

REPORT

Kirkland Developments Ltd

Proposed Residential Development, Vine Street, Abbey Hey,
Gorton, Manchester

10/12/2020

VN201796

Transport Statement

Report control

Document: Transport Statement

Project: Proposed Residential Development, Vine Street, Abbey Hey, Manchester

Client: Kirkland Development Ltd

Job number: VN201796

File origin: N:\Vectos Job Data\2020\VN201796 Vine Street\Docs\Reports

Document checking

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Issue	Date	Status	Checked for issue
1	08/12/20	V1-DRAFT	AS
2	10/12/20	FOR SUBMISSION	AS

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Drawings

VN201744-D100
VN201796-TR100
VN201796-TR101

Visibility Splays (2.4m x 25m)
Swept Path Analysis: Large Refuse Vehicle
Swept Path Analysis: Large Refuse Vehicle

Appendices

Appendix A	Site Boundary
Appendix B	Framework Travel Plan
Appendix C	Proposed Site Plan
Appendix D	TRICS Output File

1 Introduction

Introduction

- 1.1 This Transport Statement (TS) has been prepared by Vectos on behalf of Kirkland Development Ltd to consider the highways and transport issues relating to a planning application for a proposed residential development, on a vacant brownfield site to the west of Vine Street, Abbey Hey, Manchester. The proposal will deliver a total of 25 dwellings (social/affordable housing) and the provision of a new vehicular access point onto Vine Street. Each dwelling will provide off-street parking through a driveway, a comprehensive landscaping scheme and boundary treatment design.
- 1.2 The site is located within Manchester, with the local planning and highway authority being Manchester City Council (MCC).
- 1.3 The application site has been subject to a number of previous planning applications, these have recently included: in 2008 the application site formed part of a wider site that was subject to a 62-unit residential scheme (planning reference: 085653/FO/2008/N2). This application was withdrawn in October 2008. The application site was then later subject to a further planning application for the proposed erection of a specialist rehabilitation and recovery facility (planning reference: 102193/FO/2013/N2). This application was approved in July 2013.

Scope of Report

- 1.4 The scope of this report, particularly in relation to the design of the site access junction, has been discussed with Highway Officers at MCC.
- 1.5 This TS considers the following:
- The site and the local transport conditions;
 - Access to the site by sustainable modes of transport;
 - Review of vehicle access to the site, including servicing arrangements;
 - The proposed trip generation associated with the development proposal and their effects upon the surrounding highway network; and
 - Car parking provision.

Report Structure

- 1.6 The remainder of the report is structured as follows:
- Section 2 considers the site location and baseline transport conditions in the vicinity of the site;
 - Section 3 provides an audit of the accessibility of the site by sustainable transport modes;
 - Section 4 details the Framework Travel Plan;
 - Section 5 details the development proposals, including Swept Path Analysis;
 - Section 6 provides an assessment of the forecast trip generation of the development and the effect of the proposed development upon the operation of the surrounding highway network; and
 - Section 7 provides a summary and conclusion.

Report Purpose

- 1.7 This TS demonstrates that Vine Street is suitably located in terms of sustainable modes of travel and that the development will have no negative impact upon the operation of the surrounding highway network.
- 1.8 This TS also demonstrates that the site access arrangements and on-site parking provision are appropriate and conform to national policy and local objectives.

2 Site Location and Baseline Transport Conditions

Site Location

- 2.1 The proposed development site is located on the western side of Vine Street. The application site is bounded to the east by Vine Street, which is a residential street characterised by traditional terraced housing. The north of the site is bounded by a tree lined railway embankment, the south by a number of new residential properties (planning reference: 104855/FO/2014/N2), and to the west a small industrial estate, named the Enterprise Trading Estate.
- 2.2 The location of the site in the context of the surrounding highway network is shown in **Figure 2.1**. Refer to **Appendix A** for a site boundary plan.



Figure 2.1: Site Location

- 2.3 The application site is currently a vacant brownfield site. The area was formally a railway cutting site and was in-filled in the 1990's. There is currently an overgrown and unused vehicle entrance off Vine Street in the north eastern extent of the site, in proximity to the junction with Burstead Street. This existing access is not an adopted road - refer to **Figure 2.2**.



Figure 2.2: Existing Informal Vehicular Entrance off Vine Street

- 2.4 Vine Street itself has a 7.3m wide carriageway, which narrows to a width of approximately 6.0m as it passes over the railway bridge to the north. Vine Street has 1.5m-1.8m footways on its western side and a 2.0m footway on its eastern side. Vine Street is lit and has a posted speed limit of 30mph. Vine Street is traffic calmed with speed bumps to help control traffic speeds and enhance the pedestrian environment, meaning vehicle speeds along Vine Street are lower than the posted limit, at approximately 20mph.
- 2.5 Vine Street forms a north-south route connecting Ashton Old Road (A635) in the north and Abbey Hey Lane in the south, both with priority T-junction arrangements. Ashton Old Road is an arterial route into Manchester City Centre. Abbey Hey Lane serves a largely local function, providing access to and from a number of residential roads, but also connecting to the extended highway network towards Hyde Road (A57). Both Ashton Old Road and Abbey Hey Lane have footways on both sides of their carriageway, providing access to a range of local shops, bus stops and other amenities. Vine Street also provides access onto local residential streets to the east including: Burstead Street and Wycombe Avenue etc.

Highway Safety Record

- 2.6 Accident data for the highway network in the vicinity of the application site has been reviewed via reference to the CrashMap online database. Data for the most recent five-year period has been obtained, and the accident location plot is shown in **Figure 2.3**.

