

Town & Country Planning Act 1990 (As Amended)

Manchester City Council

**Proposed residential development
at Windermere Close in Openshaw, Manchester**

Transport Statement

**VTC (Highway & Transportation Consultancy)
Vision House
29 Howick Park Drive
Preston
PR1 0LU**

**Tel : 01772 740604
Fax : 01772 741670
E-mail : vtc.consultants@btinternet.com
Web : www.vtc-consultancy.co.uk**

6th November 2019

C O N T E N T S

- 1. Introduction**
- 2. Site Locations and Existing Use**
- 3. Existing Highway Network**
- 4. Proposed Residential Development**
- 5. Traffic and Parking Impact of the Proposed Development**
- 6. Accessibility of the Proposed Development by Sustainable Transport (Walking, Cycling & Public Transport)**
- 7. Conclusions and Recommendation**

References

Appendix 1 – Site Location Plan

Appendix 2 – Road Safety Information

Appendix 3 – Proposed Development Layout

Appendix 4 – Traffic Generation Information

Appendix 5 – Sustainable Transport Information

Photographs

1. Introduction

1.1 This Transport Statement has been prepared on behalf of One Manchester to accompany the planning application for a proposed residential development proposal at Windermere Close in Openshaw on the east side of Manchester. The proposed development will provide 6 affordable dwellings in a sustainable transport location that is conveniently located for access to existing bus services and Ashburys railway station.

1.2 During the preparation of the report, the following investigations have been carried out :

- an examination of the existing site and the local highway network, including parking surveys at different times of the day and week.
- an examination of the road safety records for the existing highway network,
- an examination of the proposed development plans including the provision for pedestrians, cyclists, parking and service vehicles,
- an assessment of the traffic impact of the proposed development on the existing highway network, and
- consideration of the accessibility of the proposed residential development by sustainable transport – walking, cycling and public transport.

1.3 The following sections describe these investigations.

2. Site Location and Existing Use

- 2.1 The proposed development site is located off Windermere Close in the Openshaw area of Manchester. The site is located in an existing residential area to the north of Ashton Old Road and east of Alan Turing Way, as shown on the plans in Appendix 1.
- 2.2 The proposed development site is an area of open space and is shown in Photograph 1.

3. Existing Highway Network

- 3.1 Windermere Close is a residential access road with a 20 mph speed limit. The road carries a low volume of traffic and has a low level of on-street parking on a typical day and evening, as shown in Table 1. The road has street lighting and footways on both sides of the road. Windermere Close is shown in Photograph 2.

Day / Time	No. of cars Parked in Windermere Close
Monday 20.5.19 at 8.00 p.m.	6
Thursday 23.5.19 at 8.00 p.m.	5
Friday 24.5.19 at 2.00 p.m.	6
Sunday 26.5.19 @ 9.00 p.m.	7
Wednesday 29.5.19 @ 8.30 p.m. (concert at the Etihad Stadium)	8

Table 1 : Typical On-street Parking in Windermere Close

- 3.2 Windermere Close is part of the Etihad Campus Resident Parking Scheme (Zone 9), whereby only people with a permit can park on-street when there is an event at the Etihad Campus. The parking restrictions apply between 10 a.m. – 10 p.m. on event days. The event days are indicated in advance on the traffic signs on the boundary of the zone. As described above, the parking restrictions are considered to be effective in Zone 9 because the level of on-street parking in the Mayton Street area and around Windermere Close was unaffected by a large event (concert), at the Etihad Stadium on the 29th May, 2019, as shown in Table 1.

- 3.3 An examination of the road safety records that are held on the national road safety website www.crashmap.co.uk (based on police and Department for Transport injury accident data), shows that there have been no recorded injury accidents in Windermere Close during the most recent 5 year data period, as shown on the accident plot in Appendix 2.

4. Proposed Residential Development

- 4.1 The proposed residential development is shown on the Proposed Site Layout Drawing in Appendix 3. The proposed site layout drawings show 6 new 2-bedroom dwellings at Windermere Street.
- 4.2 There will be 1 off-street parking space provided for each house, as shown on the Proposed Site Layout Plan. This is considered to be an appropriate level of provision in this accessible transport location and for each 2-bedroom affordable dwelling. The existing low levels of parking in the area confirm that there is a low level of car ownership in this area and a low level of car dependency which is in accordance with the objectives of the Manchester 2040 Transport Strategy.
- 4.3 Refuse and recycling collections will be carried out from the kerbside for the proposed houses via Windermere Close.

5. Traffic Impact of the Proposed Development

- 5.1 In order to predict the traffic generation for the proposed residential developments, the Trip Rate Information Computer System (TRICS – Ref. 1), has been examined for the category of 'Residential – Affordable / Local Authority Houses'. Sites in England, excluding Greater London, have been chosen from the database. The resulting TRICS output is included in Appendix 4 and summarised below in Table 2. Table 3 shows the predicted traffic generation for the 6 affordable dwellings.

Time Period	Traffic Generation Rate (Arrivals per Dwelling)	Traffic Generation Rate (Departures per Dwelling)	Total Traffic Generation Rate (per Dwelling)
Weekday A.M. Peak (0800 – 0900 hrs)	0.133	0.271	0.404
Weekday P.M. Peak (1700 – 1800 hrs)	0.250	0.170	0.420
Weekday (0700 – 1900 hrs.)	1.858	1.883	3.741

Table 2 – Traffic Generation Rates (per dwelling)

Time Period	Vehicle Arrivals	Vehicle Departures	Total
Weekday A.M. Peak (0800 – 0900 hrs)	1	2	3
Weekday P.M. Peak (1700 – 1800 hrs)	2	1	3
Weekday (0700 – 1900 hrs.)	12	12	24

Table 3 – Traffic Generation (6 Dwellings)

- 5.2 It can be seen from Table 3 that the proposed development is predicted to generate 3 vehicle movements during each of the weekday peak hours and 24 vehicle movements during a typical weekday (7 a.m. – 7 p.m.). The recent Department for Transport (DfT), 'Guidance on Transport Assessment' (Ref. 2), quotes a threshold of 30 two-way vehicle trips in the peak hours below which a detailed traffic assessment of the highway network should not be required. The predicted traffic generation during the weekday peak hours is, clearly, below this 30 trips figure and, therefore, no detailed traffic analysis of the existing highway network should be required and the traffic impact will be low.
- 5.3 The proposed development will generate a low number of vehicles onto the highway network and these will not have a material impact on the operation of the major highway network i.e. Ashton Old Road and Alan Turin Way.

