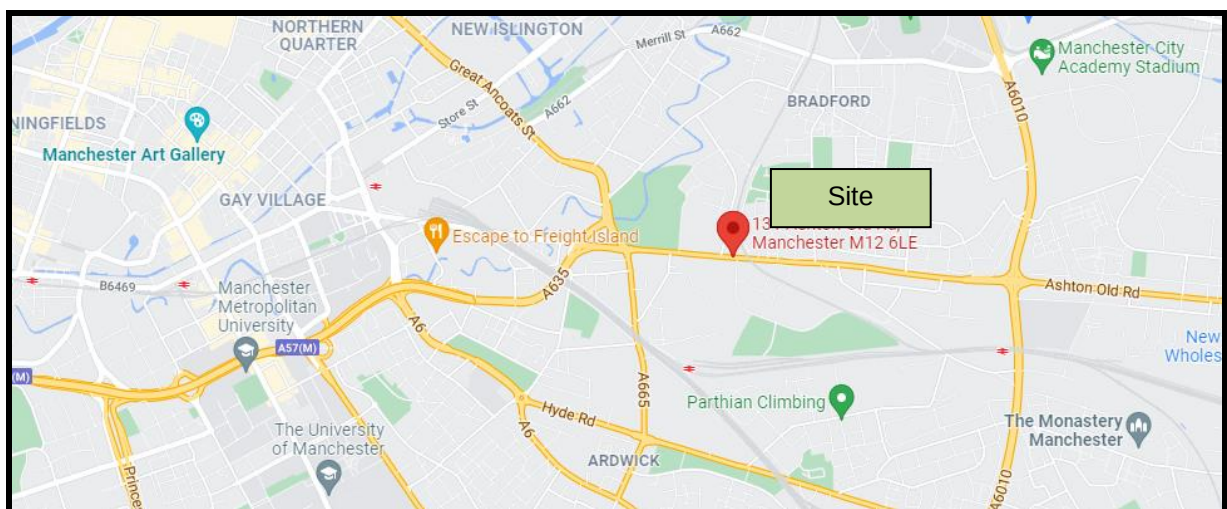
3. SITE DESCRIPTION

Site location context

The site is located approximately 2.25km east from Manchester centre, it lies along the Ashton Old Road corridor .



Site location plan in relation to neighbouring areas and locally below



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban catchment containing local services, employment/retail units.

Ashton Old Road is subject to a 30mph speed limit, is street lit and has footways on both sides of the carriageway. The carriageway incorporates a westbound bus lane and an eastbound cycle lane. Just to the west of the Viaduct Street junction, there is a kerbed refuge within the central hatched area which provides assistance to pedestrians wishing to cross the carriageway.

There is also a puffin crossing across Ashton Old Road located between Hughes Street and Claribel Street.

Viaduct Street is subject to a 20mph speed limit and is street lit. It has a footway on the west side and no footway on the east side. Parking is restricted by a single yellow line (Mon – Fri, 8am – 6pm) on the east side between Ashton Old Road and Markham Close and on the west side between Ashton Old Road and just to the north of the Motorpoint access.

Holly Street is subject to a 20mph speed limit and is street lit. It has a verge and footway on its east side and a shared foot/cycleway on its west side.

A footpath and a cycle path connect Holly Street and Viaduct Street under the railway viaduct. The route continues as a segregated foot/cycle path to the west of Viaduct Street running to the rear of the Motorpoint premises.

A detailed photographic record of the local access and setting is provided below for future reference



Walk route Holly Street view to and away from Ashton Old Rd junction.



View from south and north approaches to cycle way under viaduct



View west and east under viaduct route



View to and away from Viaduct Street



View north and south towards site along Viaduct Street



Site access



View left and right from site access



View to and south away from site access along verge



View left and right from Viaduct Street junction with Ashton Old Road



Site access from Ashton Old Road

Accident review

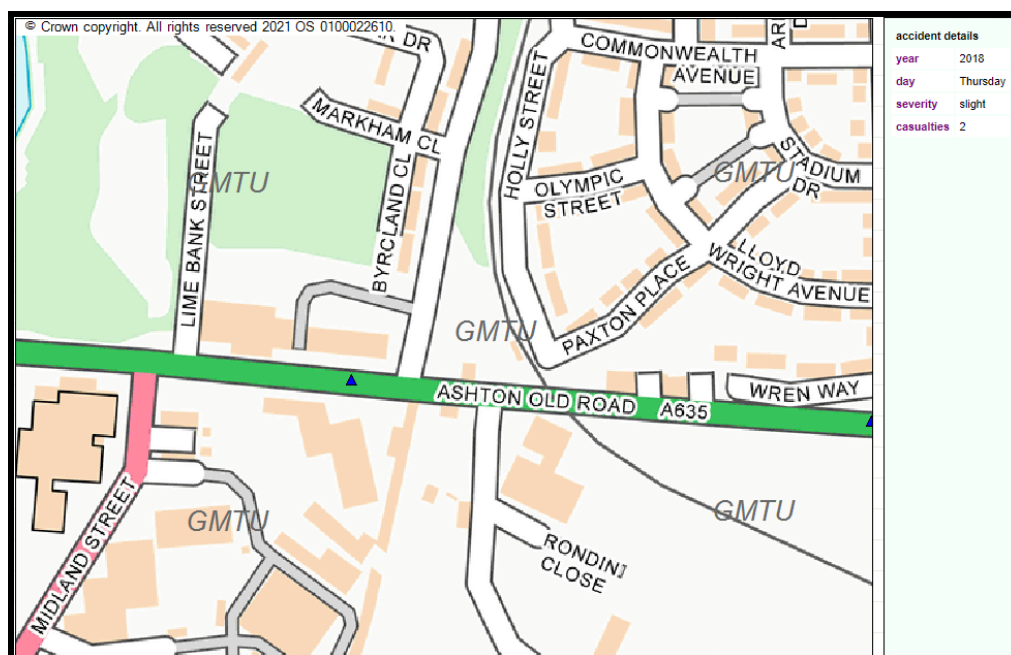
The GM accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

Where a number of incidents occur in the same location they are grouped together and shown on the map.