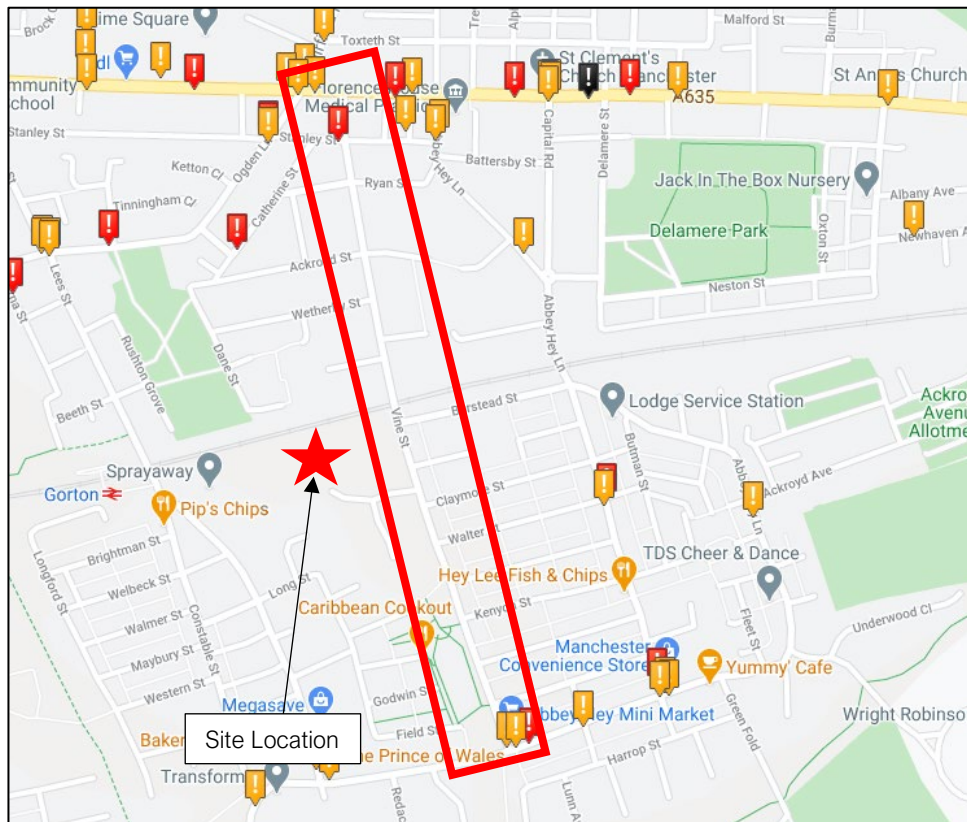


Figure 2.3: Accident Location Plot (2015-2019)

- 2.7 It can be seen from **Figure 2.3** that within the last five years there has only been one accident on Vine Street, at the Stanley Street/Vine Street junction. No accidents were recorded on the Ashton Old Road/Vine Street priority T-junction. Nor were any experienced at the Burstead Street/Vine Street junction, which is close to the proposed site access. A total of three accidents occurred in proximity to the Abbey Hey Lane/Vine Street junction, two of slight severity and one serious. This record suggests a good safety performance along Vine Street and at the key junctions.
- 2.8 It is therefore concluded that there are no known highway design features that contribute to the occurrence of accidents and no specific safety issues that need to be addressed as part of the development proposal.

3 Accessibility Audit

- 3.1 The proposed residential site benefits from proximity to sustainable transport infrastructure, presenting the opportunity for residents to benefit from a variety of non-car modes. The opportunity to access the site via walking, cycling and public transport is considered within this section.

Walking

- 3.2 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, 'walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km'. It is suggested that, for commuting, 2km is a preferred maximum distance, and up to 400m is a desirable walking distance to bus stops.
- 3.3 A 2km walk distance extends to a wide catchment, including Abbey Hey, Fairfield, Openshaw, Debdale and southern areas of Droylsden. A number of significant areas are therefore within a reasonable walk distance of the site, for purposes such as for employment, leisure and local amenities. Within 800 metres of the site there are a variety of education facilities such as, St Clement's C of E Primary School and New Roundhouse building. Within 2km of the site there is, Abbey Hey Primary School, Wright Robinson Sports College, St Anne's R C Primary School, Fairfield Highway School for Girls, Fairfield Road Primary School, Manchester Road Primary School, Higher Openshaw Community School, Varna Street Primary School and Gorton North Children's Centre.
- 3.4 Gorton Rail Station is also less than a 800m walk from the site, which provides frequent services to and from Manchester Piccadilly.
- 3.5 A number of everyday amenities are also included within the 2km catchment, such as an Aldi superstore, a Tesco, a Lloyds TSB bank, a number of post offices, Abbey Hey Clinic, Fairfield Golf and Sailing Club and Fairfield train stations.
- 3.6 **Table 3.1** provides a summary of the walk and cycle distances and times from the site to some of the key local amenities.

Local Amenity	Approximate Distance	Approximate Journey Time (minutes)	
		Walk	Cycle
Openshaw Superstore	450m	5 min	2 min
Peak Pharmacy	500m	7 min	2 min
Gorton Train Station	600m	8 min	2 min
Abbey Hey Clinic	600m	8 min	2 min
Ashton Old Road Post Office	600m	8 min	2 min
Wright Robinson Sports College	850m	10 min	3 min
Tesco Superstore	1.3km	18 min	5 min
Fairfield Station	1.4km	18 min	5 min
Aldi Superstore	1.7km	22 min	6 min

Table 3.1: Local Amenities in Proximity to the Site

- 3.7 As can be seen from the table above, the site is located within close proximity to a number of key local amenities including retail, health, education, and leisure facilities.
- 3.8 Available pedestrian facilities in proximity to the site are of a good standard and include varying width footways on the eastern and western side of Vine Street, generally in excess of 1.8m in width. Vine Street is also traffic calmed with speed bumps to help control traffic speeds and enhance the pedestrian environment.
- 3.9 To the north, Ashton Old Road is well served in terms of pedestrian facilities with footways on both sides of the road being in excess of 3.0m in width. There is also a controlled pedestrian crossing facility at the junction with Fairfield Road to the

west and a further controlled pedestrian crossing to the east, past the junction with Capital Road. These footway links provide access to many local amenities such as local convenience stores, pharmacies, and cafes.

- 3.10 The footways on Vine Street also connect the site onto Abbey Hey Lane, which connects the site with local education and leisure facilities and provides onward connections to numerous residential areas in the south.
- 3.11 The site is therefore considered to be accessible by foot.

