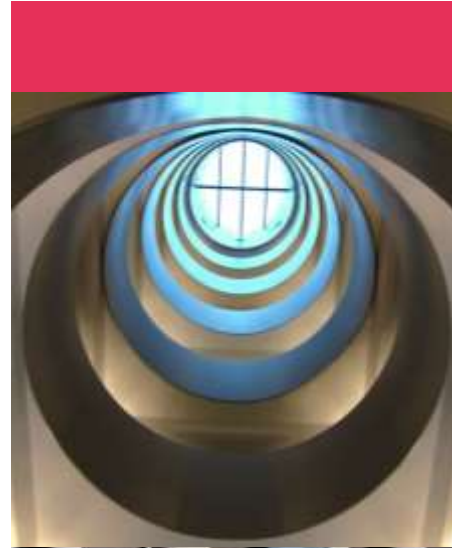


Silk Street/Millwright Street Development

Transport Assessment

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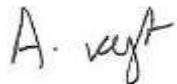
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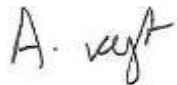
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Appendix A – Proposed Site Layout Plan

Appendix B – TfGM Personal Injury Accident Data (Latest 5 Year Period)

Appendix C – TRICS Outputs

Appendix D – Traffic Figures

Appendix E – Junction Capacity Assessment Results

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Manchester City Council to provide traffic and transportation advice in relation to a proposed residential development located to the north and south of Silk Street and to the east of Cowley Street in Newton Heath, Greater Manchester.
- 1.1.2 The Proposed Development involves construction of 21no houses and 54.no residential apartments which would comprise a split of 1-bed and 2-bed units.
- 1.1.3 In addition to the proposed Silk Street residential development, a 75-unit care home is also proposed at a site on Millwright Street. At this stage, the design of the building has not yet been prepared, however this Transport Assessment will look to provide a sensitivity test by assessing the cumulative impact on the local highway network.
- 1.1.4 The indicative Site Layout is included to the rear of this report in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Assessment (TA) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 It is intended for Highways Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM).

1.3 Scope of the Report

- 1.3.1 Scoping discussions with Highways Officers at MCC have confirmed that the TA should contain:
 - A description of the highway network in the vicinity of the site;
 - A review of the accident record in the immediate vicinity of the site for a three-year period;
 - A summary of the development proposals;
 - A summary of relevant transport planning policy;
 - A review of accessibility by all sustainable modes of travel;
 - Information on the servicing arrangements; and
 - Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent three-year period available.
- 1.4.3 The development proposal is summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact, with **Section 6** providing details of capacity assessments.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 7**, and the report is summarised and concluded in **Section 8**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The proposed development site is located approximately 5km to the north-east of Manchester city centre, in the Newton Heath area. **Figure 1** below shows the site in relation to the regional highway network:



Figure 1 – Regional Site Location

- 2.1.2 The development site is bound to the north by the Rochdale Canal, by Smallwood Street to the west, by Great Newton Street to the south and by Droylsden Road to the east.
- 2.1.3 The following **Figure 2** illustrates the site in relation to the local highway network.



Figure 2 – Local Site Location

2.2 Existing Use

- 2.2.1 The development site is separated by the existing highway layout into three distinct parcels of land. The parcel to the north of Silk Street is vacant and unused, with the two remaining parcels to the south of Silk Street and west of Cowley Street, both used informally as surface car parks.

2.3 Existing Access Arrangements

Vehicular Access

- 2.3.1 Vehicular access is undertaken via Cowley Street to the larger parcel situated to the south of Silk Street, and access to the parcel to the west of Cowley Street is undertaken via Great Newton Street.
- 2.3.2 It is noted that a knee-high fence currently prohibits vehicular movements into sections of the site.

2.4 Surrounding Highway Network

Silk Street

- 2.4.1 Providing a key route through the Proposed Development, Silk Street commences at the priority junction with Old Church Street in the west and extends for a length of 150m in a north-easterly direction before it terminates at the priority junction with Droylsden Road.
- 2.4.2 The road is a two-way single carriageway with an average width of 5.5m and is subject to a speed limit of 20mph. The road benefits from traffic calming measures such as speed humps, Traffic Regulation Orders (TROs) prevent on-street parking on the southern side of the carriageway and on both side of the carriageway in proximity to junctions.
- 2.4.3 The road is well-lit throughout and benefits from footways on both sides of the carriageway. Silk Street benefits from dropped kerbs at key locations to assist with the safe crossing of pedestrians.

Cowley Street

- 2.4.4 Running between Silk Street and Great Newton Street, Cowley Street runs on a north-south orientation within the site boundary. Cowley Street is a two-way carriageway with one standard lane in each direction; the overall width of the carriageway is approximately 5-5.5m.
- 2.4.5 It is noted that the carriageway and footway surfaces on Cowley Street are sub-standard, with potholes and uneven surfacing evident. TROs in the form of single/double yellow lines are enforced on Cowley Street.

Great Newton Street

- 2.4.6 Great Newton Street provides the southern boundary for the development site and commences to the west at the priority junction with Old Church Street. The carriageway extends for a length of 100m in a north-easterly direction before it terminates at a priority junction with Droylsden Road.
- 2.4.7 The road is a two-way single carriageway with an average width of 6m and is subject to a speed limit of 20mph. The road benefits from traffic calming measures such as speed humps and has double yellow lines to prevent on-street parking on both sides of the carriageway.
- 2.4.8 The road is also well-lit throughout and benefits from footways on the southern side of the carriageway. Great Newton Street benefits from dropped kerbs and tactile paving at key crossings to assist with the safe crossing of pedestrians.

Smallwood Street

- 2.4.9 Smallwood Street provides the western boundary for the development site and commences in the south at the priority junction with Great Newton Street and extents in a north-westerly direction before terminating as the carriageway meets the Rochdale Canal.

- 2.4.10 The road is a two-way single carriageway with an average width of c.8m and is subject to a speed limit of 20mph.
- 2.4.11 The majority of the western extent of the carriageway is subject to TROs in the form of loading bays, which prevents standard parking between the hours of 7am – 7pm from Monday to Saturday.
- 2.4.12 In addition, the eastern extent of Smallwood Street features 24 perpendicular parking bays. These parking bays are subject to TROs from 8am – 6pm from Monday to Saturday.
- 2.4.13 The road is well let and benefits from footways on the western side of the carriageway, with dropped kerbs and tactile paving at the junction with Silk Street.

Droylsden Road

- 2.4.14 To the east of the site, Droylsden Roads runs on a north-south orientation in proximity of the site boundary. Droylsden Road commences locally at the signalised junction with the A62 Oldham Road in the north and runs for approximately 1.4km as it meets with Hulmes Road/Graver Lane at a priority junction within Newton Heath.
- 2.4.15 Adjacent to the Proposed Development, Droylsden Road is a two-way carriageway with one lane in each direction. The carriageway is approximately 6.5m wide and is subject to a 20mph speed limit in the immediate vicinity.
- 2.4.16 The pedestrian infrastructure along Stockport Road is of good quality, with wide footways present on both sides of the carriageway which are well maintained, together with a signalised pedestrian crossing located approximately 50m to the south of the Proposed Development of the site, inclusive dropped kerbs and tactile paving.
- 2.4.17 In addition, bus stops are located approximately 150m to the south of the Proposed Development on Droylsden Road, providing access to key areas in Greater Manchester.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years.
- 2.5.2 The details of the search are contained in **Appendix B**, and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Silk Street	0	0	0	0
Cowley Street	0	0	0	0
Great Newton Street	0	0	0	0
Droylsden Road (in proximity of the Site)	0	0	0	0
Silk Street/Droylsden Road junction	0	0	0	0
Great Newton Street/Droylsden Road junction	1	0	0	0
Smallwood Street	0	0	0	0
Silk Street/Old Church Street junction	2	0	0	0
Great Newton Street/Old Church Street junction	2	0	0	0
Totals	5	0	0	5