Access to the data base has been undertaken and the resultant mapping provided for reference.

The site frontage has no recorded accidents.



The records show 1 in 2018 slight in nature and none todate.

The average number of accidents here equates to much less than one per year within the recorded 5 year period.

There is nothing about the road environment that would suggest that the additional traffic resulting from the development of the site will have an adverse effect on the highway safety in this area.

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

Summary

The site is located in the urban area close to local facilities, it has a good local infrastructure around the site with a bus route and good walking connections.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Walking and cycling

The local area has excellent facilities to promote movement of pedestrians wide footways, and street lighting.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km salmon / 2km purple distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

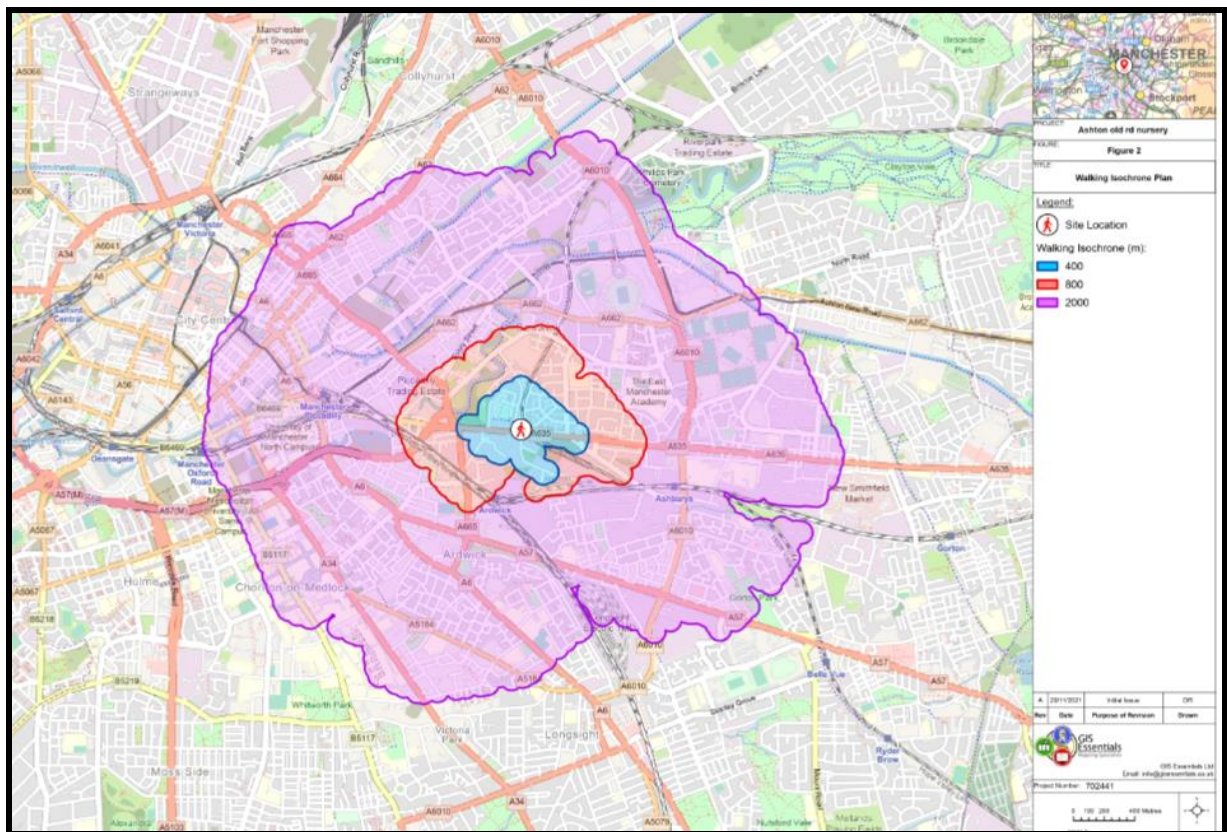
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover a full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for employees and parents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents to and from the proposed development.