6. Accessibility of the Proposed Development by Sustainable Transport
(Walking, Cycling & Public Transport)

6.1 The proposed residential development will be located within a convenient walking, and cycling, distance of a wide range of shops and services on Ashton Old Road. The proposed development will also be within a 200 metre walking distance of the bus stops on Ashton Old Road and Alan Turin Way, as shown in Photograph 3. The site is also located within a convenient (10 minute), walking time of the railway station at Ashburys which is shown in Photograph 4. There are a wide range of services and amenities located within a convenient walking, and cycling, distance of the proposed development, as shown in Appendix 5.

6.2 It is, therefore, considered that the proposed development sites are well located for access by means other than the private car and, therefore, comply with the requirements of the National Planning Policy Framework (NPPF – Ref. 3), in this regard.

7. Conclusions and Recommendation

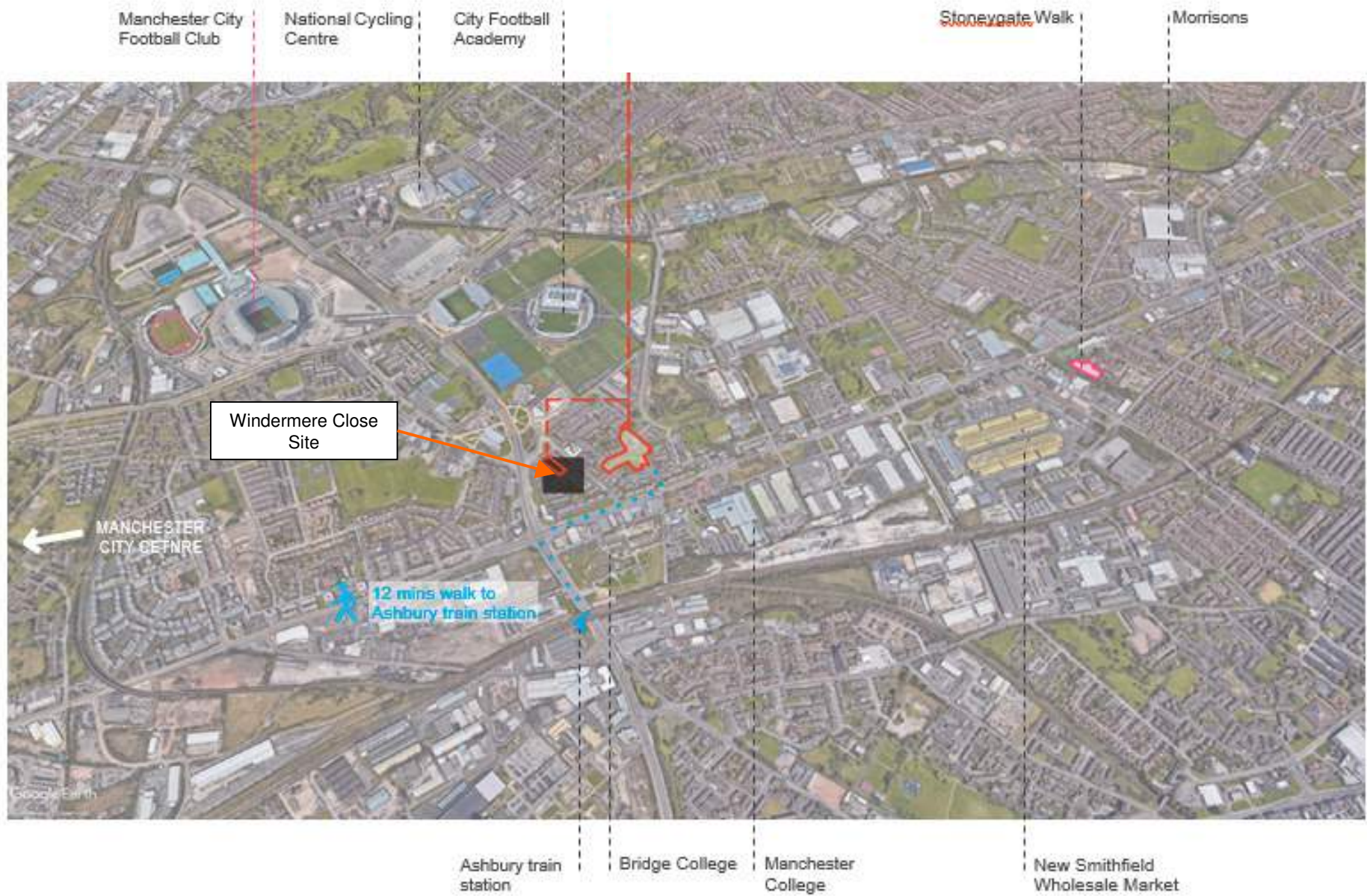
- 7.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed residential development of 6 affordable dwellings in a sustainable transport location at Windermere Close in Openshaw.
- 7.2 The proposed dwellings will generate a low number of additional vehicle movements onto the highway network and these will not have a material impact on the operation, or safety, of the existing major highway network.
- 7.3 The proposed development will be located close to the existing bus routes along Ashton Old Road and Alan Turin Way and will be within a convenient walking, and cycling, distance of Ashburys railway station. The proposed development will also be within a convenient walking, and cycling, distance of local shops and schools. Therefore, the proposed development will be sustainable in transport terms.
- 7.4 Overall, the proposed residential development will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