Table 2.1 – Personal Injury Accident Data

- 2.5.3 There has been a total of five accidents in the latest five-year period available within the study area, comprising five 'slight' accidents. No serious or fatal accidents have been recorded in the study area and period.
- 2.5.4 There is nothing to suggest an existing safety issue from the breakdown in accidents to locations as indicated in the above table.
- 2.5.5 Following a review of the records in the vicinity of the site, 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 Introduction

- 3.1.1 The proposals comprise a combination of 21.no houses and 54.no residential apartments which would comprise a split of 1-bed and 2-bed units.
- 3.1.2 Vehicular and cycle parking are to be included at ground level, with driveways providing off-street parking for the houses to be located on the southern extent of Silk Street and Cowley Street, and two separate surface car parks to be provided to the north of Silk Street for the apartments.
- 3.1.3 In addition to the proposed Silk Street residential development, a 75-unit care home is also proposed at a site on Millwright Street.
- 3.1.4 At this stage, the design of the building, nor the access strategy, has not yet been prepared. Notwithstanding this, the Transport Assessment will look to provide a sensitivity test by assessing the impact on the local highway network.
- 3.1.5 The proposed site layout plans for the Silk Street development showing the location of parking provision and the residential arrangement is shown in **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 It is envisaged that vehicular access for the houses would be provided in the form of driveways directly accessed from Silk Street, Cowley Street and Smallwood Street.
- 3.2.2 Ten driveways will be provided along the southern extent of Silk Street, five driveways will be accessed on the eastern extent of Cowley Street, and two driveways will be accessed via the western extent of Smallwood Street.
- 3.2.3 Due to the low speeds and low levels of traffic using the local highway network, it is considered that direct access onto Silk Street, Cowley Street and Smallwood Street is appropriate.
- 3.2.4 Vehicular access to the apartment car parks will be via the northern extent of Silk Street; the two proposed site access junctions have been situated away from the proposed driveways on the southern side of Silk Street to prevent any crossroad type junctions and to ensure adequate junction spacing.
- 3.2.5 Visibility splays in accordance with Manual for Streets guidance for a 20mph road (2.4m x 25m) are provided in **Drawing 071580-75001**.

Pedestrian Access

- 3.2.6 It is understood that pedestrians will access the residential dwellings via the existing footway provision on Silk Street, Cowley Street and Great Newton Street.

3.3 Parking Provision

Car Parking

- 3.3.1 Residential car parking of a total of 49 spaces will be provided for the Proposed Development, four of which are designated as disabled parking bays.
- 3.3.2 21 spaces will be provided for the houses, representing a 100% ratio, and 28 spaces will be provided for the apartments, representing a 52% provision.
- 3.3.3 Overall, this represents a ratio of 65% provision. This level of provision is considered to be appropriate to the scale, accessibility, location and nature of the development. This was deemed to be acceptable following discussions with Highways Officers at Manchester City Council.
- 3.3.4 All parking spaces and disabled bays will conform to MCC's standard minimum requirements of 2.4m x 4.8m (with an added 1.2m wide margin for disabled bays), and there would be 6.0m wide aisles throughout to allow for vehicles to manoeuvre without conflict within the car park.
- 3.3.5 **Drawing 070787-05001** illustrates swept path analysis of a large car accessing the apartment car parks via the proposed vehicular access on Silk Street, utilising the internal layout, and utilising the parking provision.

Cycle Parking

- 3.3.6 It is intended to provide 54 secure cycle spaces within the internal layout of the apartments – this equates to 100% resident cycle parking provision.
- 3.3.7 On the above basis, it is considered that the cycle parking is sufficient to serve the requirements of the Proposed Development.
- 3.3.8 An Interim Travel Plan has also been produced, which would promote sustainable travel and discourage single occupancy car use. It is anticipated that this would also help to reduce car parking demand.
- 3.3.9 Overall, it is considered that the development is located in an accessible location and that a Travel Plan would be adopted to encourage future residents to use sustainable modes of transport and to discourage single occupancy car use and the proposed car parking provision is suitable.

3.4 Proposed Servicing Arrangements

- 3.4.1 It is understood that refuse collection will be undertaken on-street, within the development boundary. As the internal road layout of Silk Street and Cowley Street is adopted by Manchester City Council, it is envisaged that MCC refuse vehicles will undertake regular collections.
- 3.4.2 Swept path analysis of a large refuse vehicle accessing the development layout, utilising various turning heads within the site and safely egressing in a forward gear is included in **Drawing 071580-05002**.

3.5 Proposed Highway Improvements

- 3.5.1 As stated within Section 2 of this report, the surfacing of both Silk Street and Cowley Street are both sub-standard. As part of the wider development, the road and footway will be resurfaced and brought back up to Manchester City Council minimum standards.
- 3.5.2 This will be progressed as part of the Section 278 Agreement at Detailed Design stage.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 3.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 3** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

