

Vine Street, Manchester

Highway and Transport Technical Summary

[VN201796]

Site and Access Layout

1. Vehicular access to the 25-unit residential development is proposed via a new priority-controlled T-junction with Vine Street. The access road will take a cul-de-sac formation, consistent with many of the surrounding streets, including the new residential development off Grapevine Avenue immediately to the south.
2. The access road has been designed in accordance with national design guidance, with the internal road providing a width of 5.5m, with 2.0m footways on either side that will tie in with existing kerbing on Vine Street.
3. The internal road has been designed to safely accommodate turning movements of a large refuse vehicle in accordance with Manchester's refuse vehicle requirements (vehicle dimensions: 11.5m x 3.0m).
4. Vehicle speeds along Vine Street are slow due to its residential nature, the presence of on-street parking and traffic calming measures that are in place. At the proposed access junction an appropriate and safe visibility distance of at least 25m will be provided in both directions along Vine Street, with a greater field of visibility available to the north.
5. The site will be provided with the following parking allocation: 1 space per 2 & 3-bedroom units and 2 spaces per 4-bedroom unit. This level of parking will be in accordance with the Council's guidance, and given the sites social and sustainable credentials is considered to accurately reflect car parking demand associated with the proposed development.
6. All units will be provided with secure cycle parking facilities.

Highway Capacity and Impact

7. The number of vehicle trips that will result from the proposal has been generated using survey data obtained from residential developments within the UK with similar characteristics to that of the proposal.
8. Applying the survey data, the proposed 25-unit development would see a total of 9 vehicle movements in the morning peak hour (less than one vehicle every six minutes) and a total of 13 vehicle movements in the evening peak hour (less than one vehicle every four minutes).
9. This minimal addition of vehicle trips would be unnoticeable on the ground and would have no adverse effect on the operation of the local highway network.

Site Accessibility

10. The site is very well located to encourage and facilitate journeys by sustainable modes and is located within walking and cycle distance to a number of key local amenities.
11. In accordance with Greater Manchester's Transport for Sustainable Communities: a guide to developers *"as a rule of thumb, 400m metres (about 5 minutes' walk) is often taken as the distance people are prepared to walk to a bus stop. In general, people are prepared to walk further to rail or Metrolink services: up to 800 metres or more."*
12. The site is located within 400m of several bus stops, with the closest stops located on Jetson Street, Abbey Hey Lane and the A635 Ashton Old Road. These stops provide services to Stockport, Ashton, Newton Heath, East Didsbury and Manchester City Centre.
13. Using the existing network of interconnected footways, the site is located 650m east of Gorton Station, which is considered an 'acceptable' walk distance from the site. Gorton Station provides regular services to Glossop and Hadfield to the east and Manchester Piccadilly to the west.
14. A number of metro stations, including Edge Road and Cemetery Road are located within a short cycle, these journeys assisted by Manchester's established cycle network.
15. A site wide Travel Plan will be implemented, to promote, encourage and raise awareness of the wide variety of sustainable travel options to/from the site.

Key Conclusions

16. The key conclusions are as follows:
 - The site access arrangements and on-site parking provision are appropriate and conform to national and local policy and objectives;
 - The development will have no negative impact upon the operation of the surrounding highway network;
 - The site is suitably located in terms of sustainable modes of travel.