1. Trip Rate Information Computer System (TRICS)
JMP Consultants, London on behalf of the TRICS Consortium
2. Guidance on Transport Assessment
Department for Transport, 2007
ISBN : 978 0 11 552856 9
3. Revised National Planning Policy Framework (NPPF)
Ministry for Housing and Local Communities
February, 2019

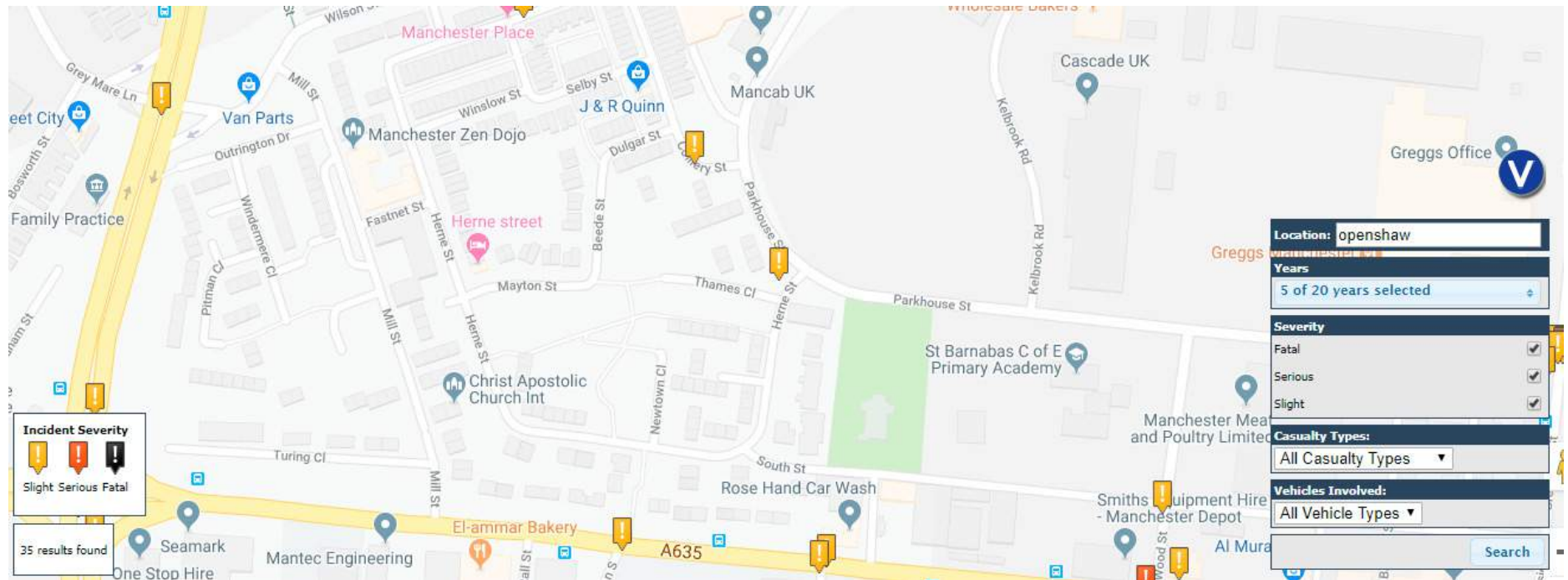
Appendix 1

Site Location



Appendix 2

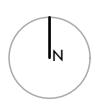
Road Safety Information



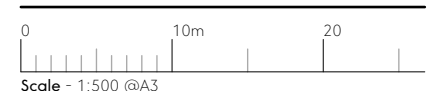
Road Safety Information
(Accident Plot)
5 Year Period 2014 – 2018 inclusive

Appendix 3

Proposed Development Layout



This drawing is the property of GWP Architecture. Copyright is reserved by them and the drawing is issued on the condition that it is not copied, reproduced, retained, or disclosed to any unauthorised person, either wholly or in part, without the consent in writing of GWP Architecture.
All drawings and specifications should be read in conjunction with the project health and safety plan, any possible conflicts should be presented to the Planning Coordinator.
All work to be carried out in accordance with current Building Regulations.
Contractors must verify all dimensions at the job before commencing any work or making shop drawings.
Written dimensions should be taken.
Do not scale off drawing.
Do not take digital dimensions from this drawing.
Any discrepancies to be reported to the Architect.



Scale - 1:500 @A3		
Existing Development		
2b3p Single Storey Dwelling (61m2) GIA	6	
Total Dwellings	6	

- Wall to Street Frontage
- Green Space
- Existing Trees - To be retained where possible, subject to tree survey
- Proposed Trees
- Omitted Tree
- Site Development Boundary
- Site Ownership Boundary
- Existing Levels
- Proposed Levels
- 40m 4-arm Rotary Clothes Drying Line & associated ground fixing
- Bike Store - Tiger Low Pent Compact 7X3 Timber Bike Shed. Capacity- 2x Bicycles
- Bollard

P01	31.10.19	Issue for planning	CT	DT
Rev	Date	Comment	Dr	Ch



CHARTERED ARCHITECTS
INTERIOR DESIGNERS
SPACE PLANNERS
PROJECT MANAGERS
LANDSCAPE ARCHITECTS

Bracken House, Lidgett Lane, Leeds LS8 1PG
+44(0)113 266 6044 (r) +44(0)113 268 1859 (f)
architecture@gwp-arch.com | www.gwp-arch.com
GWP Job Reference (299)1914