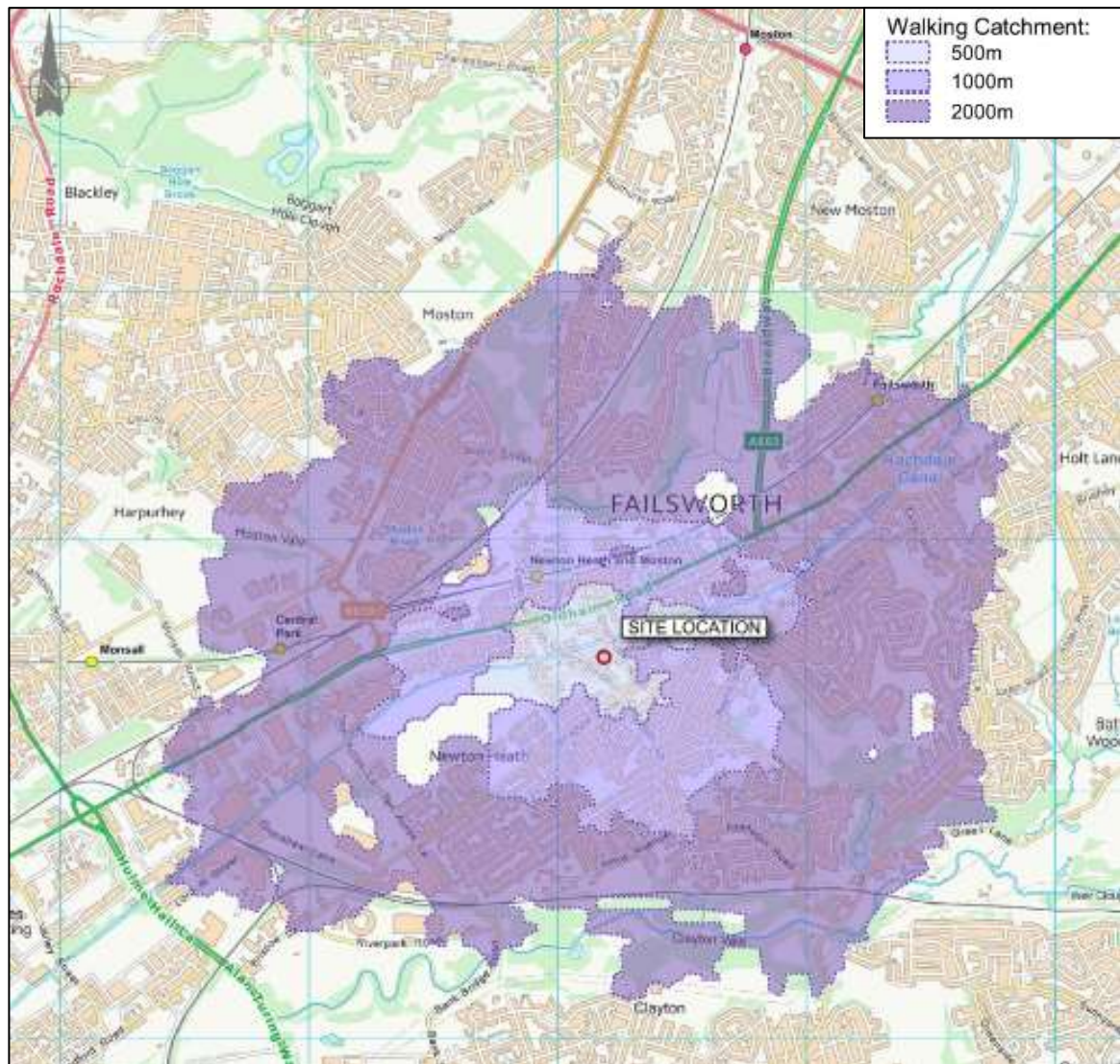


Figure 3 – Pedestrian Catchment Plan

- 4.2.3 The 500m catchment incorporates various amenities within Newton Heath; including to the west of the site on Old Church Road, with various foodstores, public houses, a butcher, a chemist and banks situated in proximity to the site.
- 4.2.4 Within approximately 500m – 1,000m from the centre of the site, future residents can reach more amenities located within Newton Heath such as a All Saints Church, All Saints Primary School, Christ the King Primary School, Droylsden Road GP Surgery and Brookdale Park. In addition, Newton Heath & Moston Metrolink station is located approximately 500m to the north of the Proposed Development provided access to Manchester city centre and further afield.
- 4.2.5 Areas such as Moston, Failsworth, Clayton and Monsall are all accessible within a 2,000m catchment of the Proposed Development. These areas include an abundance of facilities and amenities, including churches, mosques, libraries, doctors' surgeries and hospitals, for future residents to utilise.

4.2.6 The site is considered accessible by foot.

4.3 Accessibility by Cycle

4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Figure 4** presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).

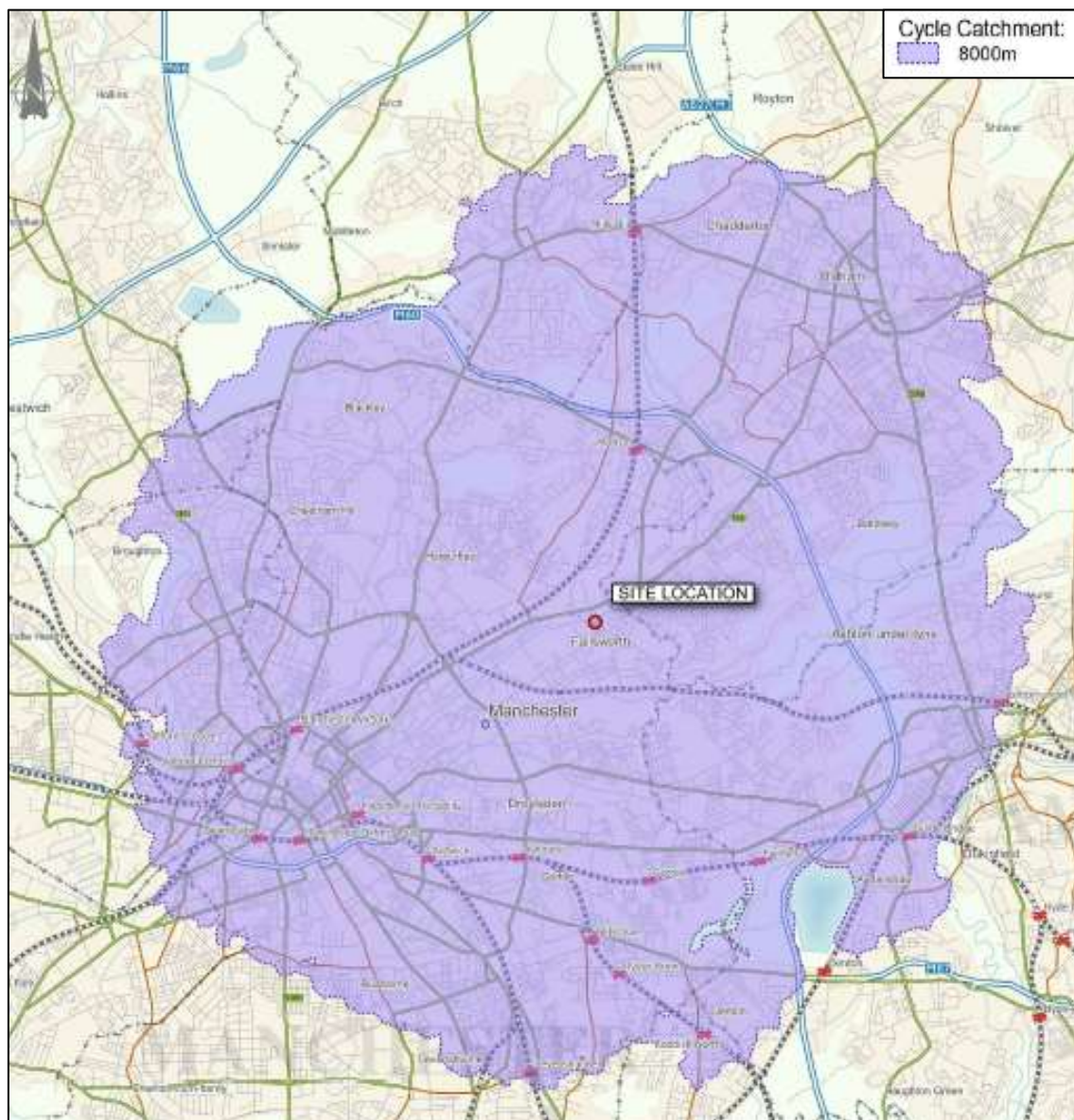


Figure 4 – Cycle Catchment Plan

4.3.2 The 8km catchment extends as far as Middleton in the north, Ashton-under-Lyne to the east, East Levenshulme in the south and Salford to the west. The catchment also includes Manchester and Salford city centres.

- 4.3.3 The catchment comprises a combination of traffic-free and on-road routes, linking the site to many destinations including Manchester city centre (including rail stations), Salford Quays as well as numerous other destinations further afield such as Droylsden, Collyhurst, Didsbury and Chorlton-cum-Hardy.
- 4.3.4 A network of local cycle routes links to various National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) including NCR 6, NCR 66, NCR 60 and RCR 86.
- 4.3.5 The closest cycle route to the site is NCR 66, which is accessible via the Rochdale Canal tow-path to the immediate north of the site. This traffic-free route commences at Failsworth to the north-east of the site and continues off-road towards New Islington. This route then continues on-road as it travels towards Manchester city centre and the various facilities and amenities on offer.
- 4.3.6 In addition, the below routes are accessible within 8km of the site, and link future residents to the following areas:
- NCR 6 – extends through Manchester along an approximate north/south alignment to link areas such as Bury in the north to Levenshulme in the south;
 - NCR 60 – extends between north and east Manchester, forming part of the Fallowfield Loop line at the Manchester City Stadium; and
 - RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.
- 4.3.7 The site benefits from direct access to NCR 66 on the Rochdale Canal tow-path which leads residents towards Manchester city centre. This will further promote sustainable travel for future residents at the Proposed Development.

4.4 Accessibility by Public Transport

- 4.4.1 **Figure 5** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.