Cycling

- 3.12 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's Local Transport Note 1/20 Cycle Infrastructure Design (2020) states that, 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'. The now superseded PPG13 "A guide to better practice", identifies that people are prepared to cycle up to 8.0km. It can therefore be concluded that approximately 4.0km represents a reasonable average cycling distance and that 8.0km is a maximum realistic range for the average cyclist.
- 3.13 A cycle catchment of 4km around the site extends to Abbey Hey, Fairfield, Openshaw, Debdale, Droylsden, North Reddish and western areas of Manchester City Centre. This shows a significant catchment within a 4km cycle ride, providing large areas from which residents could potentially cycle to and from work, whilst a number of key local transport facilities are well within this cycle catchment, including a number of local rail stations, providing opportunities for multi-modal trips.
- 3.14 Available cycle facilities in proximity to the site are of a good standard, and whilst specific cycle facilities are not provided on Vine Street itself, the road is traffic calmed and is considered to be appropriate for on-carriageway cycling, whilst Ashton Old Road is designated as a main cycle route in the vicinity of the junction with Vine Street. The site is also in close proximity to a variety of traffic free routes and the National and Regional Cycle Network (Routes 60 and 85). **Figure 3.1** shows the cycle infrastructure which lies within the immediate vicinity of the site.

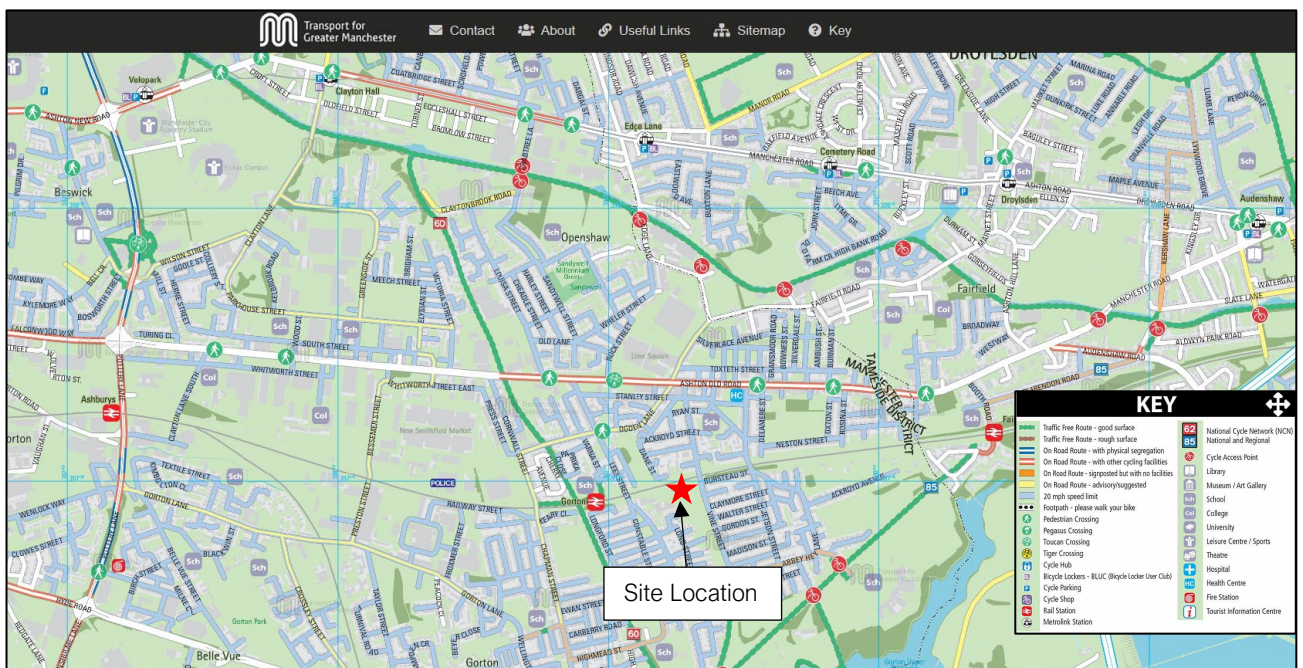


Figure 3.1 – Manchester Cycle Network Map

- 3.15 The Manchester Cycleway, a segregated off-road cycle route is located 500m to the south and west of the Vine Street site. The Manchester Cycleway provides a link between Chorlton in West Manchester through Fallowfield and Levenshulme, through Gorton and East Manchester to Sportcity. A copy of the Manchester Cycleway map can be found below:

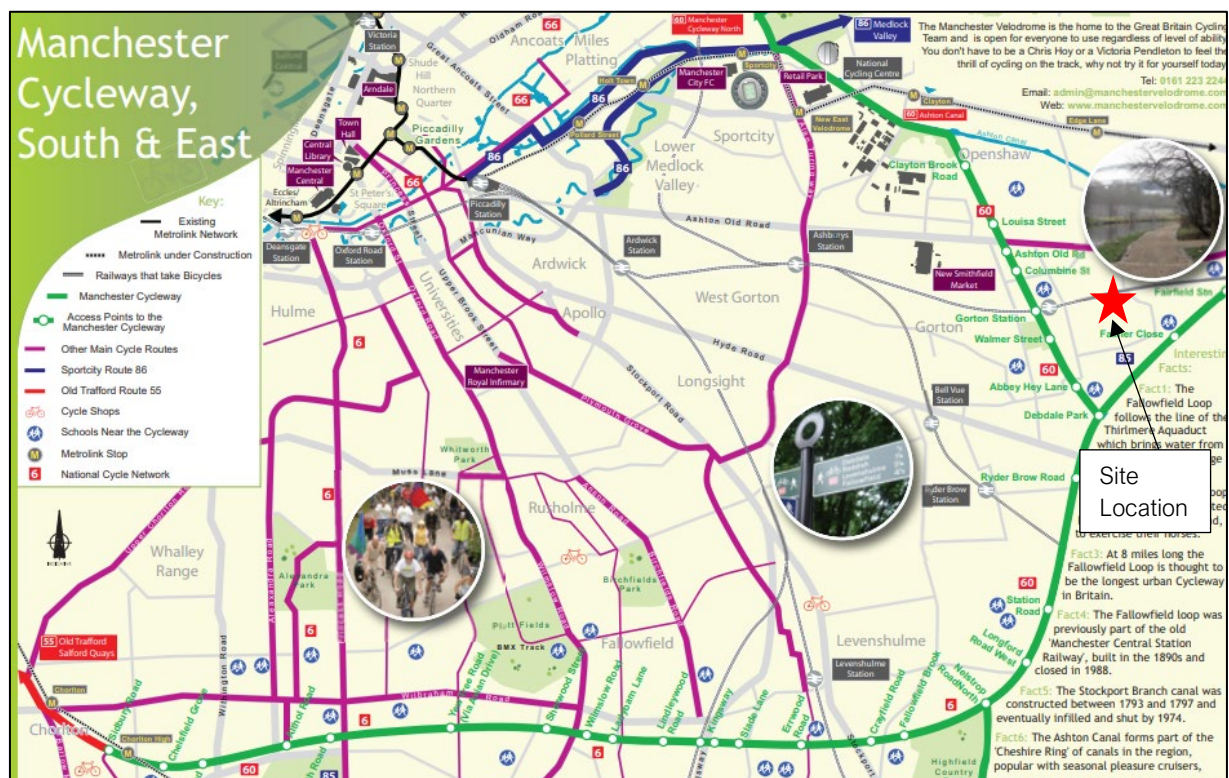


Figure 3.2 – Manchester Cycleway Map

- 3.16 It is therefore apparent that there is a good level of existing cycle infrastructure in the surrounding area that will help to facilitate cycle trips to / from the site. Within the proposal each dwelling will be provided with a secure cycle storage, which will encourage use of the surrounding cycle infrastructure.

Bus

- 3.17 Guidance published by the Institution of Highways and Transportation 'Planning for Public Transport in Developments' recommends that the maximum distance to a bus stop from new development should be 400m - roughly equating to a four/five-minute walk.
- 3.18 A number of bus stops are provided within 400m of the site, with the closest bus stop provide approximately 225m east of the site on Jetson Street (stop: Courier Street). Further bus stops are provided on Abbey Hey Lane and the A653 Ashton Old Road, all within 400m of the site. These stops are served by a number of scheduled high frequency public bus services which are summarised in **Table 3.2**.

Service	Route	Typical Weekday Frequency	Typical Saturday Frequency	Typical Sunday Frequency
7	Stockport - Ashton	1 per hr	1 per hr	-
7A/7B	Stockport - Ashton	1 per hr	1 per hr	-
171	Newton Heath - East Didsbury/Chorlton	1 per hr	1 per hr	
219	Manchester City Centre - Ashton / Stalybridge	5 per hr	5 per hr	5 per hr
221	Manchester - Ashton / Stalybridge	Morning and Evening Services only (Mon-Fri)		

Table 3.2 – Summary of Bus Services from Stops within 400m of the Site

*not include school bus services

- 3.19 As can be seen from **Table 3.2**, the Vine Street development would benefit from a high level of access to bus facilities, with the 219 service in particular offering a high frequency service into Manchester Centre, with a journey time of approximately 18 minutes. This would provide opportunities for residents and visitors to commute to and from the site by bus.
- 3.20 The site is therefore considered to be well located in relation to the bus network.

Rail & Tram

- 3.21 The nearest major rail station is Gorton Station, which is located 600m to the west of the site (approx. 8-minute walk/2-minute cycle). This provides regular services (approximately every 30 mins) to Glossop and Hadfield to the east and Manchester Piccadilly to the west.
- 3.22 In addition, Fairfield rail station is located 1.4km to the east of the site (approx. 18-minute walk/5-minute cycle). This station offers two services an hour to Manchester Piccadilly and Rose Hill Marple.

- 3.23 The nearest metro station(s) are located approximately 1.6km to the north of the site (stops: Edge Road and Cemetery Road). These stops are located on the Ashton-Under-Lyne to Eccles line.
- 3.24 All of these stations are located within a 2km walking/cycling catchment of the site, and hence it is concluded that the proposed development site is very accessible by rail.

Summary

- 3.25 A review of the accessibility of the site by sustainable transport modes has been undertaken and it has been found that the site is highly accessible by a range of sustainable travel modes, being within a short walk. The site is also well located and equipped to encourage and facilitate journeys by cycle, lying close to an established network of cycle routes. The site is also close to bus stops and rail stations providing frequent links to Manchester City Centre and more other local destinations.
- 3.26 In summary, the site is considered to be located in a highly accessible location, providing residents and visitors with a number of viable alternatives to car use for travel to / from the site.

4 Framework Travel Plan

- 4.1 A Framework Travel Plan (TP) for the site can be found in **Appendix B** of this report. The TP outlines measures and initiatives which will be implemented to raise awareness and encourage residents and visitors to utilise the wide variety of sustainable modes that are located in close proximity to the site.

5 Development Proposals

Built Proposals

- 5.1 The planning application proposes a development of 25 residential units of social/affordable/intermediate rent housing. It is proposed that the site will be accessed via a new simple priority junction off Vine Street. The proposed development layout is provided in **Appendix C** of this report.