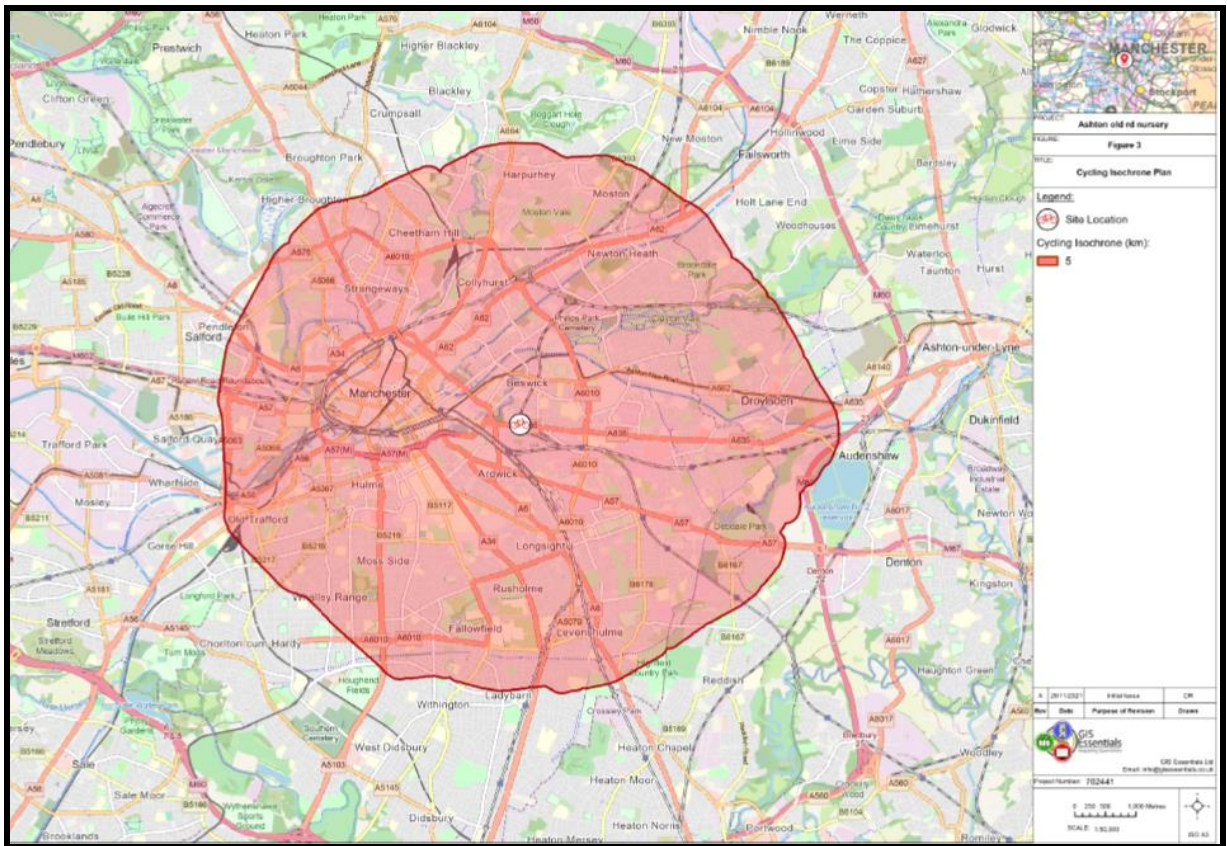
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

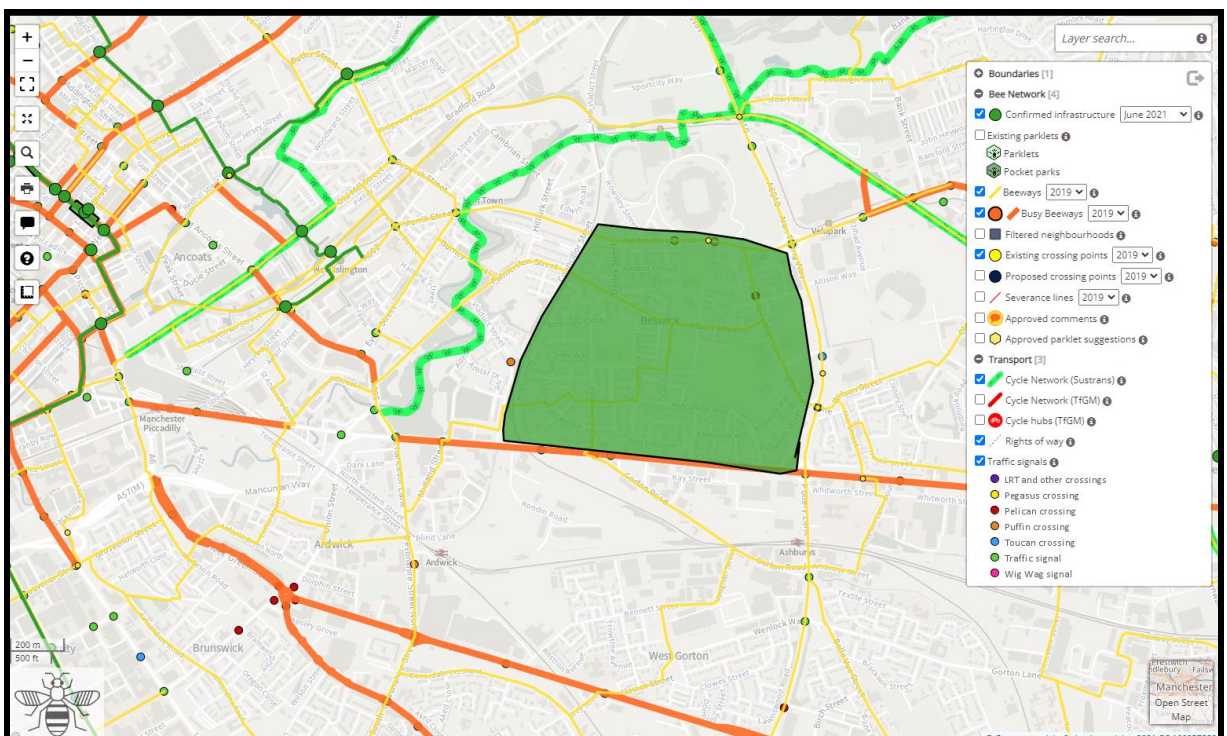
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