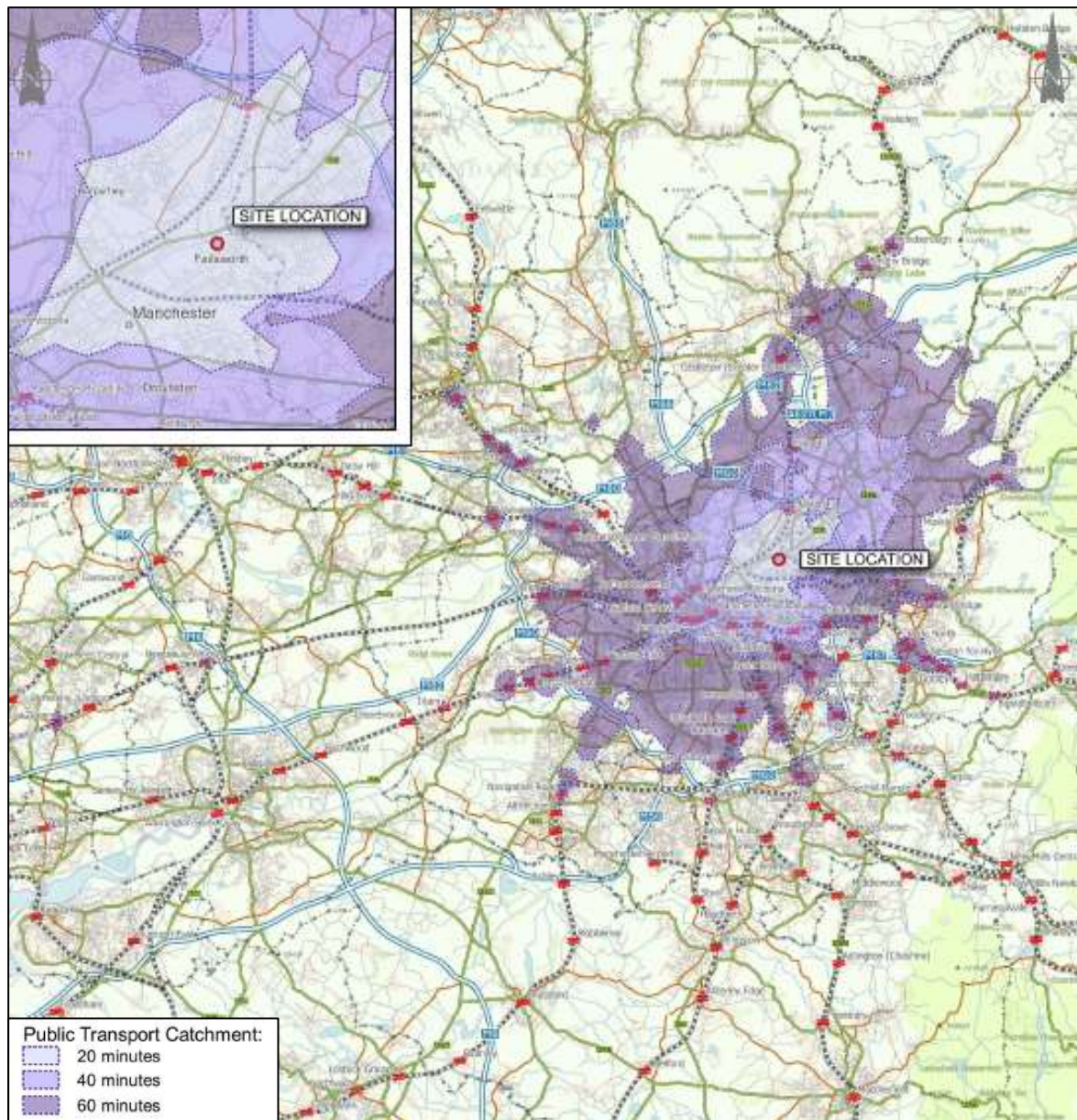


Figure 5 – Public Transport Catchment Plan

Bus Accessibility

- 4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.3 The nearest bus stops are located on Old Church Street, approximately 100m to the west of the Proposed Development. In addition, bus stops on All Saints' Street/Droylsden Road provide additional services to areas within Greater Manchester.
- 4.4.4 **Table 4.2** details the services that call at Old Church Street, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Old Church Street				
52	Failsworth - Moston - NMGH - Pendleton - Eccles - intu Trafford Centre	5 per hour	4 per hour	1 per hour
151	Hollinwood - Failsworth - Collyhurst - NMGH - Cheetham Hill - Mandley Park	1 per hour	1 per hour	N/A
171/172	Newton Heath - Gorton - Levenshulme - West Didsbury - Withington Hospital	1 per hour	1 per hour	N/A
396	Ashton - Waterloo - Fitton Hill - Hollinwood - Newton Heath	1 per hour	1 per hour	N/A

Table 4.2 – Summary of Bus Service Frequencies from Old Church Street

- 4.4.5 These stops provide access to major employment areas and interchanges such as those in Manchester city centre and Salford. Additionally, these routes also link future residents to various destinations across Greater Manchester, including major hospitals and large retail areas such as the Trafford Centre.

Light Rail Accessibility

- 4.4.6 The Newton Heath and Moston Metrolink station is located approximately 500m to the north of the site; **Table 4.3** shows the frequencies of all services; trams run every 12 minutes with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

Route		Mon - Thurs	Fri	Sat	Sun/Hols
1	Altrincham – Bury	06:00 – 23:00	06:00 – 00:00	06:00 – 00:00	07:00 – 23:00
2	Altrincham – Piccadilly	06:00 – 23:30	06:00 – 00:30	06:00 – 00:30	07:00 – 23:30
3	Ashton under Lyne – Eccles	06:00 – 23:00	06:00 – 00:00	06:00 – 00:00	07:00 – 23:00
4	Bury – Piccadilly	06:00 – 23:30	06:00 – 00:30	06:00 – 00:30	07:00 – 23:30
5	East Didsbury – Rochdale Town Centre	06:00 – 23:15	06:00 – 00:00	06:00 – 00:00	07:00 – 22:45
6	Manchester Airport – Victoria (Requires change at Deansgate-Castlefield before 7am)	04:45 – 23:00	04:45 – 23:00	04:45 – 00:00	05:45 – 23:15
7	MediaCityUK – Etihad Campus	06:00 – 23:30	06:00 – 00:30	06:00 – 00:30	07:00 – 23:30

Table 4.3 – Summary of Metrolink Services

4.4.7 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester.

4.4.8 It is considered the site is accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Existing Parking Provision

5.1 Introduction

- 5.1.1 As stated in Section 2, some of the parcels of the development land are informally utilised for surface car parking. As some car parking is removed, both informal parking within development parcels and existing on-street provision on Smallwood Street, vehicular parking will be displaced elsewhere.

5.2 Displaced Parking from Proposed Development

- 5.2.1 As part of the Proposed Development, parking on-site will be displaced.
- 5.2.2 In addition, on-street parking on Silk Street will be prevented and the on-street parking bays on the eastern side of the carriageway of Smallwood Street will be removed.
- 5.2.3 In total, 38 on-street spaces will be removed plus the ability to park on the site

5.3 Parking Beat Surveys

- 5.3.1 To understand the existing parking usage on-street and off-street in the vicinity of the Proposed Development, Curtins commissioned the independent traffic survey company Road Data Services to undertake full day parking beat surveys from 7am – 7pm on a weekday and a Saturday. These were undertaken on Tuesday 5th March 2019 and Saturday 9th March 2019.
- 5.3.2 The parking beats were undertaken at the following locations:
- Silk Street on-street provision;
 - Smallwood Street on-street provision;
 - May Street on-street provision;
 - Off-street car park to the rear of Asda/Iceland stores; and
 - Development site to the south of Silk Street used as informal car park.

On-Street Provision

- 5.3.3 The results of the on-street weekday parking surveys are detailed below in **Table 5.1**, and the Saturday parking surveys are shown in **Table 5.2**.

