PROPOSED RESIDENTIAL DEVELOPMENT CONSTABLE STREET, GORTON, MANCHESTER M18 8QQ

Transport Statement

August 2017

C O N T E N T S

1. INTRODUCTION

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Future of Transport 2004

National Planning Policy Framework

Manchester Core Strategy (2012-2027)

Summary

3. SITE DESCRIPTION

Site location context

Local Highway Provision

Safety review

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

Walking and cycling

Travel by public transport

Summary

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

Access

Pedestrian and Cycle

Parking

Servicing

6. TRAFFIC GENERATION

7. SUMMARY AND CONCLUSION

APPENDICES

A – Site Location

B – Site Layout Plan

C – TRICS Outputs

1. INTRODUCTION

PCL has been appointed by Mosscare Housing Ltd to provide transport and highway advice for the traffic and transport implications associated with the erection of a residential development comprising of 20 no. sheltered accommodation flats and car parking on land off Constable Street in Gorton, Manchester.

The application relates to a site located on land off Constable Street, with 20 flats accessed via a new pedestrian access and car parking accessed via a proposed new access road from Constable Street.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The Transport Statement discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Traffic Generation
- Summary and Conclusions

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO2 emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated to and from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensures that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact on transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

The Department of Transport (DfT) published a long-term strategy (Future of Transport White Paper), which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport whilst minimising the negative impact on people and the environment. Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and improvements in the management of the network to make the most of existing capacity.

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasis the key policies related to the development.

Achieving sustainable development

Paragraph 7 - There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise for the need for the planning system to perform a number of roles:

- An economic role – contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation, and by identifying and coordinating development requirements including the provision of infrastructure;
- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations, and by creating a high quality built environment, with ***accessible local services that reflect the community's needs and support it's health, social and cultural well-being*** and;
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment, and as part of this , helping to improve biodiversity, use natural resources prudently , minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

Paragraph 14 - At the heart of the National Planning Policy Framework ***is a presumption in favour of***

Sustainable development, which should be seen as a golden thread running through both plan-making and decision taking.

For decision-taking this means:

- Approving development proposals that accord with the development plan without delay, and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
    - ***Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole***; or
    - Specific policies in this Framework indicate development should be restricted.

Core planning principles

Paragraph 17 - Within the overarching roles that the planning system ought to play, a set of core land-use principles should underpin both plan-making and decision taking. These include:

- Not simply be about scrutiny, but instead **be a creative exercise in finding ways to enhance and improve the places in which people live their lives**
- ***Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling***, and focus significant development in locations which are or can be made sustainable and
- Take account of and ***support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs***.

Promoting sustainable transport

Paragraph 29 - Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be

required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Paragraph 32 - All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site , to reduce the need for major transport infrastructure***;
- ***Safe and suitable access*** to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. ***Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe***.

Paragraph 34 - Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Paragraph 35 - Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflict between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Consider the needs of people with disabilities by all modes of transport

Decision-taking

Paragraph 186 - Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Paragraph 187 - ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

Manchester Core Strategy (2012-2027)

The Manchester Core Strategy was adopted by Manchester City Council in 2012. It outlines the Council's vision for Manchester to 2027 along with the planning policies which will be used to deliver that vision.

Policy T2 'Accessible areas of opportunity and needs' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including thhe regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Summary

The overriding theme of national and local policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community.

The proposed development has good linkages to local facilities and infrastructure, which will promote sustainability by reducing the number of car trips to local facilities. The site is accessible for pedestrians,