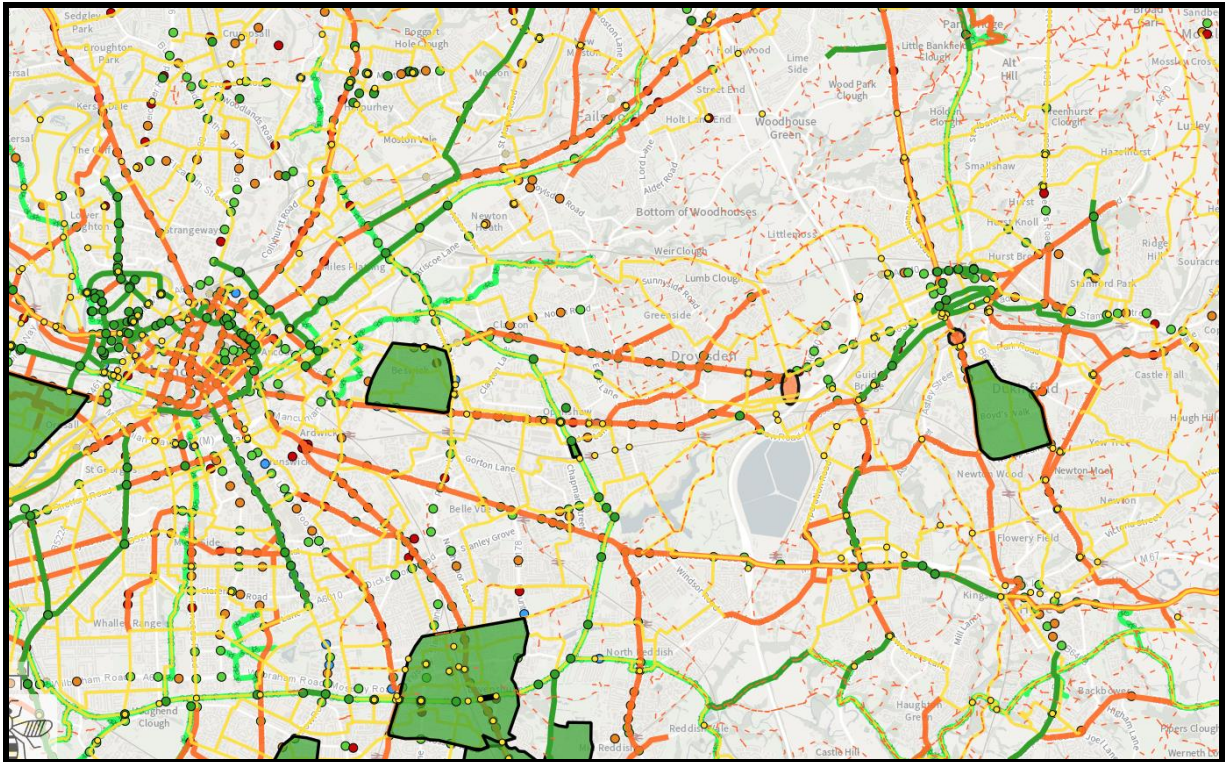
The salmon area indicates the 5 km distance. The 5km cycle journey a substantial urban area and its key local facilities.



Cycle Catchments



Local area and wider network



Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

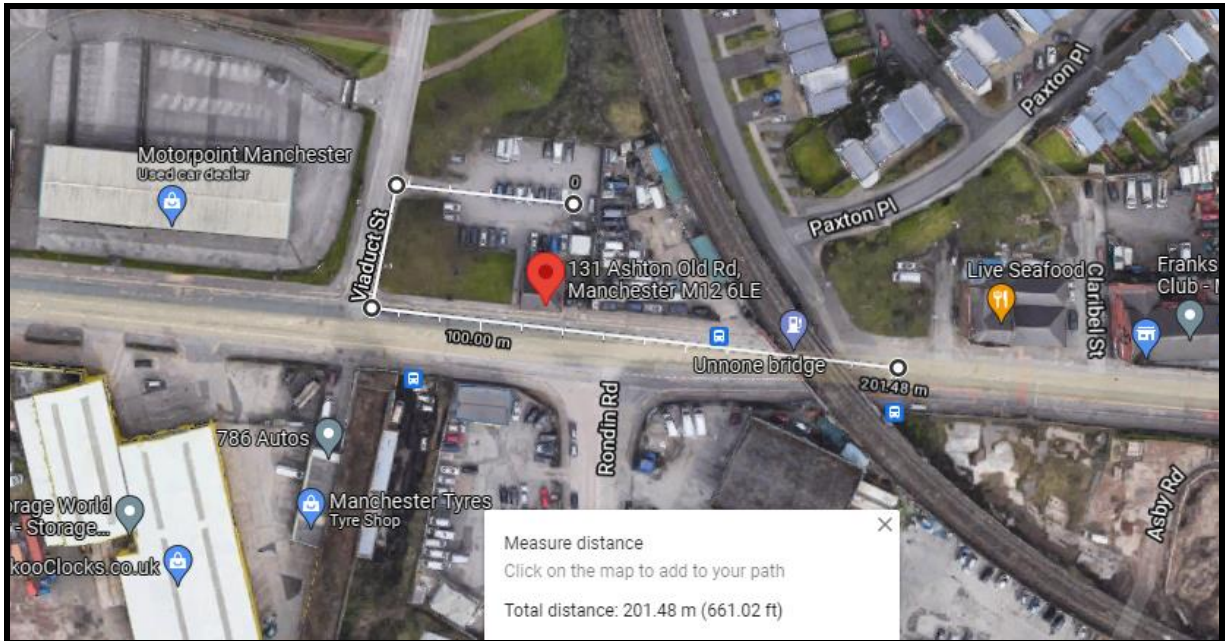
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The closest stops are well within a 200m walk from the development site and meets guidance for an urban area.