	All On-Street Parking						Spaces Available		120
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00	0	0	11	2	0	0	0	13	11%
07:15	0	0	9	3	0	0	0	12	10%
07:30	0	0	8	4	0	0	0	12	10%
07:45	0	0	11	2	0	0	0	13	11%
08:00	0	0	15	5	0	0	0	20	17%
08:15	0	0	16	4	0	0	0	20	17%
08:30	0	0	18	6	0	0	0	24	20%
08:45	0	0	19	5	0	0	0	24	20%
09:00	0	0	28	7	0	0	0	35	29%
09:15	0	0	35	8	0	0	0	43	36%
09:30	0	0	33	6	1	0	0	40	33%
09:45	0	0	31	5	1	0	0	37	31%
10:00	0	0	35	9	1	0	0	45	38%
10:15	0	0	35	4	0	0	0	39	33%
10:30	0	0	43	8	0	0	0	51	43%
10:45	0	0	46	7	0	0	0	53	44%
11:00	0	0	49	6	0	0	0	55	46%
11:15	0	0	45	9	1	0	0	55	46%
11:30	0	0	40	8	1	0	0	49	41%
11:45	0	0	48	9	0	0	0	57	48%
12:00	0	0	47	10	1	0	0	58	48%
12:15	0	0	46	8	2	0	0	56	47%
12:30	0	0	49	10	1	0	0	60	50%
12:45	0	0	45	8	0	0	0	53	44%
13:00	0	0	39	7	0	0	0	46	38%
13:15	0	0	41	6	0	0	0	47	39%
13:30	0	0	35	7	1	0	0	43	36%
13:45	0	0	34	11	2	0	0	47	39%
14:00	0	0	36	9	1	0	0	46	38%
14:15	0	0	39	12	0	0	0	51	43%
14:30	0	0	43	9	0	0	0	52	43%
14:45	0	0	38	12	0	0	0	50	42%
15:00	0	0	42	11	0	0	0	53	44%
15:15	0	0	45	10	0	0	0	55	46%
15:30	0	0	43	10	0	0	0	53	44%
15:45	0	0	44	9	1	0	0	54	45%
16:00	0	0	47	10	0	0	0	57	48%
16:15	0	0	40	10	0	0	0	50	42%
16:30	0	0	43	11	0	0	0	54	45%
16:45	0	0	44	9	0	0	0	53	44%
17:00	0	0	33	10	0	0	0	43	36%
17:15	0	0	27	8	0	0	0	35	29%
17:30	0	0	25	12	0	0	0	37	31%
17:45	0	0	25	7	0	0	0	32	27%
18:00	0	0	21	6	0	0	0	27	23%
18:15	0	0	16	6	0	0	0	22	18%
18:30	0	0	19	7	0	0	0	26	22%
18:45	0	0	21	6	0	0	0	27	23%

Table 5.1 – On Street Parking Surveys (Weekday)

5.3.4 **Table 5.1** demonstrates that the on-street parking in vicinity of the Proposed Development has spare capacity throughout the day; the highest number of vehicles parked is from 12:30pm – 12:45pm with 60 vehicles utilising the provision, equating to 50% of occupancy.

	All On-Street Parking						Spaces Available		120
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00	0	0	8	2	0	0	0	10	8%
07:15	0	0	11	2	0	0	0	13	11%
07:30	0	0	14	2	0	0	0	16	13%
07:45	0	0	14	2	0	0	0	16	13%
08:00	0	0	17	3	0	0	0	20	17%
08:15	0	0	16	3	0	0	0	19	16%
08:30	0	0	20	4	1	0	0	25	21%
08:45	0	0	17	4	0	0	0	21	18%
09:00	0	0	32	2	0	0	0	34	28%
09:15	0	0	28	2	0	0	0	30	25%
09:30	0	0	28	5	0	0	0	33	28%
09:45	0	0	37	6	0	0	0	43	36%
10:00	0	0	38	6	0	0	0	44	37%
10:15	0	0	42	8	0	0	0	50	42%
10:30	0	0	34	8	1	0	0	43	36%
10:45	0	0	39	6	0	0	0	45	38%
11:00	0	0	53	6	0	0	0	59	49%
11:15	0	0	43	7	1	0	0	51	43%
11:30	0	0	43	8	1	0	0	52	43%
11:45	0	0	45	9	0	0	0	54	45%
12:00	0	0	47	7	0	0	0	54	45%
12:15	0	0	40	9	0	0	0	49	41%
12:30	0	0	43	7	0	0	0	50	42%
12:45	0	0	45	6	0	0	0	51	43%
13:00	0	0	40	7	0	0	0	47	39%
13:15	0	0	43	7	0	0	0	50	42%
13:30	0	0	38	7	0	0	0	45	38%
13:45	0	0	33	8	0	0	0	41	34%
14:00	0	0	45	5	0	0	0	50	42%
14:15	0	0	44	6	0	0	0	50	42%
14:30	0	0	54	9	0	0	0	63	53%
14:45	0	0	54	3	0	0	0	57	48%
15:00	0	0	51	6	0	0	0	57	48%
15:15	0	0	49	5	0	0	0	54	45%
15:30	0	0	54	4	0	0	0	58	48%
15:45	0	0	58	4	0	0	0	62	52%
16:00	0	0	45	3	0	0	0	48	40%
16:15	0	0	43	4	0	0	0	47	39%
16:30	0	0	50	4	0	0	0	54	45%
16:45	0	0	48	5	0	0	0	53	44%
17:00	0	0	43	3	0	0	0	46	38%
17:15	0	0	45	6	0	0	0	51	43%
17:30	0	0	38	5	0	0	0	43	36%
17:45	0	0	36	5	0	0	0	41	34%
18:00	0	0	36	2	0	0	0	38	32%
18:15	0	0	27	2	0	0	0	29	24%
18:30	0	0	31	1	0	0	0	32	27%
18:45	0	0	29	1	0	0	0	30	25%

Table 5.2 – On Street Parking Surveys (Saturday)

5.3.5 **Table 5.2** demonstrates that the on-street parking in vicinity of the Proposed Development has spare capacity throughout the Saturday survey; the highest number of vehicles parked is from 2:30pm – 2:45pm with 63 vehicles utilising the provision, equating to 53% of occupancy.

Off-Street Provision

- 5.3.6 A parking accumulation study was undertaken the car park to the rear of May Street and the informal car park on the development site. The results for the weekday accumulation are detailed below in **Table 5.3**, and the Saturday accumulation is shown in **Table 5.4**.
- 5.3.7 It is noted that there is c.104 spaces within the public car park to the rear of Asda/Iceland and the development land could to the south of Silk Street could accommodate c.100 spaces; however, this is noted to be informal with cars parking on private land. Notwithstanding this, the parking accumulation is based on a total of 200 spaces for robustness.

	Car Park Accumulation						Approx. Spaces Available		200
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00	0	0	0	0	0	0	0	0	0%
07:15	0	0	0	0	0	0	0	0	0%
07:30	0	0	1	0	0	0	0	1	1%
07:45	0	0	1	0	0	0	0	1	1%
08:00	0	0	2	0	0	0	0	2	1%
08:15	0	0	2	0	0	0	0	2	1%
08:30	0	0	2	0	0	0	0	2	1%
08:45	0	0	3	0	0	0	0	3	2%
09:00	0	0	4	0	0	0	0	4	2%
09:15	0	0	6	1	0	0	0	7	4%
09:30	0	0	4	1	0	0	0	5	3%
09:45	0	0	5	1	1	0	0	7	4%
10:00	0	0	4	0	0	0	0	4	2%
10:15	0	0	4	0	1	0	0	5	3%
10:30	0	0	6	0	1	0	0	7	4%
10:45	0	0	4	1	2	0	0	7	4%
11:00	0	0	6	2	1	0	0	9	5%
11:15	0	0	5	2	0	0	0	7	4%
11:30	0	0	7	3	0	0	0	10	5%
11:45	0	0	7	2	0	0	0	9	5%
12:00	0	0	5	2	2	0	0	9	5%
12:15	0	0	4	4	1	0	0	9	5%
12:30	0	0	6	2	0	0	0	8	4%
12:45	0	0	3	1	0	0	0	4	2%
13:00	0	0	5	1	0	0	0	6	3%
13:15	0	0	3	0	0	0	0	3	2%
13:30	0	0	2	0	0	0	0	2	1%
13:45	0	0	4	0	0	0	0	4	2%
14:00	0	0	3	0	0	0	0	3	2%
14:15	0	0	3	0	0	0	0	3	2%
14:30	0	0	3	1	1	0	0	5	3%
14:45	0	0	2	0	1	0	0	3	2%
15:00	0	0	4	0	1	0	0	5	3%
15:15	0	0	4	0	1	0	0	5	3%
15:30	0	0	2	1	1	0	0	4	2%
15:45	0	0	4	2	1	0	0	7	4%
16:00	0	0	5	0	1	0	0	6	3%
16:15	0	0	4	0	0	0	0	4	2%
16:30	0	0	2	0	0	0	0	2	1%
16:45	0	0	8	0	0	0	0	8	4%
17:00	0	0	1	1	0	0	0	2	1%
17:15	0	0	1	0	0	0	0	1	1%
17:30	0	0	0	0	0	0	0	0	0%
17:45	0	0	0	0	0	0	0	0	0%
18:00	0	0	0	1	0	0	0	1	1%
18:15	0	0	1	0	0	0	0	1	1%
18:30	0	0	0	0	0	0	0	0	0%
18:45	0	0	0	0	0	0	0	0	0%

Table 5.3 – Car Park Accumulations (Weekday)

5.3.8 Table 5.3 demonstrates that car parks have significant spare capacity throughout the day; the highest vehicles parked is from 11:30am – 11:45am with 10 vehicles utilising the provision, equating to 5%.