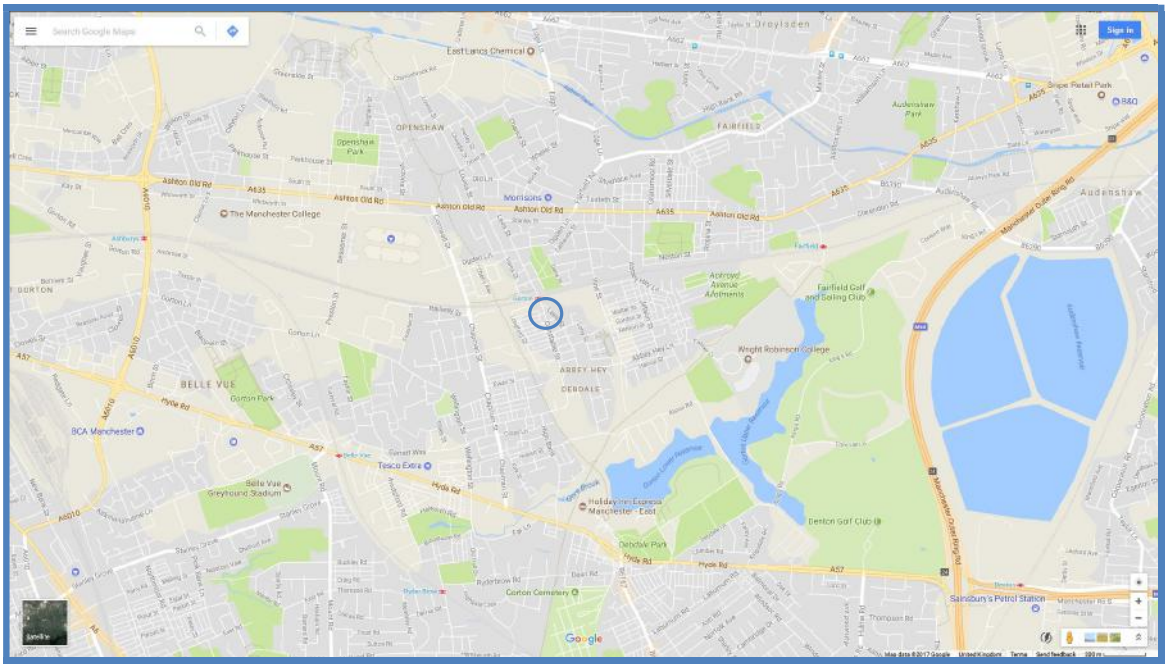
cyclists and public transport users. This and the proposed parking provision all ensure that this development is sustainable, as required by local and national policy.

3. SITE DESCRIPTION

Site location context

The proposed site is located on land off Constable Street bordered by Monmouth Street to the north, Freshwater Street to south, Lees Street to the east and Constable Street to the west. It is proposed to have 20 properties accessed via a proposed new gated pedestrian access from Constable Street. Off-street car parking for 20 vehicles will be accessed by a new access road from Constable Street. This access will have a 4.5metre wide carriageway entering the site.

The site and is situated in an existing residential area in close proximity to local amenities including shops, eating establishments and a public house.



Site Location - wider and local area context

Local Highway Provision

Constable Street is a single carriageway road, with traffic calming measures, that links with Lees Street at it's northern end and with Abbey Hey Lane to the south.