Vehicular Access

- 5.2 Vehicular access to the development is proposed via a new priority-controlled T-junction with Vine Street. The access will be located in the northeastern extent of the development, between 83/85 Vine Street. The junction will be staggered with Burstead Street to prevent drivers from driving straight across from the site into Burstead Street. The existing informal entrance point will be reinstated with kerbing. The site access solution has been developed to minimise the impact on existing trees that are found within the highway along this section of Vine Street.
- 5.3 The principle of the proposed arrangements has been subject to discussions with Highway Officers at MCC and the proposed staggered arrangement with Burstead Street was considered acceptable.
- 5.4 Visibility splays of at least 2.4m x 25m will be provided in both directions, although a greater field of visibility is available to the north. These visibility splays are in accordance with national guidance (Manual for Streets (MfS's)), for residential streets that are subject to 20mph speed limits – refer to **Drawing VN201796-D100**. Visibility requirements for 20mph roads have been applied, as it is considered speeds on Vine Street are much lower than the posted speed limit. This approach has been agreed with Highway Officers at MCC, as the residential character of the street, on-street parking arrangements and traffic calming measures that are in place on Vine Street, considerably reduce vehicle speeds in the area.
- 5.5 The two smallest of the highway trees along the Vine Street frontage currently conflict with the proposed access and visibility splay requirements. These two trees will be removed under the proposal, so access can be gained to the site and unobstructed visibility of at least 25m is provided in both directions.
- 5.6 A residential road hierarchy is to be promoted whereby the internal layout will provide a minimum width of 5.5 metres, with gentle curves in the road alignment to provide a natural control of vehicle speeds. Double yellow lines will be provided at the access road, on the development side only.
- 5.7 The proposed site access will have 2 metre footways on either side of the carriageway, which will continue into the site and link with the existing pedestrian infrastructure located along Vine Street and the surrounding highway network. These footways will identify clear pedestrian routes alongside the main carriageway, with street lighting provided at regular intervals. The junction will accommodate 6 metre corner radii, set in accordance with MfS's.
- 5.8 The new access road will become adoptable highway. However, in order to accommodate a retaining wall close to the carriageway, the western extent of the access road will transition into a small area of 'private road'.

Servicing Arrangements

- 5.9 The residential development has been designed in such a manner as to ensure that service vehicles (i.e. refuse collections, deliveries) can access as required, but with highway design and geometry that is not dominated by occasional need. The site layout will accommodate an internal refuse vehicle turning area to enable a refuse vehicle to circulate, turn and exit the site in forward gear.
- 5.10 **Drawing VN201796-TR100** and **Drawing VN201796-TR101** shows that a large refuse vehicle (dimensions in accordance with MCC refuse vehicle requirements) can access and egress the site successfully in forward gear. A smaller emergency vehicle such as a fire tender would also be able to make this manoeuvre.

Parking

- 5.11 The current car parking standards contained within the Manchester City Council Core Strategy (Appendix B) do not cover new residential developments (C3 land use). Further guidance on residential parking standards are set out in the Residential Quality Guide, *“there is no one size fits all approach and car parking should be considered on a site by site basis”*. As such, car parking levels for the site have been based upon previous experience of parking demand for social/affordable housing uses and the social and sustainable credentials of the site.
- 5.12 It is proposed that the site will be provided with 1 space per 2-bedroom house, 1 space per 3-bedroom house and 2 spaces per 4-bedroom house. All parking will be provided in the curtilage of the site; parking for Plot 1 will be provided off a new single vehicular crossover from Vine Street and all other spaces will be provided off the new internal access road – refer to **Appendix C**.
- 5.13 Each parking space could have capacity for electric vehicle (EV) provision – **refer to Appendix C**.
- 5.14 It has already been established that the site is extremely accessible by means of active travel and to high quality public transport services. The developer also intends to provide a sustainable development (inclusive of an implemented Travel Plan) that does not lock in car dependence through the over-provision of car parking spaces, and that is cognisant of local car ownership levels and the social/sustainable credentials of the site. It is therefore considered that the on-site parking provision is appropriate and will accurately reflect car parking demand associated with the proposed development.
- 5.15 The proposed level of parking provision has been subject to initial pre-application discussions with Officers at MCC, with the proposed level of provision regarded as suitable.
- 5.16 Each dwelling will be provided with secure cycle parking facilities – refer to **Appendix C**.

6 Forecast Trip Generation

TRICS Trip Forecasts

- 6.1 A trip generation forecast for the proposed development has been undertaken using the TRICS (7.7.2) trip rate database.
- 6.2 The TRICS trip rates have been generated following a search of the database utilising the following parameters:
- Land use: Residential Category: Social/affordable Housing
 - Republic of Ireland, Wales, Scotland and Greater London sites excluded.
 - Filter Selection: Per Dwelling
 - Suburban area and edge of town locations.
 - Date range: 01/01/12 to 19/10/18.
- 6.3 The full TRICS output is provided at **Appendix D** to this report with a summary of the weekday morning and evening peak hour trip rates shown in **Table 6.1**, along with the resulting trip forecasts for the 25 units.

	Trip Generation: Residential					
	Trip Rate Per Dwelling			Trip Generation: 25 Units		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM	0.141	0.219	0.36	4	5	9
PM	0.286	0.23	0.516	7	6	13

Table 6.1 – Forecast Trip Generation

- 6.4 As can be seen from **Table 6.1** the trip profile for the 25 dwellings is understandably low. The proposed development could see 9 two-way vehicle movements in the morning peak hour and 13 in the evening peak hour. This equates to less than one additional vehicle every 6 minutes in the morning peak hour and less than one additional vehicle every 4 minutes in the evening peak hour.
- 6.5 The assessment presented can be considered as particularly robust given that the site benefits from extensive existing infrastructure for pedestrians and cyclists and is well located to cater for travel by public transport. The site will implement a Travel Plan to further encourage sustainable modes to and from the site – refer to **Appendix B**.

Summary

- 6.6 It can be concluded that the impact of the development vehicular trips throughout the day would be imperceptible on the ground and would fall within daily fluctuations of traffic flow. It is therefore concluded that the proposed development will not result in any material changes to the operation of the surrounding highway network and would certainly not result in any severe highway impacts, as is the test defined within the National Planning Policy Framework (NPPF).