	Car Park Accumulation						Approx. Spaces Available		200
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00	0	0	0	0	0	0	0	0	0%
07:15	0	0	0	0	0	0	0	0	0%
07:30	0	0	1	0	0	0	0	1	1%
07:45	0	0	1	0	0	0	0	1	1%
08:00	0	0	1	0	0	0	0	1	1%
08:15	0	0	1	1	0	0	0	2	1%
08:30	0	0	2	0	0	0	0	2	1%
08:45	0	0	5	1	0	0	0	6	3%
09:00	0	0	5	2	0	0	0	7	4%
09:15	0	0	6	2	0	0	0	8	4%
09:30	0	0	6	1	0	0	0	7	4%
09:45	0	0	6	0	0	0	0	6	3%
10:00	0	0	7	0	0	0	0	7	4%
10:15	0	0	10	0	0	0	0	10	5%
10:30	0	0	10	0	0	0	0	10	5%
10:45	0	0	11	0	0	0	0	11	6%
11:00	0	0	7	0	0	0	0	7	4%
11:15	0	0	11	0	1	0	0	12	6%
11:30	0	0	11	0	1	0	0	12	6%
11:45	0	0	13	3	1	0	0	17	9%
12:00	0	0	11	3	1	0	0	15	8%
12:15	0	0	12	2	2	0	0	16	8%
12:30	0	0	9	2	1	0	0	12	6%
12:45	0	0	11	3	1	0	0	15	8%
13:00	0	0	13	4	2	0	0	19	10%
13:15	0	0	11	3	2	0	0	16	8%
13:30	0	0	8	3	2	0	0	13	7%
13:45	0	0	8	3	2	0	0	13	7%
14:00	0	0	8	1	0	0	0	9	5%
14:15	0	0	11	3	0	0	0	14	7%
14:30	0	0	9	4	0	0	0	13	7%
14:45	0	0	10	2	0	0	0	12	6%
15:00	0	0	12	1	0	0	0	13	7%
15:15	0	0	11	1	0	0	0	12	6%
15:30	0	0	8	1	1	0	0	10	5%
15:45	0	0	8	1	0	0	0	9	5%
16:00	0	0	10	0	0	0	0	10	5%
16:15	0	0	9	0	0	0	0	9	5%
16:30	0	0	3	0	0	0	0	3	2%
16:45	0	0	2	0	0	0	0	2	1%
17:00	0	0	3	0	0	0	0	3	2%
17:15	0	0	4	0	0	0	0	4	2%
17:30	0	0	2	0	0	0	0	2	1%
17:45	0	0	3	0	0	0	0	3	2%
18:00	0	0	2	0	0	0	0	2	1%
18:15	0	0	2	0	0	0	0	2	1%
18:30	0	0	1	0	0	0	0	1	1%
18:45	0	0	0	0	0	0	0	0	0%

Table 5.4 – Car Park Accumulations (Saturday)

5.3.9 Table 5.4 demonstrates that car parks have significant spare capacity throughout Saturday; the highest vehicles parked is from 1:00pm – 1:15pm with 19 vehicles utilising the provision, equating to 10%.

5.4 Conclusion

- 5.4.1 The weekday and Saturday parking assessments have demonstrated that there is significant spare capacity both on-street and off-street in the vicinity of the Proposed Development.
- 5.4.2 The Proposed Development is likely to remove approximately 38 on-street parking spaces/bays and an informal/private parking area on one parcel of the development site.
- 5.4.3 Vehicles who currently park in the areas where parking is to be displaced will have an abundance of locations for parking nearby and as such, would unlikely park in places that would have a negative impact on highway safety.

6.0 Traffic Forecasting

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the Proposed Development and derive future year traffic flows in order to test the impact of the Proposed Development.

6.2 Existing Trip Generation

- 6.2.1 As the site is currently vacant, it does not generate any material levels of traffic. All trips generated by the Proposed Development will therefore be considered new to the highway network.

6.3 Proposed Trip Generation

Silk Street Residential Development

- 6.3.1 As set out earlier in this report, a combination of 21 houses and 54 apartments are proposed across the site.
- 6.3.2 Traffic generation has been undertaken using the TRICS database. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development.
- 6.3.3 The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses. The full outputs for the TRICS assessment are contained in **Appendix C**.
- 6.3.4 To derive the trip rates associated with residential aspect of the development, the 'Residential' category of TRICS has been interrogated, with sub-searches of houses and flats, the following criteria;
- C3 residential use excluding sites in Greater London and Ireland;
 - Sites located in 'Edge of Town Centre', 'Suburban Areas' and 'Edge of Town' and
 - Sites with 5 – 100 dwellings.
- 6.3.5 Based on the TRICS output, the peak generation period for a development of this type was identified as:
- AM 08:00 – 09:00; and
PM 17:00 – 18:00.
- 6.3.6 The trip rates and trip generations for the Silk Street residential development are shown below in **Tables 6.1 – 6.3**.

Peak Hour	Trip Rates (per dwelling)			Trip Generation (for 21 houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00 – 09:00)	0.161	0.387	0.548	4	8	12
PM (17:00 – 18:00)	0.343	0.179	0.522	7	4	11

Table 6.1 – Proposed Residential Trip Generation (Houses)

Peak Hour	Trip Rates (per dwelling)			Trip Generation (for 54 apartments)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00 – 09:00)	0.058	0.217	0.275	3	12	15
PM (17:00 – 18:00)	0.197	0.103	0.300	11	6	17

Table 6.2 – Proposed Residential Trip Generation (Apartments)

Peak Hour	Trip Generation for <u>75 Units</u>		
	Arrivals	Departures	Total
AM (08:00 – 09:00)	7	20	27
PM (17:00 – 18:00)	18	9	27

Table 6.3 – Proposed Residential Trip Generation (Total Proposed Development)

- 6.3.7 **Table 6.3** demonstrates that the residential development would generate a total of 27 two-way trips in the AM Peak period and 27 two-way trips in the PM Peak.
- 6.3.1 The above figures are considered to be robust by virtue of the level of parking provision at the Proposed Development, given that the trip rates used to estimate the figures are based on surveys of comparator sites with higher levels of parking.
- 6.3.2 Other factors including the accessibility of the site by public transport services, in addition to car share initiatives, which are also expected to reduce the number of vehicular trips generated to and from the site.

Millwright Street Care Home Development

- 6.3.3 As discussed in Section 3, a 75-unit care home is also proposed to be constructed at a site off Millwright Street.
- 6.3.4 To obtain the vehicular trips likely to generated by the Care Home in the peak hours, the TRICS database has again been interrogated.
- 6.3.5 To derive the trip rates associated with the care home, 'Residential' category of TRICS has been interrogated, with sub-searches of houses and flats, the following criteria;
- C2 land use excluding sites in Greater London and Ireland;
 - Sites located in 'Edge of Town Centre', 'Suburban Areas' and 'Edge of Town' and
 - Sites with 17 – 78 dwellings.
- 6.3.6 Based on the TRICS output, the peak generation period for a development of this type was identified as:
- AM 07:00 – 08:00; and
PM 14:00 – 15:00.
- 6.3.7 It is noted that these peak hours are not in line with the network peak hours, however for robustness, these development peak hours will be used.
- 6.3.8 The trip rates and trip generation for the Millwright Street Care Home development are shown below in **Table 6.4**. The full outputs for the TRICS assessment are contained in **Appendix C**.