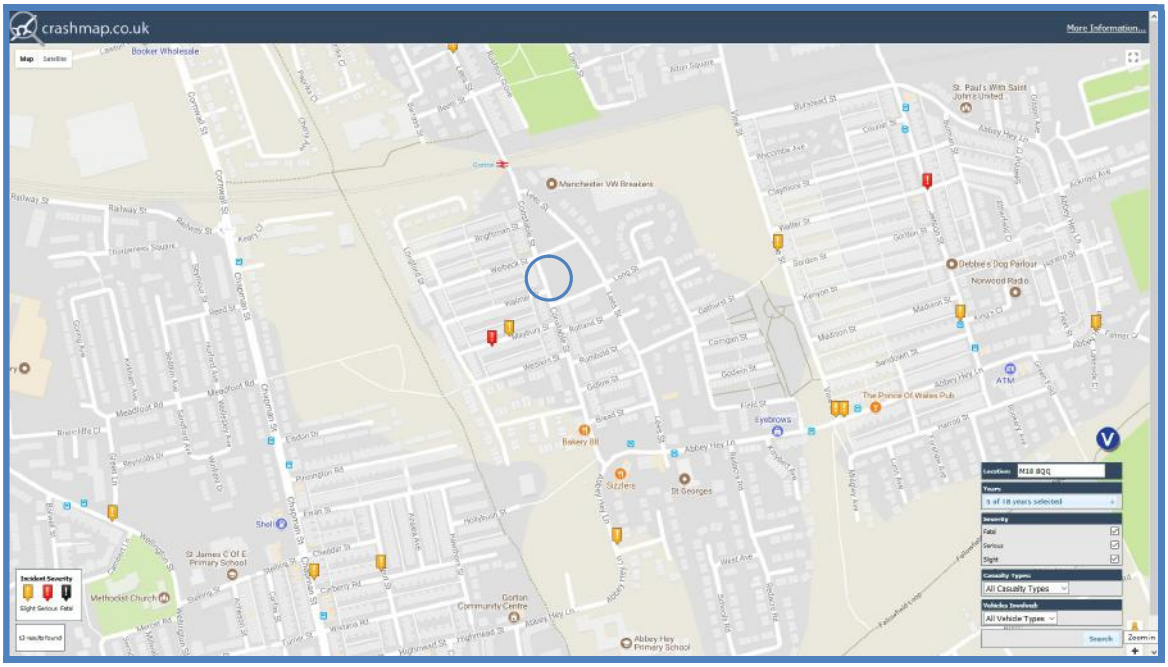


Constable Street

The site is within an existing residential area. It is proposed to have 20 properties accessed via a proposed new gated pedestrian access from Constable Street. Off-street car parking for 20 vehicles will be accessed by a new access road from Constable Street.

Safety Review

The accident history of the local highway network has been reviewed using the Crashmap internet website. The results show that over the past 5 years (2012-2016) there have been two recorded accidents in Maybury Street in the vicinity of the site.



Whilst any accident is regrettable the amount and proximity of the incidents in relation to the development site would not indicate a safety issue arising from the introduction of the proposed development.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car ravel modes. New Proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development site by the following modes of transport has therefore been considered by:

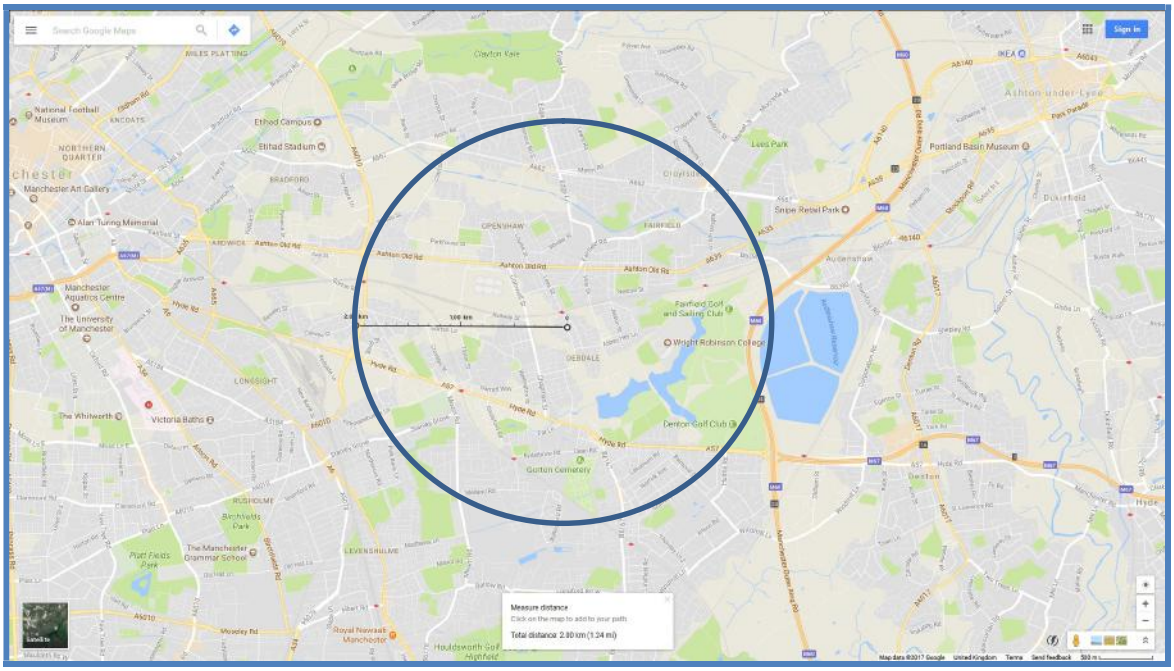
1. Accessibility on foot
2. Accessibility by cycle
3. Accessibility by public transport