7 Summary and Conclusion

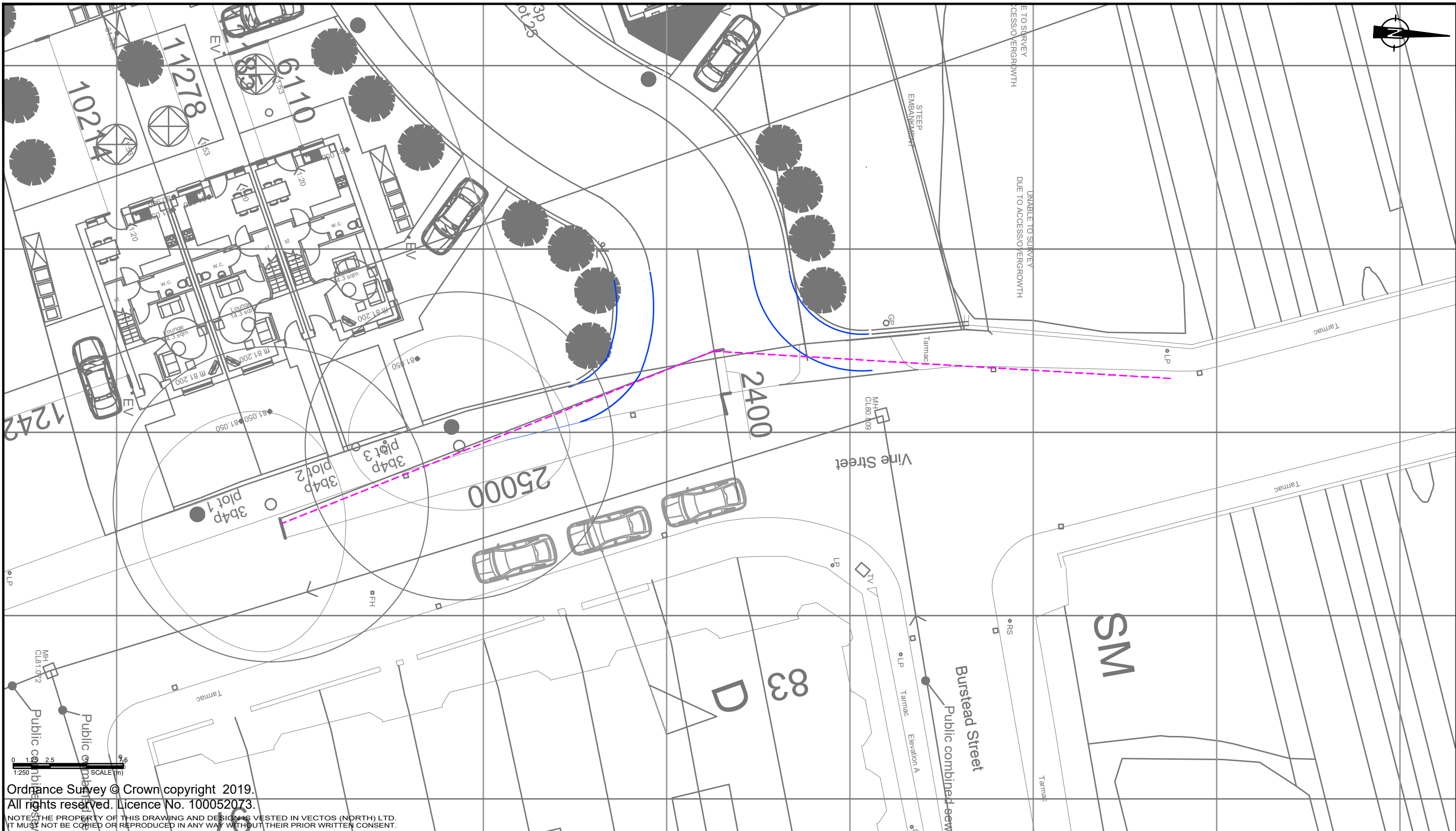
Summary

- 7.1 This Transport Statement (TS) has been prepared by Vectos on behalf of Kirkland Development Ltd to consider highways and transport issues related to a planning application for a proposed residential development on a vacant brownfield site to the west of Vine Street, Abbey Hey, Manchester. The proposal will deliver a total of 25 dwellings and the provision of a new vehicular access point onto Vine Street.
- 7.2 The site has been subject to a number of previous planning application. In these applications access off Vine Street was deemed appropriate and there was no concern for highway safety or amenity.
- 7.3 The baseline transport conditions in the vicinity of the site have been reviewed through on-site observations (google maps) and accident records. It is concluded that there no known highway design features that contribute to the occurrence of accidents and no specific safety issues that need to be addressed as part of the development proposal.
- 7.4 A review of the accessibility of the site by sustainable transport modes has been undertaken and it has been found that the site is highly accessible by a range of sustainable travel modes, being within a short walk. The site is also well located and equipped to encourage and facilitate journeys by cycle, lying close to an established network of cycle routes. The site is also close to bus stops and rail stations providing frequent links to Manchester City Centre and more local towns.
- 7.5 The proposed development could result in a net traffic impact of 9 additional vehicle trips during the morning peak hour and 13 additional vehicle trips during the evening peak hour. This level of additional trip attraction will not have a negative impact on existing highway conditions in the vicinity of the site and will likely fall within daily fluctuations of traffic flow.
- 7.6 Vehicular access into the development is proposed via a new priority-controlled T-junction with Vine Street. The proposed access is designed in accordance with relevant guidance and is suitable to serve the proposed development traffic and servicing arrangements.
- 7.7 Car and cycle parking will be in accordance with the Council's standards and given the sites social and sustainable credentials is considered to accurately reflect car parking demand associated with the proposed development.
- 7.8 To further promote sustainable travel, prior to occupation the proposed development will be implemented with a Travel Plan.

Conclusion

- 7.9 In regard to paragraph 109 of the NPPF, it is considered that the development should not be prevented or refused on highways grounds as there will not be an unacceptable impact on highway safety and the residual cumulative impacts on the road network will not be severe.
- 7.10 Taking into consideration the findings of this report, Vectos recommends that planning permission is not withheld for the proposed development on transport and highways grounds.

Drawings



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

----- 2.4m x 25m Visibility Sightline

Vine Street Residential Development

Kirkland Developments Ltd

VISIBILITY SPLAYS

vectos.