Job Title
Windermere Close



Proposed Site Plan

Name	1914-GWP-01-01-DR-A-(PA)-0003		
Scale	1:500@A3	Revision	P01
Drawn/Checked	CT/DT	First Issue	31.10.19
Drawing Status	D - Planning		

BIMcloud: BIMServer-HP - BIMcloud Basic for ARCHICAD 22/Mayton - (299)1914
GWP-01-DR-A-Manchester-One-P00

Services Per N D Oliver & Co Survey Drawing
8734 / 002A
--- Telecoms
--- Electric
--- Noted as 'Unknown' - Presumed to be Gas

Appendix 4

Traffic Generation Information

Calculation Reference: AUDIT-756701-190530-0504

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Secondary 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: Number of dwellings
Actual Range: 15 to 228 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 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	5 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 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	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2

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	9
Built-Up Zone	1
Village	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 12 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 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	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:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	5 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	8 days
1.1 to 1.5	4 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 12 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 12 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS		CESHIRE
	WORDSWORTH CRES.			
	CHESTER			
	BLACON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	80		
2	EX-03-B-01	MIXED HOUSES & FLATS		ESSEX
	SHIMBROOKS			
	NEAR BRAINTREE			
	GREAT LEIGHS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:	228		
3	GM-03-B-01	TERRACED HOUSES		GREATER MANCHESTER
	NEWBOLD			
	ROCHDALE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	43		
4	LC-03-B-02	SEMI DETACHED / TERRACED		LANCASHIRE
	BILLINGE STREET			
	BLACKBURN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	15		
5	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
6	NB-03-B-01	SEMI DET. & TERRACED		NORTHUMBERLAND
	WESTLEA			
	BEDLINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	97		
7	NF-03-B-01	TERRACED HOUSES		NORFOLK
	NELSON ROAD NORTH			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	45		
8	WM-03-B-01	SEMI DET. / TERRACED		WEST MIDLANDS
	YORKMINSTER DRIVE			
	BIRMINGHAM			
	CHELMSLEY WOOD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	97		
9	WO-03-B-02	TERRACED HOUSES		WORCESTERSHIRE
	GOODREST WALK			
	WORCESTER			
	MERRIMANS HILL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
10	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	HUDDERSFIELD			
	DEIGHTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
11	WY-03-B-03	TERRACED HOUSES		WEST YORKSHIRE
	LINCOLN GREEN ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	29		

LIST OF SITES relevant to selection parameters (Cont.)

12	WY-03-B-04 SYKES CLOSE BATLEY	TERRACED HOUSES	WEST YORKSHIRE
----	-------------------------------------	-----------------	----------------

Edge of Town
Residential Zone

Total Number of dwellings: 17

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
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	12	61	0.057	12	61	0.185	12	61	0.242
08:00 - 09:00	12	61	0.133	12	61	0.271	12	61	0.404
09:00 - 10:00	12	61	0.114	12	61	0.160	12	61	0.274
10:00 - 11:00	12	61	0.130	12	61	0.138	12	61	0.268
11:00 - 12:00	12	61	0.126	12	61	0.136	12	61	0.262
12:00 - 13:00	12	61	0.147	12	61	0.121	12	61	0.268
13:00 - 14:00	12	61	0.123	12	61	0.119	12	61	0.242
14:00 - 15:00	12	61	0.159	12	61	0.160	12	61	0.319
15:00 - 16:00	12	61	0.216	12	61	0.171	12	61	0.387
16:00 - 17:00	12	61	0.223	12	61	0.129	12	61	0.352
17:00 - 18:00	12	61	0.250	12	61	0.170	12	61	0.420
18:00 - 19:00	12	61	0.180	12	61	0.123	12	61	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.858			1.883			3.741	

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.

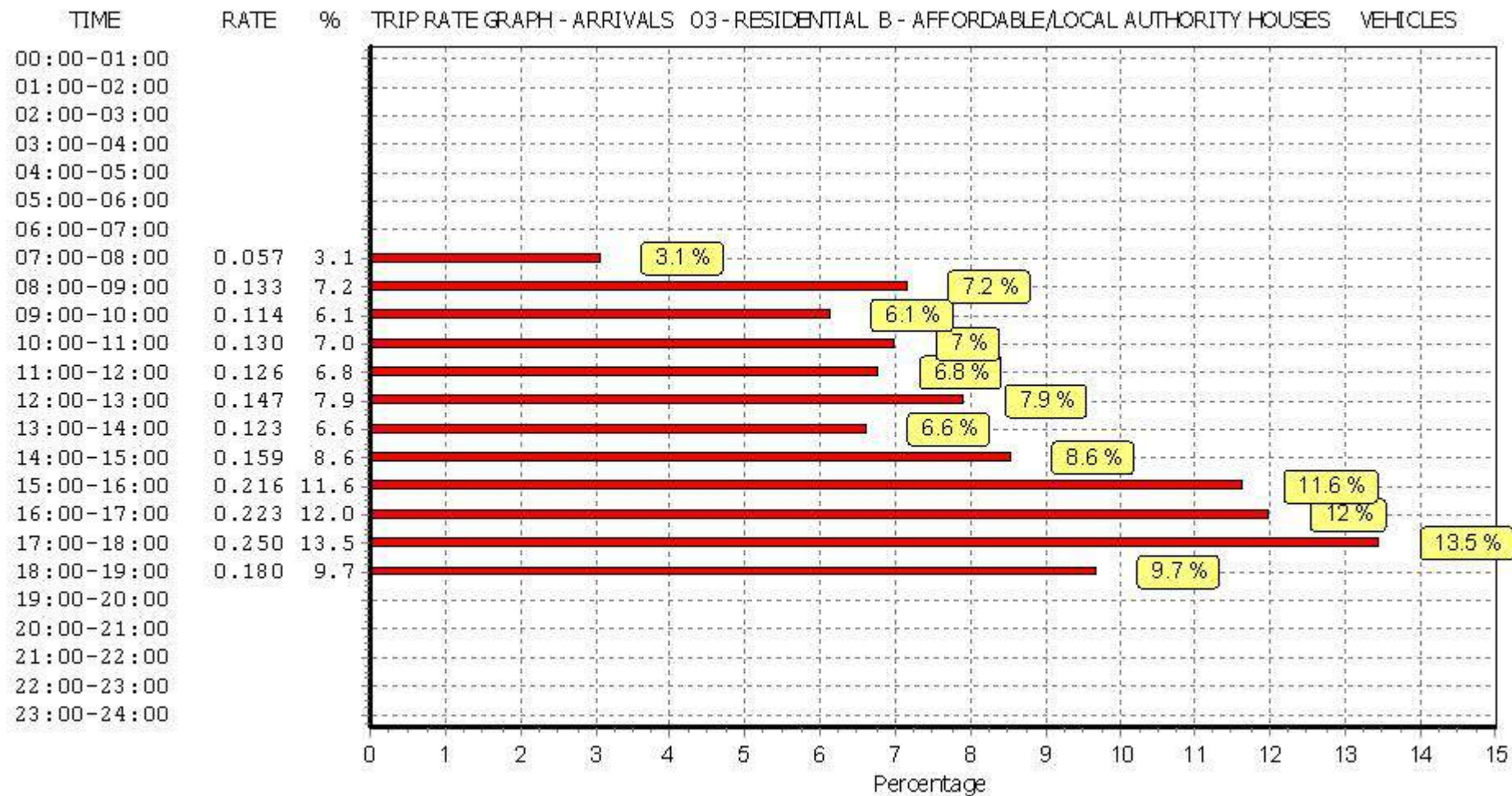
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