Walking and cycling

The proposed development site is located within an existing residential area with a range of amenities, services and facilities in the local vicinity. The site lies within easy walking distance of bus stops on Abbey Hey Lane and Gorton Rail Station.

It is proposed that the main entrance to the site will be a pedestrian access providing good pedestrian linkages to those already in place on Constable Street thereby assisting the accessibility of the site for pedestrians. These pedestrian linkages will also provide good connectivity within the site to residential dwellings in the local area.

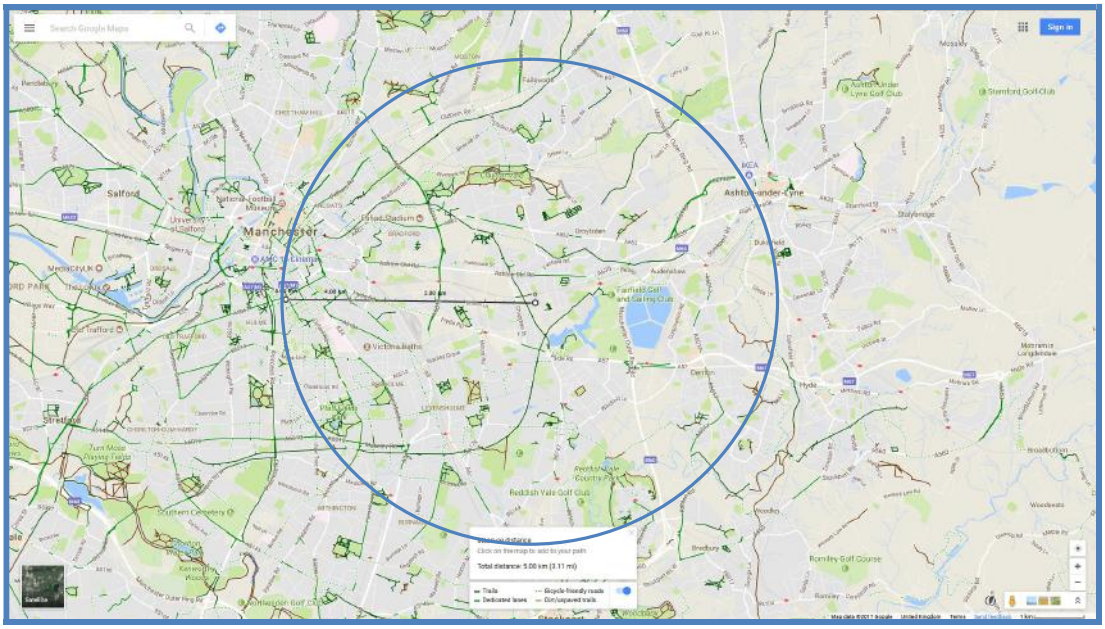
Walking also offers residents a realistic mode of travel for accessing other facilities in the local area including shops and eating establishments and pedestrians are generally prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified. The pedestrian catchment area for the proposed development site extends to cover the local bus routes, train station, shops and the local colleges. The 2km walking catchment area is shown below.



2km Walking Distance

In conclusion, the proposed application site can be considered as being accessible on foot.