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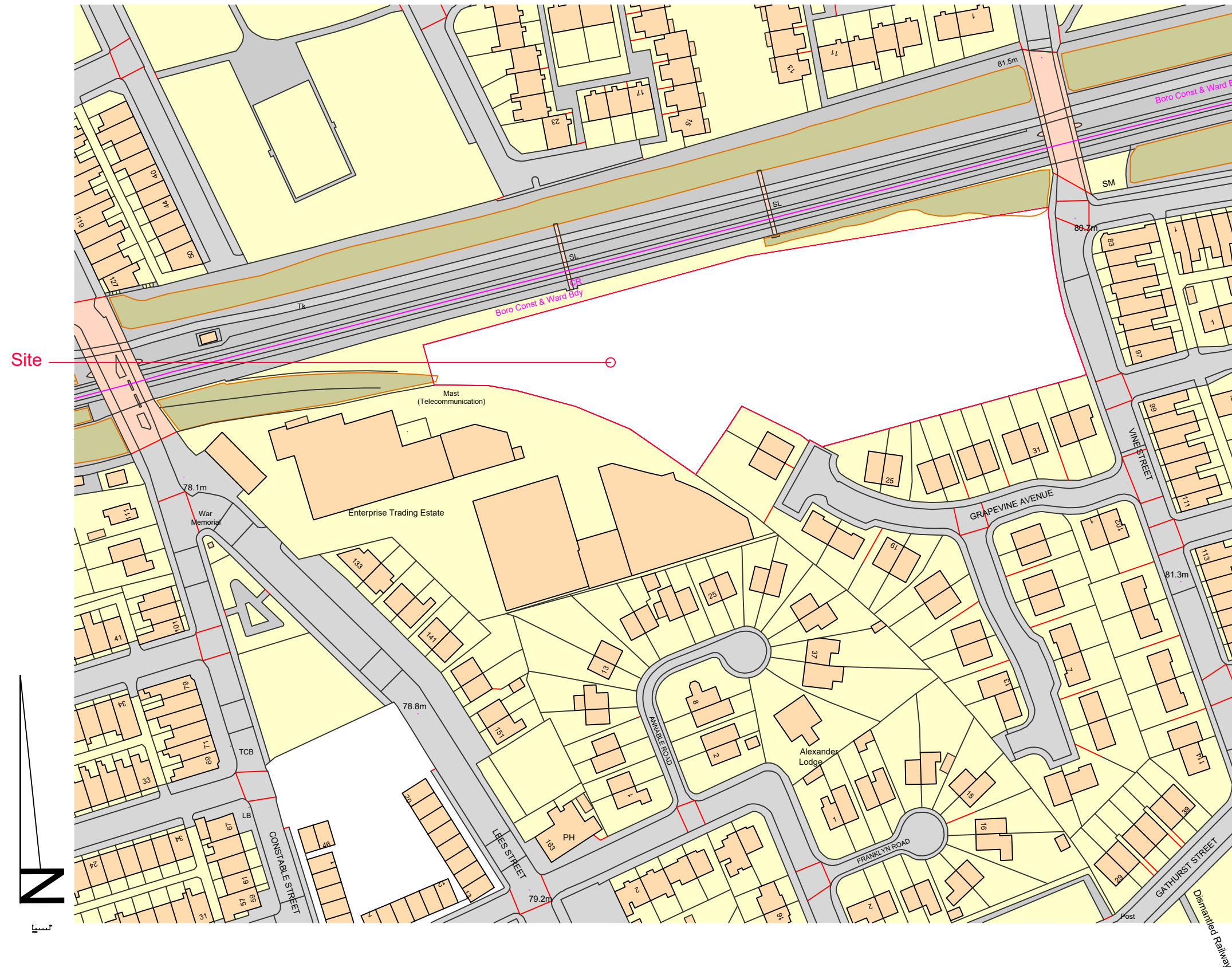
SCALES:
1/200 at A3

DRAWING NUMBER:
VN201796-D100

REVISION:

Appendix A

Site Boundary



VINE STEET, GORTON,
LOCATION PLAN.
1: 1250 @ A3

MANCHESTER

PLANNING
A3 original sheet size

18.13
PL01
05.10.20

rev X xxx
dwn MS

passed

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Appendix B

Framework Travel Plan

Framework Travel Plan

Introduction

This Framework Travel Plan (TP) has been prepared to encourage sustainable travel patterns as part of a development of 25 dwellings (social/affordable housing) on a brownfield site to the west of Vine Street in Manchester.

A TP is effectively a combination of information, proposals and incentives designed to promote sustainable travel modes and reduce the reliance on travel by private car and provide residents with the relevant information on alternative travel modes.

This document should be read in conjunction with the Transport Statement (TS), which outlines the development proposals in more detail and describes the accessibility to the site by sustainable modes.

It should be noted that this is a working document and is recognised as being the first stage in the TP process.

Site Accessibility

A review of the accessibility of the site by sustainable transport modes has been undertaken. It has been found that the site is highly accessible by a range of sustainable travel modes, being within a short walk to the application site, including Gorton train station (located within 800m of the site). The site is also close to bus stops served by buses providing frequent services to Manchester and the surrounding area. The site is also well located and equipped to encourage and facilitate journeys by walking and cycling, lying close to an established network of cycle routes and pedestrian links. Refer to **Chapter 3** of the Transport Statement for the full Accessibility Audit.

Travel Plan Objectives

This Framework TP will essentially seek to encourage minimal usage to and from the development by single-occupancy car trips. The key TP objectives are as follows:

- To encourage residents and visitors travelling to/from the site to use sustainable modes of transport;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To improve the health and well-being of residents of the development through the promotion of travel by walking and cycling; and
- To ensure that the development is accessible to the widest possible range of services.
- To provide a coordinated approach to developing sustainable transport initiatives across individual occupiers of the site and to provide a framework for a more detailed TP to be developed post-occupation.

It is aimed that the Full TP will be in place prior to occupation of the residential units.

Travel Plan Measures

All TP's should include consideration of the measures and initiatives, appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site. The measures that will be incorporated as part of this TP are as follows:

Marketing the Travel Plan: Travel Information Packs

Travel Information Packs will be distributed to all new residents immediately on occupation to ensure that they have all the information to make their travel choices. The Travel Information Pack will include website links and information on the following:

- Details on the Travel Plan and its purpose;
- Contact details of the Travel Plan Coordinator (TPC);
- Informational links and website details on the benefits of sustainable travel;
- Details of any incentives;
- Local walking and cycling routes where appropriate;
- Information on public transport services including schedules and maps;
- Information on key sustainable travel events and national awareness days;
- Information and marketing material on relevant car share schemes, car cubs and taxi sharing services;
- Information on the social, environmental, economic and health benefits of sustainable travel;
- Website links and information on Phone Applications on sustainable travel pages and national websites such as Sustrans;
- Feedback survey forms.