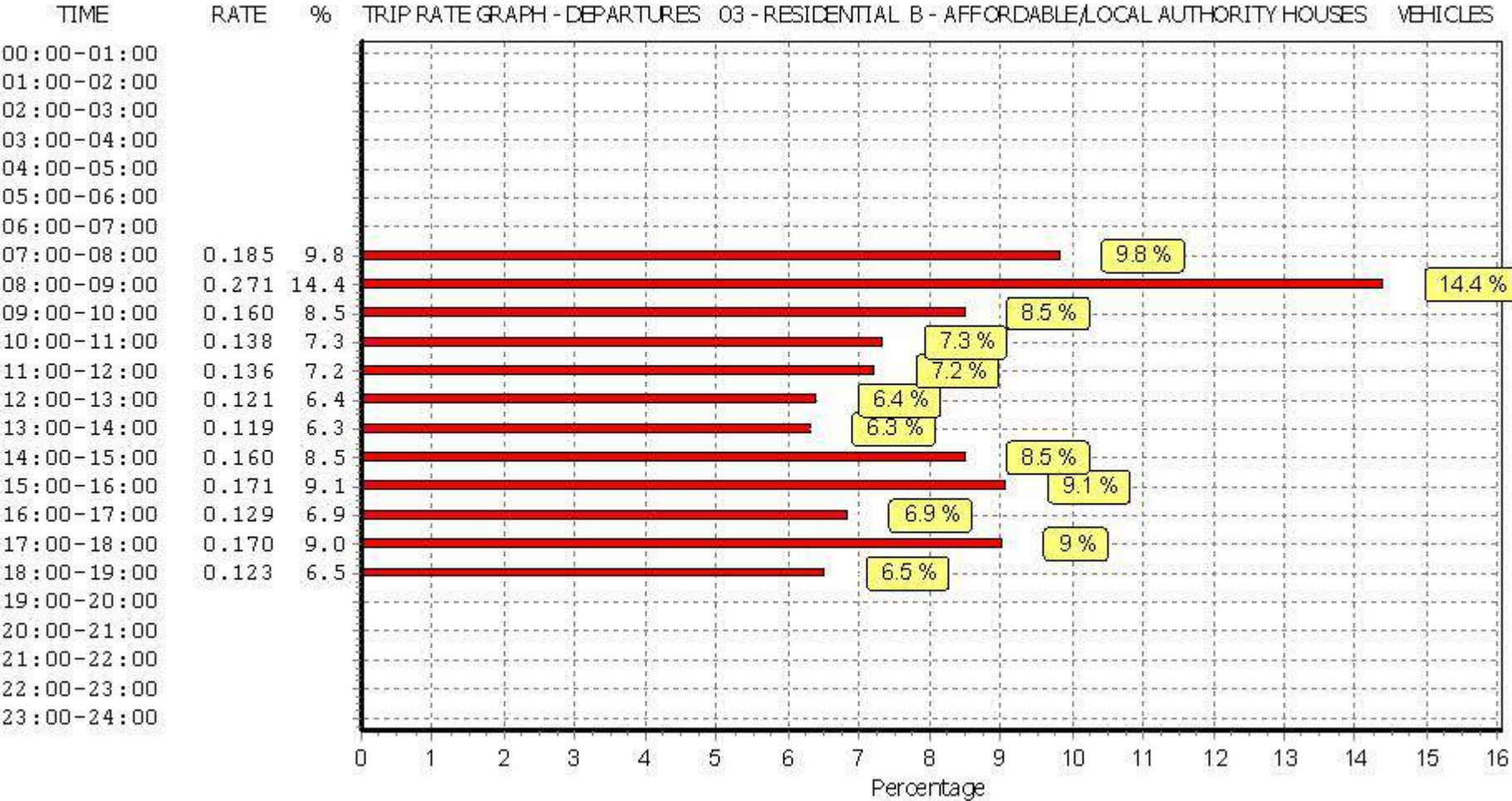
Parameter summary

Trip rate parameter range selected:	15 - 228 (units:)
Survey date date range:	01/01/11 - 19/10/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