The National Travel Survey (NTS) (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and the workplace by bicycle dependant on the topography. This part of Manchester has a mostly flat or gently undulating topography, which makes it very suited to cycling.



Cycle Catchment

As identified in historic guidance, 'Cycling also has the potential to be a substitute for short car trips, particularly those under 5km, and form part of longer journeys by public transport.

The site is within 5kms of Manchester city centre, places of employment, local amenities and several cycle routes, including the National Cycle Network Routes 6, 60 and 86. Therefore, there are excellent opportunities to travel by cycle and the ability to access places of employment and leisure within a 5km distance of the site.

In conclusion, the proposed application site can be considered accessible by cycle.

Travel by Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population in providing opportunities for work, education, shopping, leisure and healthcare.

The nearest bus stops are on Abbey Hey Lane, in close proximity to the site and are served by services as shown below.

Bus Service	Route	Frequency	Days of Operation
7	Stockport – Reddish – Dane Bank – Gorton - Droysden - Ashton-under-Lyne	30 mins	Monday to Saturday
7A	Stockport - Denton	60 mins	Sundays and Bank Holidays
168	Chorlton – Levenhulme – Gorton – Drolsden – Ashton-under-Lyne	30 mins 60 mins	Monday to Saturday Sundays and Bank Holidays

The proposed development is therefore conveniently located close to bus stops, which are regularly served by bus services providing access to local and more distant locations.

The site is also within easy walking distance of Gorton Rail Station.

Access to these rail and bus services provides the opportunity for residents to travel to work or other attractions by public transport.

The proposed application site is therefore considered as being accessible by public transport.

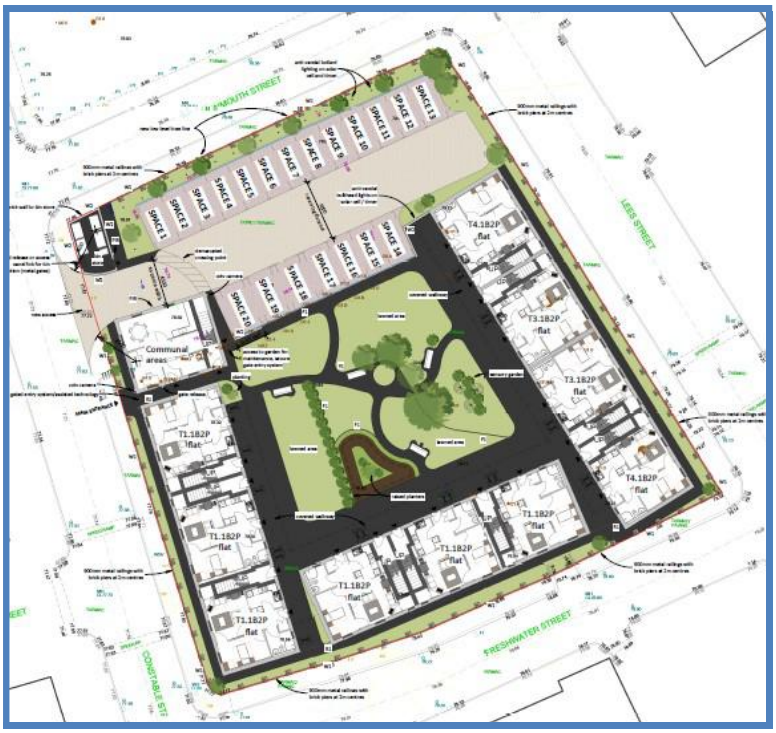
Summary

In summary, therefore the application site can be considered to be very accessible to all i.e. by walking, cycling and public transport in accordance with planning policy guidance.

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

It is proposed to erect a residential development comprising of 20 no. sheltered accommodation dwellings and car parking on land off Constable Street in Gorton, Manchester.