The Travel Information Pack will be distributed in digital format/email to make it easier for residents to access online information that is linked within the packs. It will however be available in printed format, on request, for those who do not have an email address or access to the internet.

The Travel Information Pack will be circulated to each resident/household prior to occupation of the site.

Measures to Promote and Encourage Walking and Cycling

The following measures are to be implemented to promote and encourage occupiers to walk and cycle;

- Local maps showing walking and cycling routes, which will be disseminated through the Travel Information Pack distributed by email;

- Information on local and national walking and cycling events, disseminated through the Travel Information Pack;
- Information on Bicycle User Groups (BUG) that may be operating within the local area, disseminated through the Travel Information Pack;
- Provide residents with information about the Government Bike Loan Scheme and provide information on local bike repair shops, disseminated through the Travel Information Pack
- Information on the economic, social, environmental and health benefits of cycling, disseminated through the Travel Information Pack;
- Each dwelling will be provided with secure cycle parking to the rear of each property – refer to **Appendix C**.

Measures to Promote and Encourage Public Transport Use

The following measures are to be implemented to promote and encourage occupiers to use public transport;

- Links to journey planning websites such as TraveLine, disseminated through the Travel Information Pack;
- Bus route maps and timetables (wymetro.com), disseminated through the Travel Information Pack;
- Information on the benefits of public transport use, disseminated through the Travel Information Pack;

Smartphone Apps

Within the Travel Information Pack residents of the site will be made aware of different smartphone apps that can help plan/map out journeys via foot, cycle, and public transport within the local area. These will be as follows;

App Icon	Application	Details on Application
	National Rail Enquires	This app gives you real time departure and arrivals at any railway station in the UK and is a journey planning tool and enables the purchase of rail tickets
	Trainline	The trainline app is probably the best way of purchasing rail tickets and enables users to use e-tickets on their device;
	Northern	This app lets users book discounted and other tickets from the local train operating company
	Stagecoach	This app provides live bus tracking, journey planning and enables users to buy Stagecoach bus tickets in the local area
	National Cycle Network	This app helps find your nearest cycle route; see this on a clear map with local points of interest. See bus stops and find stop codes to text for details of next arriving bus;
	Strava Cycling	This app enables users to track rides and see their progress. Compare your performance against others and join sponsored challenges

Next Steps, Monitoring & Review

To enable the success of the TP, a TPC will be responsible for the day-to-day management, implementation, and on-going monitoring for the life of the Travel Plan. At the time of preparing this report the elected TPC has not been confirmed, however, it is likely that this role will be taken up by the Housing Association Management. Prior to the site being occupied, a TPC will be appointed, with their contact details submitted to MCC once known.

The timescale for Travel Plan reviews and travel surveys will be included within the Final Travel Plan, which will be submitted prior to occupation of the site. However, DfT best practice guidelines state that monitoring of the TP should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan and to help establish initial travel targets;
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan. Monitoring should take place over a range of time periods to reflect the different pattern of journeys that can be generated by residential development. Travel Plan measures and targets will be reviewed, revised, and adjusted where appropriate at this stage.

Information gathered as part of the continuous monitoring and review process will be compiled into a Travel Plan Progress Report. This report will be produced at intervals to be agreed with Manchester City Council and will be made available to the local authority.

Appendix C

Proposed Site Layout

-
- Network Rail Access
- 10m safety zone from boundary
- 80m contour
- Site boundary
- Developable area
- Indicative floor and ground levels within plus or minus 500mm

car parking	
2 bedroom house	100%
3 bedroom house	100%
4 bedroom house	200%

Appendix D

TRICS Output File

Calculation Reference: AUDIT-715001-201120-1111

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 15 to 83 (units:)
 Range Selected by User: 15 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

2 days

25,001 to 50,000

4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000

1 days

75,001 to 100,000

2 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-03-B-01 NEWBOLD ROCHDALE	TERRACED HOUSES	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 43 Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL		
2	LC-03-B-02 BILLINGE STREET BLACKBURN	SEMI DETACHED / TERRACED	LANCASHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 15 Survey date: MONDAY 10/06/13 Survey Type: MANUAL		
3	NF-03-B-01 NELSON ROAD NORTH GREAT YARMOUTH	TERRACED HOUSES	NORFOLK
	Edge of Town Centre Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 13/09/17 Survey Type: MANUAL		
4	TW-03-B-01 SCEPTRE STREET NEWCASTLE UPON TYNE	TERRACED HOUSES	TYNE & WEAR
	Edge of Town Centre Residential Zone Total No of Dwellings: 83 Survey date: THURSDAY 18/10/18 Survey Type: MANUAL		
5	WL-03-B-01 BUTTERFIELD DRIVE AMESBURY	TERRACED HOUSES	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: TUESDAY 18/09/18 Survey Type: MANUAL		
6	WY-03-B-03 LINCOLN GREEN ROAD LEEDS	TERRACED HOUSES	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 29 Survey date: THURSDAY 19/09/13 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	45	0.041	6	45	0.123	6	45	0.164
08:00 - 09:00	6	45	0.141	6	45	0.219	6	45	0.360
09:00 - 10:00	6	45	0.138	6	45	0.167	6	45	0.305
10:00 - 11:00	6	45	0.126	6	45	0.115	6	45	0.241
11:00 - 12:00	6	45	0.108	6	45	0.115	6	45	0.223
12:00 - 13:00	6	45	0.115	6	45	0.126	6	45	0.241
13:00 - 14:00	6	45	0.123	6	45	0.115	6	45	0.238
14:00 - 15:00	6	45	0.134	6	45	0.197	6	45	0.331
15:00 - 16:00	6	45	0.286	6	45	0.230	6	45	0.516
16:00 - 17:00	6	45	0.238	6	45	0.164	6	45	0.402
17:00 - 18:00	6	45	0.286	6	45	0.216	6	45	0.502
18:00 - 19:00	6	45	0.164	6	45	0.138	6	45	0.302
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.900			1.925			3.825

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	15 - 83 (units:)
Survey date range:	01/01/12 - 19/10/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.