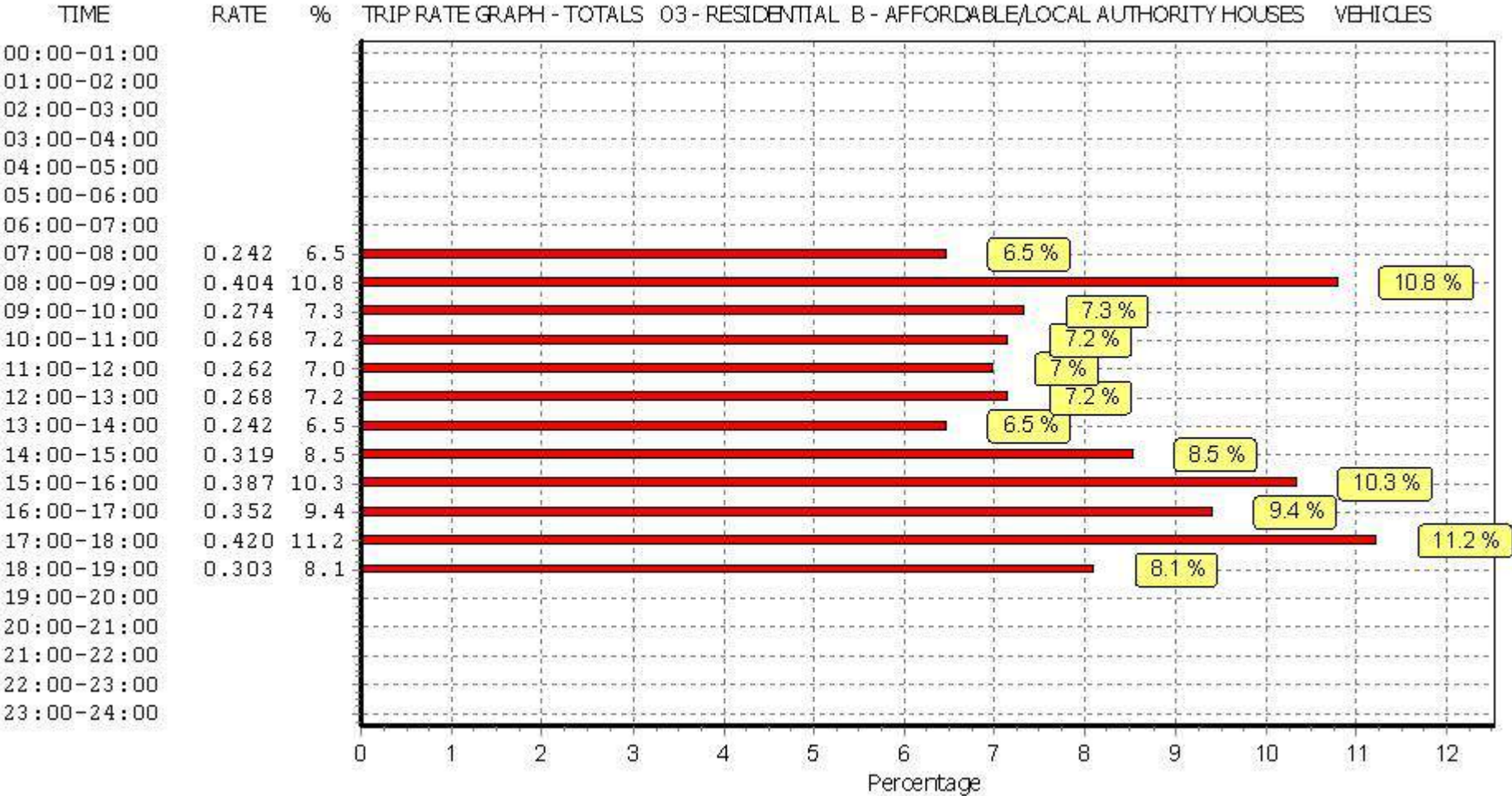
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix 5

