

PROPOSED DEVELOPMENT AT OLDHAM ROAD, NEWTON HEATH

TRANSPORTATION AND HIGHWAYS STATEMENT.

1 INTRODUCTION

1.1 This statement is been prepared in support of a planning application for a proposed showroom/office development. It provides information on the traffic and transport planning aspects of the development and forms a supplementary supporting document to assist in the determination of the planning application.

1.2 This report considers whether the proposed development can be undertaken in a sustainable manner and can be accommodated by the local transport network.

1.3 Following this introduction Section 2 provides a description of the existing site and the development proposals. Section 3 considers operational issues including traffic to be generated by the development; Section 4 discusses accessibility by non-car modes and Section 5 notes safety issues. Subsequently, Section 6 draws together the conclusions of the report.

2 SITE DESCRIPTION/LOCATION

2.1 The site is located in Newton Heath, to the North West of Manchester City Centre, between the City Centre and Oldham, and is currently undeveloped. The site lies immediately to the south of and fronting Oldham Rd. On the southern boundary of the site is a large distribution/warehouse facility. The site was formerly in retail use with previous buildings demolished several years ago.

2.2 The proposal is for a showroom/office/storage premises. A small office and reception showroom is to be provided at ground floor, a showroom at first floor and filing/storage at second floor. Total floor area is to be around 600sq.m.

2.3 The site is at the junction of Ridings Street with A62 Oldham Road, Newton Heath. Oldham Road operates with 2 lanes Eastbound at all times and 2 lanes Westbound (including peak hour bus lane), and provides a major arterial link into Manchester city centre from the Northeast of the conurbation, including Oldham and Rochdale.

2.4 Average Annual Daily Traffic (AADT) on Oldham Road is reported as 27777 vehicles two way with AAWT (average weekday) 29934 vehicles.

2.5 There is a fixed speed control camera in place on Oldham Rd eastbound.

2.6 No Waiting at Any Time restrictions are in place on both sides of Oldham Rd and on the radii from Ridings St onto Oldham Rd. A westbound bus lane on the A62 Oldham Rd site frontage is in operation at weekday peak periods. Oldham Road has a 30mph speed limit. There are no restrictions on waiting or loading on Ridings Street and Irlam Street. Ridings Street provides access to industrial/business premises and is subject to a 20mph speed restriction, though there are no physical features in place to restrict vehicle speeds.

2.7 Pedestrian access to the site is provided from Oldham Road for both staff and customers. Vehicular access and servicing is to be taken from Ridings Street.

2.8 Ridings Street primarily serves industrial premises fronting onto Ridings Street and onto Chapter Street. The larger of these premises have in curtilage parking and service yards to cater for staff and visitor parking and servicing. Site visits carried out at weekends and during the normal working day suggest significant spare capacity is available for short term on street customer parking (see photographs in Appendices). Two parking spaces are to be provided within the development curtilage, to include the formation of a new dropped kerb/footway crossing on Ridings Street.

2.9 Interrogation of Manchester City Council planning database confirms that outline planning approval was granted in 2012 for development of the former Jacksons Brickworks site off Ten Acre Lane with 500 dwellings and 3500sq.m B1 use (ref 098689/OO/2012/N1). This is the only significant development proposal within the immediate area of the site.

3 OPERATIONAL ISSUES

3.1 It is proposed that the business will only accept customers by appointment; normal viewing of merchandise to take place online with only limited display stock onsite.

3.2 In terms of customer traffic, daily expectation is a maximum of 8 vehicles per day. There is adequate on street parking to cater for anticipated visitor numbers.

3.3 The business operational model will minimise local impact from customer visits and servicing vehicles as the majority of stock is stored offsite and delivered to customers from other existing premises within Greater Manchester. Given the existing levels of vehicular traffic on Oldham Rd the additional traffic generated by the site is considered insignificant.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Guidance within the National Planning Policy Framework (NPPF) indicates that any new development proposal should extend the choice in transport mode and secure mobility in a way which supports sustainable development.

4.2 The presumption in favour of sustainable development is a key theme running through the framework and transport planning policies are seen as a key driver in delivering sustainable development and contributing to wider sustainability and health objectives by encouraging non-car use. To achieve these objectives paragraph 30 within NPPF states the when making decisions local authorities should:-

“Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport”

4.3 A core principle of NPPF is to manage patterns of growth to make fullest use of public transport, walking and cycling and focus development in locations which are or can be made sustainable.

The accessibility of the site has therefore been considered using the following modes of transport;

- By bus
- By light rail
- On foot
- By cycle

4.4 BUS

- i. The site is very well served by public transport with bus stops westbound approximately 20m from site and eastbound at 150m from site. The following bus services use these stops 24; 82; 83; 180; 181; 182; 184. Weekday intervals for buses between the Oldham area and Piccadilly Gardens Manchester at these stops between 2 and 5 minutes.
- ii. Services 53 and 88 stop at around 600m from site on A6010 Queens Road and Hulme Hall Lane with buses every 9 - 16 minutes on weekdays.

4.5 LIGHT RAIL

Metrolink lines H and I serve the Monsall and Central Park stops which are around 700m walking distance from the proposed development.

4.6 PEDESTRIANS

Footways are provided on both sides of Oldham Rd, and include dropped kerbs at junctions with minor roads. There is no tactile paving provision at uncontrolled crossing points. Pedestrian crossing facilities of Oldham Rd are provided at the signalised junction at Grimshaw Lane.

4.7 CYCLES

- i. There are no dedicated cycle facilities on Oldham Road other than the westbound bus/cycle lane. A6010 Hulme Hall Lane to the west of the site has short sections of advisory cycle lane leading to fully segregated cycle lanes and sections of mandatory cycle lane.
- ii. A cycle track is provided along the towpath of the Rochdale Canal which runs parallel to Oldham Road at approximately 200m from the site with access from the canal to the highway network at Hulme Hall Lane.
- iii. Shared cycle/pedestrian paths link Central Park Metrolink stop to Oldham Road.
- iv. Advanced cycle stop lines are provided at the junction of Queens Rd with Manchester Rd.
- v. Secure cycle storage is to be provided within the development.

5 ACCIDENTS

An interrogation of both Crashmap and the TfGM accident database records one accident (2014 - serious) at the junction of Ridings St with Oldham Rd in the last 36 months.

In the same period there were 4 accidents recorded at the nearby junction of Grimshaw Lane with Oldham Rd.

These accidents are broadly replicated at other junctions along Manchester Rd. It is not judged that the proposed development will have any detrimental impact on road safety given the limited amount of traffic to be generated.

6 SUMMARY

- The proposed development will generate low levels of vehicular and pedestrian traffic and is not expected to generate any adverse impact on the operation of the highway network or on the safety of highway users.
- The site is considered highly accessible by non-car modes with good public transport provision; high frequency bus services running along the site frontage and Metrolink stops within 700m walking distance. There is adequate pedestrian access provision, and linkages are available to the wider cycle network. There are therefore a range of mode choices available for employees and visitors to the site.
- Following development, junction visibility at Ridings St/Oldham Rd will meet both Manual for Streets and DMRB standards with “X distance” value exceeding 4.5m.
- The development will not require any highway/transport infrastructure improvements.

APPENDICES

PHOTOGRAPHS TAKEN WEEKDAY MID AFTERNOON ON RIDINGS ST



Looking north



Looking south