Measurements to stops



outbound stop and services below to west of site

Mondays to Fridays						
5am	0505 219A	0520 219A	0535 219A •	0550 219A		
6am	0603 219A	0615 219A •	0627 219A	0639 219A	0644 220A	0649 219A
	0659 219A					
7am	0707 219A	0715 219A	0722 219A	0731 219A	0741 219A	0751 219A
8am	0801 219A	0810 219A	0819 219A	0827 219A	0835 219A	0843 219A
	0850 219A	0858 219A				
9am	0906 219A	0914 219A	0922 219A	0930 219A	0939 219A	0948 219A
	0957 219A					
10am	1006 219A	1015 219A	1024 219A	1033 219A	1042 219A	1051 219A
11am	1100 219A	1109 219A	1118 219A	1127 219A	1136 219A	1145 219A
	1154 219A					
12pm	1203 219A	1212 219A	1221 219A	1230 219A	1239 219A	1248 219A
	1257 219A					
1pm	1306 219A	1315 219A	1324 219A	1333 219A	1342 219A	1351 219A
2pm	1400 219A	1409 219A	1418 219A	1427 219A	1436 219A	1445 219A
	1454 219A					
3pm	1503 219A	1512 219A	1521 219A	1530 219A	1539 219A	1548 219A
	1557 219A					
4pm	1606 219A	1615 219A	1624 219A	1634 219A	1643 219A	1652 219A
5pm	1701 219A •	1710 219A	1719 219A	1724 221A	1729 219A	1739 219A
	1750 219A	1755 221A				
6pm	1802 219A •	1814 219A	1821 221A	1826 219A	1838 219A	1850 219A
7pm	1902 219A	1914 219A	1926 219A •	1938 219A	1953 219A	
8pm	2008 219A	2028 219A	2048 219A			
9pm	2108 219A	2128 219A	2148 219A			
10pm	2208 219A	2228 219A	2248 219A			
11pm	2308 219A	2328 219A	2358 219A •			
1am	0124 219FS					
2am	0244 219FS					

Weekday bus services



Outbound services and times below east of the site

Mondays to Fridays						
5am	0506 219A	0521 219A	0536 219A •	0551 219A		
6am	0604 219A	0616 219A •	0628 219A	0640 219A	0645 220A	0650 219A
7am	0700 219A	0708 219A	0715 219A	0723 219A	0732 219A	0742 219A
	0752 219A					
8am	0802 219A	0811 219A	0820 219A	0828 219A	0836 219A	0844 219A
	0851 219A	0859 219A				
9am	0906 219A	0914 219A	0922 219A	0930 219A	0939 219A	0948 219A
	0957 219A					
10am	1006 219A	1015 219A	1024 219A	1033 219A	1042 219A	1051 219A
11am	1100 219A	1109 219A	1118 219A	1127 219A	1136 219A	1145 219A
	1154 219A					
12pm	1203 219A	1212 219A	1221 219A	1230 219A	1239 219A	1248 219A
	1257 219A					
1pm	1306 219A	1315 219A	1324 219A	1333 219A	1342 219A	1351 219A
2pm	1400 219A	1409 219A	1418 219A	1427 219A	1436 219A	1445 219A
	1454 219A					
3pm	1503 219A	1512 219A	1521 219A	1530 219A	1539 219A	1548 219A
	1557 219A					
4pm	1606 219A	1615 219A	1625 219A	1635 219A	1644 219A	1653 219A
5pm	1702 219A •	1711 219A	1720 219A	1725 221A	1730 219A	1740 219A
	1751 219A	1756 221A				
6pm	1802 219A •	1814 219A	1821 221A	1826 219A	1838 219A	1850 219A
7pm	1902 219A	1914 219A	1926 219A •	1938 219A	1953 219A	
8pm	2008 219A	2028 219A	2048 219A			
9pm	2108 219A	2128 219A	2148 219A			
10pm	2208 219A	2228 219A	2248 219A			
11pm	2308 219A	2328 219A	2358 219A •			
1am	0125 219FS					
2am	0245 219FS					

Weekday bus services



Inbound services and times below east of the site

Mondays to Fridays						
4am	0447 219A					
5am	0517 219A	0533 219A	0547 219A	0559 219A		
6am	0609 219A	0619 219A	0628 219A	0637 219A	0647 219A	0652 219A
	0658 219A					
7am	0702 219A	0707 219A	0715 219A	0721 219A	0725 219A	0734 219A
	0742 219A	0749 219A	0754 219A	0757 219A		
8am	0805 219A	0813 219A	0821 219A	0825 219A	0829 219A	0838 219A
	0846 219A	0856 219A				
9am	0905 219A	0915 219A	0924 219A	0933 219A	0943 219A	0952 219A
10am	1001 219A	1010 219A	1018 219A	1027 219A	1036 219A	1045 219A
	1054 219A					
11am	1103 219A	1112 219A	1121 219A	1130 219A	1139 219A	1148 219A
	1157 219A					
12pm	1206 219A	1215 219A	1224 219A	1233 219A	1242 219A	1251 219A
1pm	1300 219A	1309 219A	1318 219A	1328 219A	1338 219A	1347 219A
	1356 219A					
2pm	1405 219A	1414 219A	1423 219A	1432 219A	1441 219A	1450 219A
	1459 219A					
3pm	1508 219A	1518 219A	1527 219A	1536 219A	1546 219A	1556 219A
4pm	1606 219A	1615 219A C#	1615 219A	1624 219A	1633 219A	1642 219A
	1645 219A C#	1650 219A	1659 219A			
5pm	1708 219A	1717 219A	1726 219A	1735 219A	1744 219A	1753 219A
6pm	1802 219A	1811 219A	1820 219A	1828 219A	1835 219A	1843 219A
	1852 219A					
7pm	1900 219A	1909 219A	1919 219A	1929 219A	1945 219A	
8pm	2005 219A	2025 219A	2045 219A			
9pm	2105 219A	2125 219A	2145 219A			
10pm	2205 219A	2225 219A	2245 219A			
11pm	2305 219A	2325 219A	2355 219A			
12am	0228 219 FSA					