Sustainable Transport Information

Local Facilities Within Walking or Cycling Distance of the Site

Play area on Herne Street

Christ Apostolic Church on Herne Street

ALS Clearance on Herne Street

Manchester Zen Dojo on Mill Street

Deb'n'hair on Fastnet Street

Manchester institute of Health and Performance

Five Oaks Family Practice on Alan Turing Way

Cornerstone Family Practice on Alan Turing Way

St Barnabas C of E Primary School on Parkhouse Street

Sportcity Service and MOT station on Clayton Lane

Bridge College

Connel 6th Form College

The Manchester College

The East Manchester Academy

Manchester Etihad on Ashton New Road

Church of England School of the Resurrection on Pilgrim Drive

The Grange Community Resource Centre on Pilgrim Drive

St Bridgids RC Primary School on Grey Mare Lane

Bradford Park on Charlesworth Street

Manchester City FC Team Centre on South Gate one

City Football Academy at Etihad Campus North Gate

Ashburys Station on Alan Turing Way

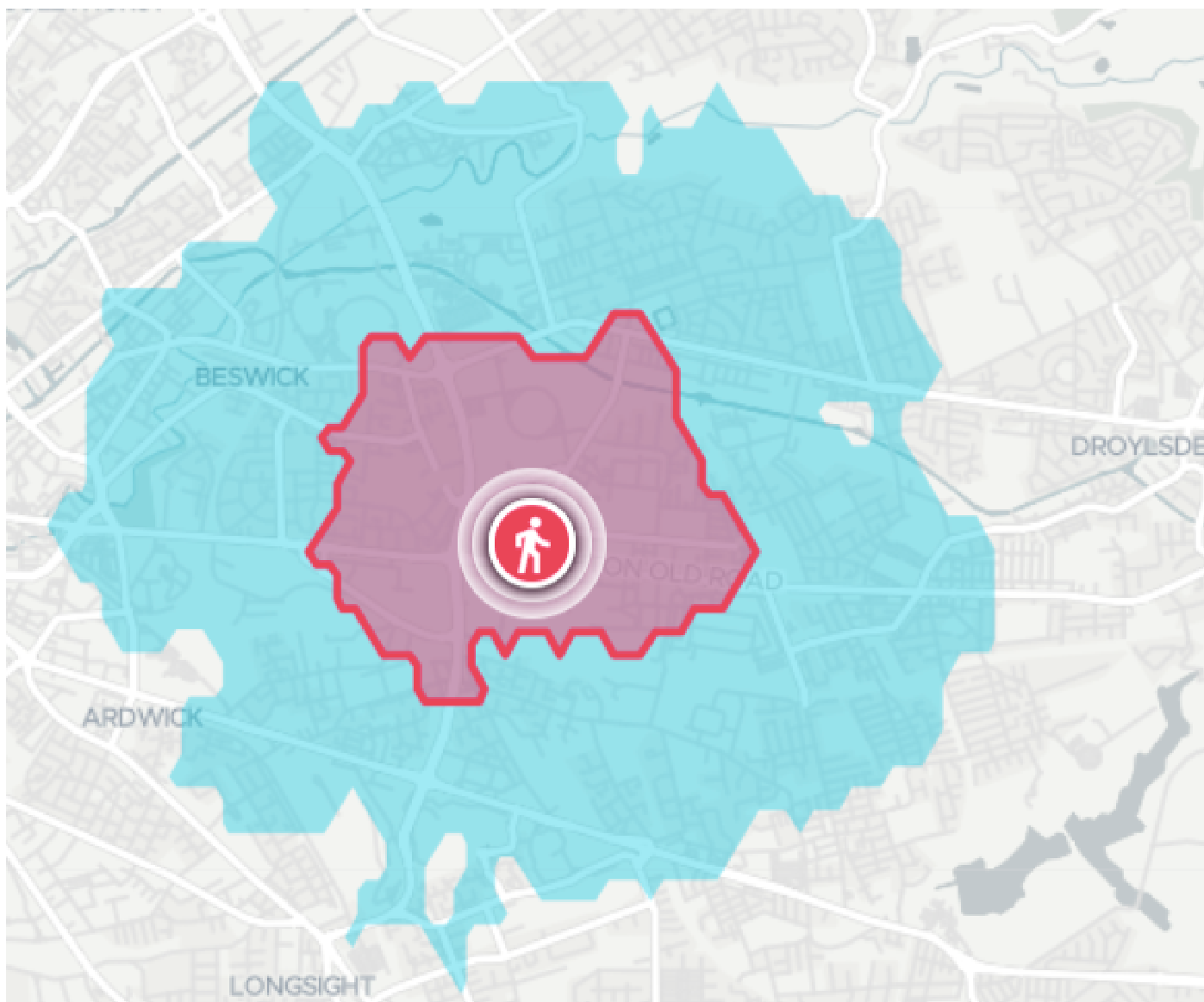
Asda Eastlands Supercentre on Ashton New Road