	Trip Rates (per dwelling)			Trip Generation (for 75-units)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (07:00 – 08:00)	0.124	0.067	0.191	9	5	14
PM (14:00 – 15:00)	0.110	0.115	0.225	8	9	17

Table 6.4 – Proposed Care Home Trip Generation

- 6.3.9 **Table 6.4** demonstrates that the care home development could generate a total of 14 two-way trips in the AM Peak period and 17 two-way trips in the PM Peak.

7.0 Highway Impact

7.1 Scope of Assessment

7.1.1 Highways Officers at MCC suggested that traffic surveys should be undertaken at the following junctions to assist with calculating the impact on the local highway network:

- Droylsden Road/Great Newton Street;
- Cowley Street/Great Newton Street;
- Smallwood Street/Great newton Street;
- Old Church Street/Great Newton Street;
- Droylsden Road/Silk Street; and
- Silk Street/Smallwood Street.

7.1.2 On this basis, Curtins commissioned the independent traffic survey company Road Data Services to undertake full turning movement surveys at this junction on Tuesday 5^h Marc between 07:00 – 09:00 and 15:00 – 18:00.

7.1.3 Following analysis of the traffic survey data, it was determined that the AM Peak period on the local highway network occurred between 08:00 – 09:00, whilst the PM Peak occurred between 16:15 and 17:15. These peak hours have been used as the basis for the assessment.

7.1.4 **Traffic Figures 1 and 2** at the rear of the report show the observed peak hour traffic flows for the AM and PM peaks respectively. All Traffic Figures are provided in **Appendix D**.

7.2 Assessment Years and Traffic Growth

7.2.1 The impact of the proposed development upon the local road network has been assessed for the surveyed year of 2019 and future year of 2024.

7.2.2 The observed traffic flows have been factored to 2024 assessment year by using TEMPRO NTEM 7.2 and modified by the NTM AF15 dataset for the Manchester 011 area.

7.2.3 These growth factors are presented in **Table 7.1** and the resulting factored traffic flow figures can be found in **Traffic Figures 3 and 4**.

Background Traffic Growth Factors			
Base Year	Forecast Year	AM	PM
2019	2024	1.0966	1.0941

Table 7.1 – TEMPRO Growth Factors

7.2.4 The above growth factors have been applied to the 2019 observed peak hour flows to obtain the future years' background traffic.

7.2.5 The 2024 AM and PM background traffic flows are illustrated in **Traffic Figures 3 and 4** respectively.

7.3 Trip Distribution & Assignment

7.3.1 The data used for the proposed trip distribution has been calculated using information provided by the Census 2011 Origin-Destination information for the place of work at an MSOA (Middle Super Output Area) level.

7.3.2 The dataset used is the 'Location of Usual Residence and Place of Work by Method of Travel to Work' (MSOA Level). This is used and interrogated to find the destinations of trips to work from home-based origins centred around the middle super output area where the site is located per the 2011 Census.

7.3.3 The distribution has been calculated by considering the most likely route to be selected by residents in the proposed development to reach their place of employment, based on travel distances and times as suggested by online route planners.

7.3.4 Based on the census data and assuming the most direct route to the destinations, the split of traffic suggests that 40% of vehicles would turn left out of the Proposed Development and head east towards the Silk Street/Droylsden Road junction, with 60% of vehicles turning right out of the Proposed Development. From here, it is likely 16% will continue towards the Old Church Road/Silk Street junction, whilst 45% of traffic will utilise the Great Newton Street/Old Church Road junction.

7.3.5 For robustness, we have assumed that all vehicular traffic for the Millwright Street Care Home will access/egress the site via the Old Church Road/Great Newton Street junction, with 50% heading in a westerly direction and 50% heading in an easterly direction on Old Church Road.

7.3.6 A summary of the projected traffic Census distribution is provided in **Appendix D** and is included as **Traffic Figure 5**.

7.4 Assessment Traffic Flows

7.4.1 The trip generation values derived from the TRICS Database have been utilised in conjunction with the Trip Distribution, and the turning proportions have been produced within **Traffic Figures 7 and 8**.

7.4.2 The development traffic has been added to both of the 2019 and future year 2024 scenario to form the Base + Development scenarios.

7.4.3 The 2019 'Base + Development' scenario traffic flows are set out in **Traffic Figures 9 and 10**, with the 2024 'Base + Development' scenario traffic flows are set out in **Traffic Figures 11 and 12**.

7.5 Percentage Impact Assessment

- 7.5.1 To assist in determining the junctions to be assessed, a percentage impact assessment was undertaken to understand the level of vehicular impact on the local highway network; this is shown in **Tables 7.2** and **7.3**.

Junctions	2019 AM Peak Hour			
	Base Traffic	With Assessment Traffic	Vehicle Increase	Percentage Increase
Apartment Site Accesses on Silk Street	33	60	26	79%
Droylsden Rd/Silk Street	642	653	10	2%
Cowley Street/Great Newton Street	160	160	0	0%
Droylsden Rd/Great Newton St	729	731	2	0%
Smallwood Street/Great Newton St	139	151	12	8%
Old Church Road/Great Newton Street	929	955	26	3%
Silk Street/Smallwood Street	45	61	16	35%

Table 7.2 – Percentage Impact Assessment (2024 AM Peak)

Junctions	2019 AM Peak Hour			
	Base Traffic	With Assessment Traffic	Vehicle Increase	Percentage Increase
Apartment Site Accesses on Silk Street	59	86	27	46%
Droylsden Rd/Silk Street	761	771	11	2%
Cowley Street/Great Newton Street	173	173	0	0%
Droylsden Rd/Great Newton St	838	841	3	0%
Smallwood Street/Great Newton St	192	204	12	6%
Old Church Road/Great Newton Street	1111	1140	29	3%
Silk Street/Smallwood Street	84	101	16	19%

Table 7.3 – Percentage Impact Assessment (2024 PM Peak)

- 7.5.2 Following this initial assessment, and with consideration given to the existing levels of vehicular flow at the above junctions, junction capacity assessments have been prepared at the following junctions to provide comfort on the existing and future operation:

- Site Access junctions (For the apartment car parks to the north of Silk Street);
- Silk Street/Droylsden Road priority junction; and
- Old Church Road/Great Newton Street crossroads junction; and

7.6 Junction Capacity Assessments

Site Access Junctions (Apartment Car Parks)

- 7.6.1 The Site Access car parks are proposed to take the form of a priority-controlled T-junction and have been assessed using the TRL software package PICADY.
- 7.6.2 The PICADY results refer to the Ratio of Flow to Capacity (RFC) and the queue length predicted on each arm of the junction.
- 7.6.3 An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.
- 7.6.4 **Table 7.4** presents a summary of the PICADY results for the 2024 Base + Development scenario. The full PICADY outputs are provided in **Appendix E**.

Approach	2018 Base + Development			
	AM Peak		PM Peak	
	RFC	Max Q's	RFC	Max Q's
Site Access	0.05	0.05	0.02	0.02
Silk Street (East)	0.01	0.01	0.01	0.01

Table 7.4 – Site Access (2024 Base + Development Capacity Assessment)

- 7.6.5 **Table 7.4** illustrates that the Site Access priority junctions will operate with significant spare capacity in both the AM and PM Peaks for the future year of 2024.

Silk Street/Droylsden Road Priority Junction

- 7.6.6 The Silk Street/Droylsden Road priority junction has also been assessed using the TRL software package PICADY.
- 7.6.7 **Table 7.5** presents a summary of the PICADY results for 2019 Base and 2019 Base + Development, whilst **Table 7.6** presents the PICADY results for peak flows during 2024 Base and 2024 Base + Development. The full PICADY outputs are provided in **Appendix E**.