Weekday bus services

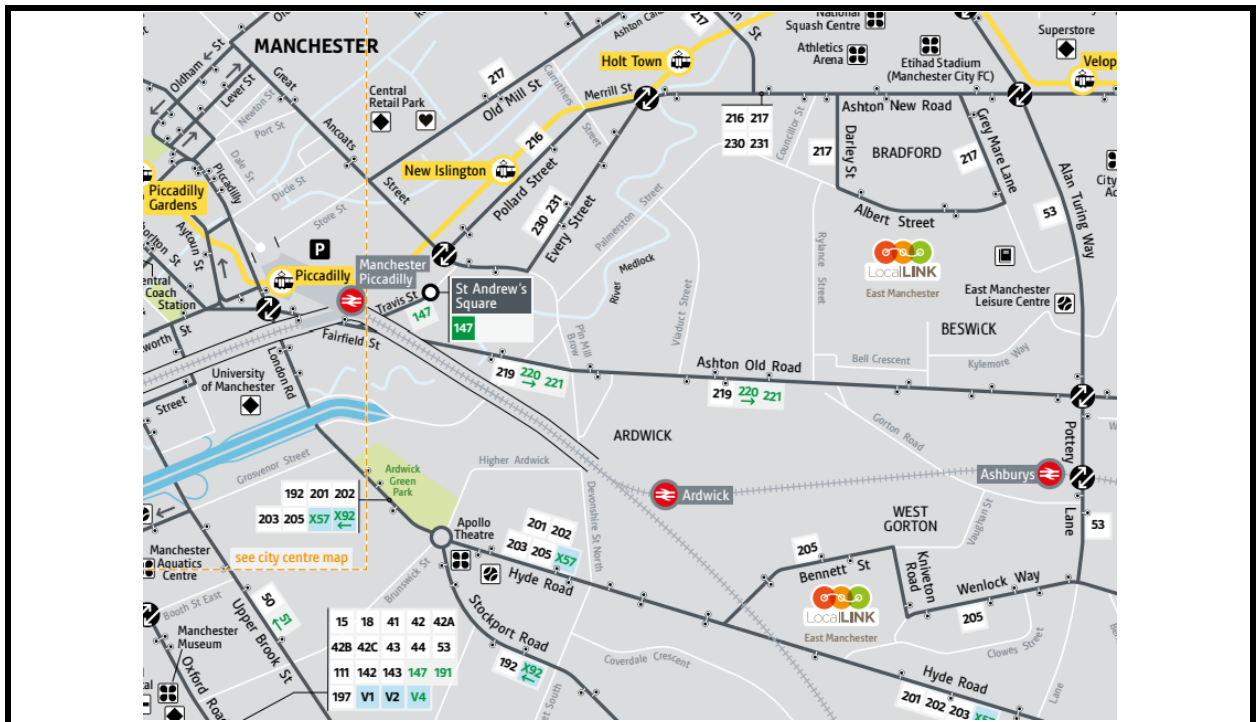


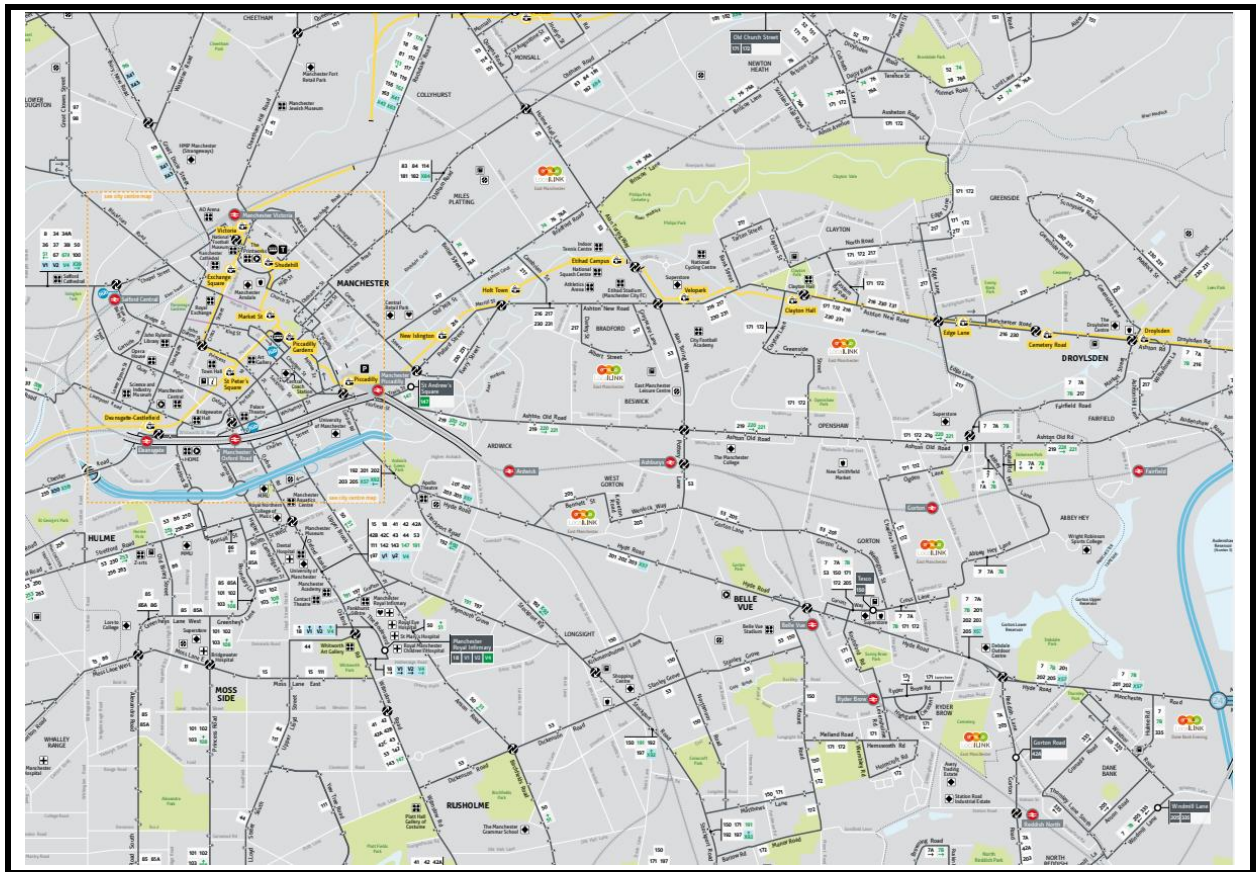
Inbound services and times below west of the site