Decathlon on Ashton New Road

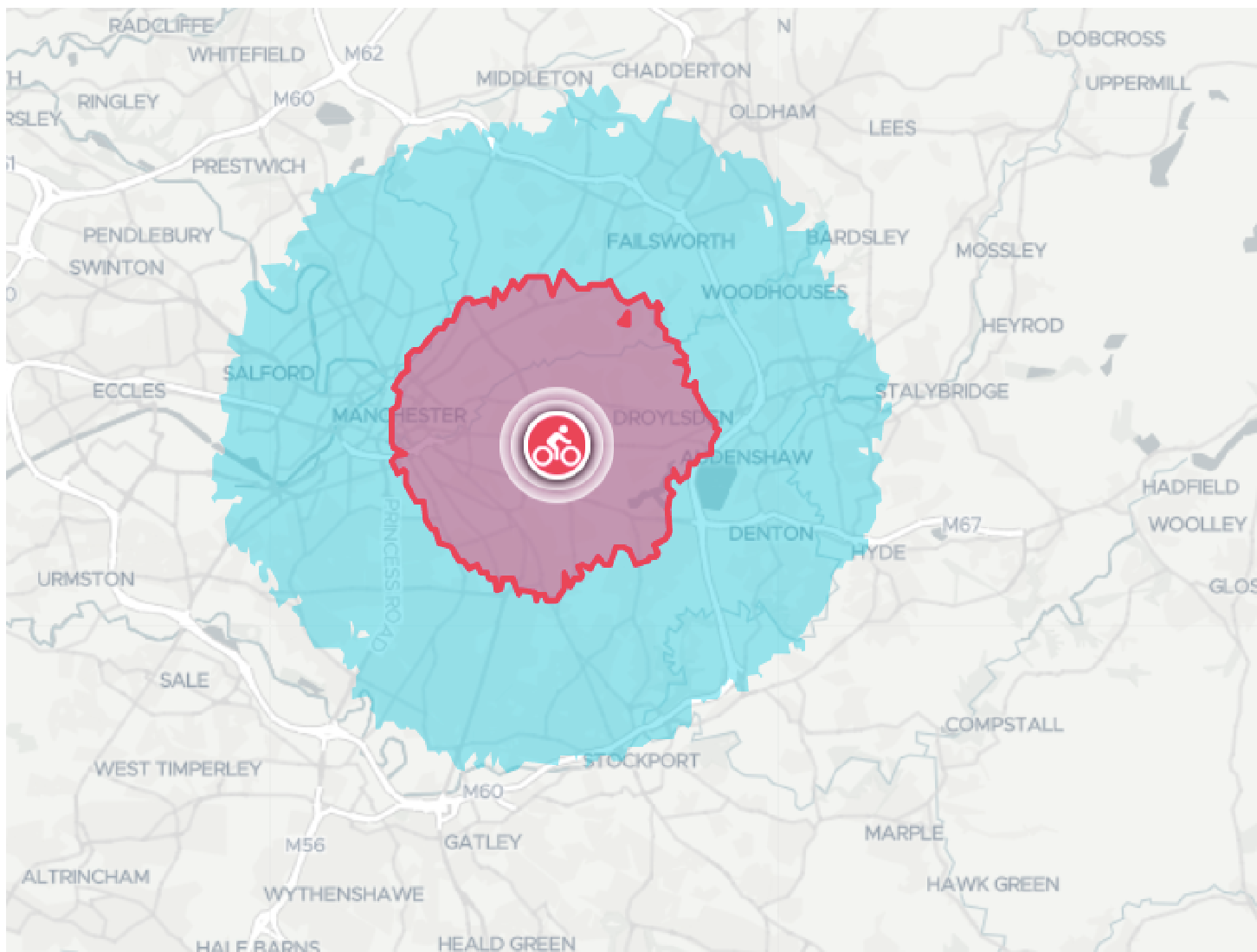
McDonalds on Ashton New Road

Your Nursery Limited on Greenside Street

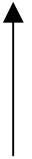
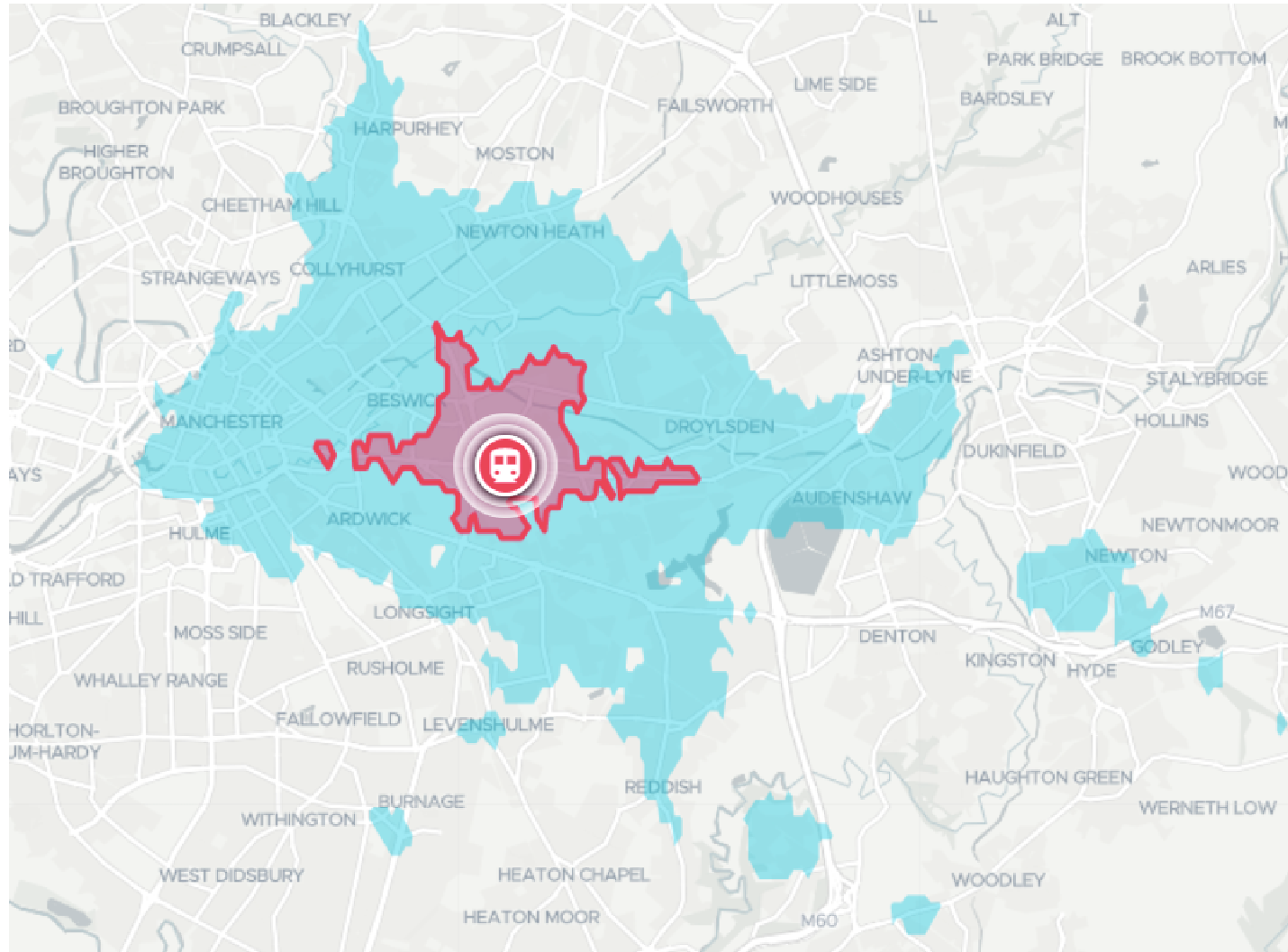
Bikeright Manchester on Ashton Old Road



15 Minute and 30 Minute Walking
Isochrones from the Site



15 Minute and 30 Minute Cycling
Isochrones from the Site



15 Minute and 30 Minute Public
Transport Isochrones from the Site

Photographs



Photograph 1

Windermere Close site



Photograph 2

Windermere Close



Photograph 3

Bus stop on Alan Turing Way near the site



Photograph 4

Ashburys railway station