Approach	2019 AM Peak				2019 PM Peak			
	Base Flows		Base + Development		Base Flows		Base + Development	
	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's
Silk Street	0.04	0.04	0.06	0.07	0.16	0.19	0.17	0.20
Droylsden Rd (N)	0.01	0.02	0.02	0.02	0.00	0.00	0.01	0.02

Table 7.5 – Silk Street/Droylsden Road (2019 Base and Base + Development Capacity Assessment)

Approach	2024 AM Peak				2024 PM Peak			
	Base Flows		Base + Development		Base Flows		Base + Development	
	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's
Silk Street	0.05	0.05	0.07	0.07	0.18	0.21	0.19	0.23
Droylsden Rd (N)	0.02	0.02	0.02	0.02	0.00	0.00	0.02	0.02

Table 7.6 – Silk Street/Droylsden Road (2024 Base and Base + Development Capacity Assessment)

7.6.8 **Tables 7.5** and **7.6** illustrates that the Silk Street/Droylsden Road priority junction will operate with significant spare capacity in all scenarios, for both the AM and PM Peaks for the application year of 2019 and future year of 2024.

Old Church Road/Great Newton Street Crossroads Junction

7.6.9 The Old Church Road/Great Newton Street crossroads junction has also been assessed using the TRL software package PICADY.

7.6.10 **Table 7.7** presents a summary of the PICADY results for 2019 Base and 2019 Base + Development, whilst **Table 7.8** presents the PICADY results for peak flows during 2024 Base and 2024 Base + Development. The full PICADY outputs are provided in **Appendix E**.

Approach	2019 AM Peak				2019 PM Peak			
	Base Flows		Base + Development		Base Flows		Base + Development	
	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's
Great Newton (E)	0.07	0.08	0.09	0.09	0.33	0.49	0.36	0.54
Old Church (S)	0.06	0.10	0.07	0.12	0.08	0.15	0.10	0.22
Great Newton (W)	0.34	0.50	0.36	0.55	0.24	0.32	0.25	0.34
Old Church (N)	0.08	0.15	0.09	0.19	0.12	0.28	0.13	0.32

Table 7.7 – Old Church St/Great Newton St Junction (2019 Base and Base + Development Capacity Assessment)

Approach	2024 AM Peak				2024 PM Peak			
	Base Flows		Base + Development		Base Flows		Base + Development	
	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's	RFC	Max Q's
Great Newton (E)	0.08	0.09	0.09	0.10	0.37	0.59	0.40	0.66
Old Church (S)	0.07	0.12	0.08	0.14	0.09	0.18	0.12	0.27
Great Newton (W)	0.38	0.60	0.40	0.66	0.28	0.38	0.29	0.41
Old Church (N)	0.09	0.18	0.10	0.22	0.14	0.35	0.15	0.38

Table 7.8 – Old Church St/Great Newton St Junction (2024 Base and Base + Development Capacity Assessment)

7.6.11 **Tables 7.7** and **7.8** illustrates that the Great Newton Street/Old Church Street junction will operate with significant spare capacity in all scenarios, for both the AM and PM Peaks for the application year of 2019 and future year of 2024.

7.6.12 This takes into account both the residential development at Silk Street/Cowley Street and provides a sensitivity test for a 75-unit Care Home at the site off Millwright Street.

7.7 Conclusions

- 7.7.1 The Proposed Development would not result in a material or discernible worsening in highway performance in the current/future year.
- 7.7.2 An assessment has been undertaken at key junctions surrounding the proposed residential/care home development which has demonstrated significant spare capacity at all junctions.
- 7.7.3 In light of the above, it is reasonable to conclude that the Proposed Development would not have severe residual impact on the surrounding highway network in accordance with NPPF.

8.0 Transport Planning Policy

8.1 Introduction

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

8.2 National Planning Policy Framework (NPPF) – February 2019

8.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

8.2.2 Paragraph 11 states that:

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

8.2.3 For decision taking this means granting permission unless:

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

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

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

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

8.2.6 Paragraph 110 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.”*

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

8.2.8 The proposed development accords with the NPPF.

8.3 National Planning Practice Guidance (NPPG)

8.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

8.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a Transport Assessment is provided for a development of this scale, and that a Travel Plan would be necessary. The NPPG has been considered in the production of this Transport Assessment.

8.4 Manchester City Council: Core Strategy

8.4.1 The MCC core strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

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

8.4.3 Policy T2 of the MCC Core Strategy states:

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

8.4.4 Manchester City Council consider parking provision in the city centre on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.

8.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The Proposed Development would not prejudice the implementation of any of the strategic integration projects.

8.5 Greater Manchester's 4th Local Transport Plan

8.5.1 Greater Manchester published its fourth Local Transport Plan in February 2017, setting out the plans and spending priorities of Transport for Greater Manchester, the ten Greater Manchester Councils and other key partners in the short, medium and longer term.

8.5.2 The document concentrates on two main strategic areas:

A More Customer-Focused Transport System: Our Network Principles

- Integration at the Heart of our 2040 Transport Strategy
- An Inclusive Network
- Supporting a Healthier Greater Manchester
- Environmental Responsibility
- A Reliable Network
- A Well Maintained and Resilient Network
- A Safe and Secure Transport System

Our Greater Manchester Modal Principles for 2040

- A Multi-Modal Highway Network
- Developing a Comprehensive Walking and Cycling Network
- Public Transport Integration: Keeping Greater Manchester Moving in 2040
- Goods and Servicing

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

8.5.4 The proposed development is in accordance with the general principles of the Greater Manchester LTP4.

8.6 Conclusions

8.6.1 In summary, the development proposals are considered to be consistent with local and national transport planning policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

9.0 Summary and Conclusions

9.1 Summary

- 9.1.1 Curtins has been appointed on behalf of Manchester City Council to provide traffic and transportation advice in relation to a proposed residential development located to the north and south of Silk Street and to the east of Cowley Street in Newton Heath, Greater Manchester.
- 9.1.2 In addition, a 75-unit care home is also proposed at a site on Millwright Street. At this stage, the design of the building has not yet been prepared, however the Transport Assessment will look to provide a sensitivity test by assessing the vehicular impact on the local highway network.
- 9.1.3 The proposals comprise a combination of 21.no houses and 54.no residential apartments which would comprise a split of 1-bed and 2-bed units.
- 9.1.4 Vehicular and cycle parking are to be included at ground level, with driveways providing off-street parking for the houses to be located on the southern extent of Silk Street and Cowley Street, and two separate surface car parks to be provided to the north of Silk Street for the apartments.
- 9.1.5 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance.
- 9.1.6 Following a review of PIA data, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposals.
- 9.1.7 As the site is currently vacant, all trips generated by the Proposed Development will therefore be considered new to the network. Through analysis of the TRICS Database, it is demonstrated that the residential development would generate a total of 27 two-way trips in the AM Peak period and 27 two-way trips in the PM Peak. The proposed care home development would likely generate a total of 14 two-way trips in the AM Peak period and 17 two-way trips in the PM Peak.
- 9.1.8 Junction capacity assessments have confirmed that the Site Accesses, the Silk Street/Droylsden Road priority junction and the Great Newton Street/Old Church Street priority junction will all operate with significant spare capacity in both the AM and PM Peaks for all scenarios in the observed year of 2019 and the future year of 2024.
- 9.1.9 On that basis, it is concluded that the traffic impact of the Proposed Development is immaterial and would not result in a severe residual impact.
- 9.1.10 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development is in general accordance with such policies and guidance.

9.2 Conclusions

- 9.2.1 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Plans

Drawings

Appendix A – Proposed Site Layout Plan

Appendix B – TfGM Personal Injury Accident Data (5-Year Period)

Appendix C – TRICS Output

Appendix D – Traffic Figures

Appendix E – Junction Capacity Assessment Results

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