Mondays to Fridays						
4am	0447 219A					
5am	0517 219A	0532 219A	0547 219A	0559 219A		
6am	0610 219A	0620 219A	0629 219A	0638 219A	0647 219A	0652 219A
	0659 221A					
7am	0703 219A	0708 219A	0716 219A	0722 221A	0726 219A	0734 219A
	0742 219A	0749 219A	0754 221A	0758 219A		
8am	0806 219A	0814 219A	0822 219A	0825 221A	0829 219A	0838 219A
	0846 219A	0856 219A				
9am	0906 219A	0916 219A	0925 219A	0934 219A	0943 219A	0952 219A
10am	1001 219A	1010 219A	1018 219A	1027 219A	1036 219A	1045 219A
	1054 219A					
11am	1103 219A	1112 219A	1121 219A	1130 219A	1139 219A	1148 219A
	1157 219A					
12pm	1206 219A	1215 219A	1224 219A	1233 219A	1242 219A	1251 219A
1pm	1300 219A	1309 219A	1318 219A	1328 219A	1338 219A	1347 219A
	1356 219A					
2pm	1405 219A	1414 219A	1423 219A	1432 219A	1441 219A	1450 219A
	1459 219A					
3pm	1508 219A	1518 219A	1527 219A	1536 219A	1546 219A	1556 219A
4pm	1606 219A	1615 219A C#	1615 219A	1624 219A	1633 219A	1642 219A
	1645 219A C#	1650 219A	1659 219A			
5pm	1708 219A	1717 219A	1726 219A	1735 219A	1744 219A	1753 219A
6pm	1802 219A	1811 219A	1820 219A	1828 219A	1835 219A	1843 219A
	1852 219A					
7pm	1901 219A	1909 219A	1919 219A	1929 219A	1945 219A	
8pm	2005 219A	2025 219A	2045 219A			
9pm	2105 219A	2125 219A	2145 219A			
10pm	2205 219A	2225 219A	2245 219A			
11pm	2305 219A	2325 219A	2355 219A			
2am	0228 219FS					