Site Layout

Access

The site is within an existing residential area. It is proposed to have 20 flats accessed via new gated pedestrian accesses from Constable Street. Off-street car parking facilities for 20 vehicles will be accessed by a new vehicular access road from Constable Street. This access will have a 4.5 metre wide carriageway entering the site.

Off-street car parking for 20 vehicles will be provided for the 20 flats equating to one parking space for each flat.

Pedestrian and Cycle

The proposed pedestrian and cycle accesses to the residential units are proposed to be via the main entrance onto Constable Street. There are accessible bus stops on Constable Street within easy walking distance of the site. Gorton railway station is also within walking distance of the site.

Parking

Off-street car parking for 20 vehicles will be provided for the 20 flats, with one parking space for each of the dwellings. In addition, parking provision has been provided for 20 mobility scooters. Secure cycle parking will be provided at the level required by the Local Authority. Given this level of parking provision for the 20 flats and the very accessible location of the site, as detailed previously, this is considered to be sufficient to cater for the development.

A parking survey carried out at 7pm on Tuesday 15th August 2017 found that the amount of on-street car parking on Constable Street, Freshwater Street, Monmouth Street and Lees Street, in the vicinity of the site was minimal.





The proposal does not include any on-street parking provision and as such the development will not impact on the current level of on-street parking on Constable Street and the other surrounding streets.

Servicing

Refuse collections for the residential units will be expected to be from the secure bin store on Constable Street in the same manner and frequency as for the existing properties along this road.

6. TRAFFIC GENERATION

To assess the traffic generation associated with the proposed development, the TRICS database (version 7.4.2) has been interrogated for surveys of privately owned residential flat developments. Whilst TRICS does not have any surveys for assisted/supported accommodation it sis accepted that using surveys for privately owned flats would generate higher trip rates than the proposed use and would therefore be considered a robust measure. The TRICS outputs are presented in Appendix C, with the trip rates summarised in the below table.

TRICS database is an industry-standard software tool, which comprises a vast database of traffic survey of existing developments and subcategorised into particular land uses.

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.070	0.219	0.235	0.096
Cyclists	0.000	0.011	0.005	0.000

The above trip rates have been applied to 20 dwellings to determine the worst-case multi-modal trip generation for the development, as summarised in the table below.

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	5	2
Cyclists	0	<1	<1	0

The table above indicates that the proposed development would generate 5 two way car trips in the AM peak period (0800-0900) and 7 two way car trips in the PM peak period (1700-1800). There it can be seen that the site would generate less than one additional vehicle trip per minute, during the peak hours. It is therefore, not considered that this level of increase would generate a material impact upon the operation of the highway network in the vicinity of the site and as such, the surrounding highway network has sufficient capacity to accommodate the proposed development and that the impact is likely to be immaterial.

7. SUMMARY AND CONCLUSION

PCL has been appointed by Mosscare Housing Ltd to provide transport and highway advice for the traffic and transport implications associated with a residential development comprising of 20 no. sheltered accommodation and car parking on land off Constable Street in Gorton, Manchester.

The report is summarised as follows:

- Site located on land off Constable Street in Gorton, Manchester is fully accessible by public transport thereby enabling occupiers to be independent of car use;
- A range of local employment and leisure opportunities are available within acceptable cycling distances;
- Public transport is located within easy walking distances with accessible local bus stops within 400 metres of the site and Gorton rail station within 800 metres of the site;
- Direct pedestrian and cycle linkages from the site;
- Development to provide 20 one bed sheltered accommodation flats;
- 20 off street car parking spaces to be made available for the residential units on the site;
- Refuse collections and deliveries to be undertaken directly from Constable Street for the 20 properties within the development;
- The proposals would introduce less than one additional vehicle movement per minute onto the surrounding highway network.

Overall, it is considered that the introduction of the development of 20 sheltered accommodation flats will not adversely affect the safe and efficient operation of the local highway network. The site is located where sustainable travel modes can be promoted and it is considered that there are no substantive reasons why the scheme should not be approved from a transportation and highway safety point of view. It is concluded that the development is acceptable from a transport perspective.