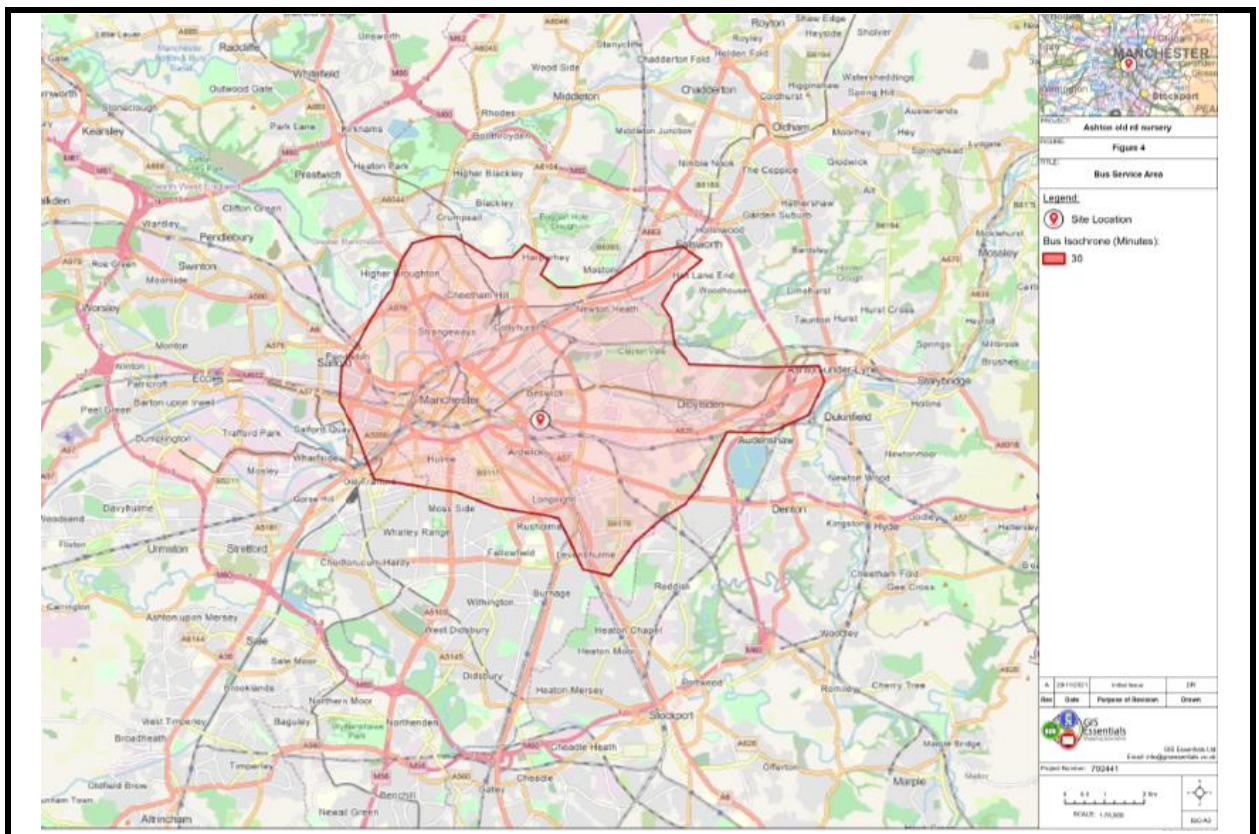
Weekday bus services

The local bus network is set out below.





The 30 minute bus catchment is shown below for staff etc.



Greater Manchester Accessibility Levels (GMAL)

Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate 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), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region

The accessibility index score is categorized into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility

PostCode	BusScore	RailScore	MetroScore	GMALScore	GMALLevel
M12 6LE	6.19	0.8	2.84	12.33	5

The site scores well for a PT corridor with high frequency bus services and cycle routes.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

Taxi private hire

As with most cities and urban areas door to door can be provided by taxi or private hire reducing the need to own cars etc.

In Manchester Uber is a well used service as it gives protection to the customer from a safety point of view.

Summary

In summary, the application site can be considered as having a good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

Trip rates

Review of the TRICS data base sets out in appendix A the following trip rates and derived trips for the 51 spaces.

Time Range	TRICS Trip Rates		Predicted vehicle Trips Based on 51 Place Nursery	
	Arr	Dep	Arr	Dep
07:00-08:00	0.143	0.07	7	4
08:00-09:00	0.207	0.188	11	10
09:00-10:00	0.075	0.064	4	3
10:00-11:00	0.034	0.022	2	1
11:00-12:00	0.037	0.032	2	2
12:00-13:00	0.07	0.067	4	3
13:00-14:00	0.046	0.079	2	4
14:00-15:00	0.027	0.034	1	2
15:00-16:00	0.039	0.046	2	2
16:00-17:00	0.102	0.107	5	5
17:00-18:00	0.166	0.196	8	10
18:00-19:00	0.011	0.047	1	2
Total	0.957	0.952	49	49

This sets out 21 two way AM and 18 two way PM.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that nursery's under 500 sqm do not need to be assessed.

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The 21 two way trips from the proposed use are less than the 30 two way threshold the proposal would therefore have little or no discernible impact on the local network especially when distributed locally where 10 would be west and east of the site.

Car parking Policy and review

The site provides 18 spaces for staff and parents notionally split 7 staff and 11 parents. Local policy does not set out any guidance on the spaces needed.

The 2019 NPPF supporting Ministerial Statement sets out:

THE GOVERNMENT has given local planning authorities more leeway to set maximum parking standards in new developments in the final version of the updated National Planning Policy Frame-

work (NPPF) for England. Ministry of Housing, Communities and Local Government (MoHCLG) said: "The approach to parking standards remains that minimum or maximum standards may be set locally, but with maximum standards requiring particular justification, considering the effect that limits on spaces can have on on-street parking.

"However, the text has been amended to recognise that such justification may exist in accessible locations where it is appropriate to optimise densities (in line with new policies on making effective use of land), as well as where it is necessary for managing the local road network."

The site is highly accessible in nature along a high frequency public transport corridor. It is within a short ride of dedicated cycle facilities.

The trips in/out derived provide a simple accumulation of space use across the day and suggests 6 spaces as a baseline for staff thus the 7 spaces allocated would seem reasonable.

Time Range	Predicted vehicle Trips Based on 51 Place Nursery		acc
	Arr	Dep	
07:00-08:00	7	4	4
08:00-09:00	11	10	5
09:00-10:00	4	3	5
10:00-11:00	2	1	6
11:00-12:00	2	2	6
12:00-13:00	4	3	6
13:00-14:00	2	4	5
14:00-15:00	1	2	4
15:00-16:00	2	2	4
16:00-17:00	5	5	4
17:00-18:00	8	10	2
18:00-19:00	1	2	0
Total	49	49	

For parents the drop off or pick up is short term in nature, assuming a worst case 10 minutes then each space could accommodate 6 parents, the 11 spaces have a potential capacity for 66 parents exceeding the 51 places on site. Thus, a worst case of all in one hour which is an unlikely event and all driving again an unlikely event the site can accommodate the demand.

The parking offer is therefore considered reasonable and the what if scenario of overspill is unlikely and does not need to be considered in detail.

6. SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network.

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.