Laurel Grove, Withington, Transport Statement

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Introduction

1 Introduction

1.1 Introduction

This Transport Statement (TS) has been prepared by AECOM on behalf of Aprirose Ltd to support a planning application for a proposed new Extra Care Scheme, to be known as Laurel Grove, in Withington, Manchester.

The proposals for Laurel Grove include the implementation of an Extra Care Scheme, comprising a C2 class development, for a total of 16 apartments arranged over three and four storeys. The scheme will be supported by a total of eight car parking spaces. The site is located adjacent to an existing residential care development called Laurel Court and it is proposed to access the site from the same access road.

This Transport Statement report forms part of a suite of planning documents for the site and is designed to be consistent with the guidance set out in the Department for Transport (DfT) document 'Guidance on Transport Assessment's, 2007' which outlines the level of assessment required for each scale of development.

The TS reviews and presents the existing highways and sustainable access conditions surrounding the site, discusses the likely impact of the proposals on the highways network, and how vehicles will access and egress Extra Care Scheme. The TS demonstrates how vehicle journeys can be accommodated effectively and without undue interference with the existing network.

1.2 Site Location

The site is located in Withington, to the south of Manchester City Centre. The development site comprises a area of vacant green space located between Laurel Court, Andrew Court, and Candleford Court. The site can be access from a priority junction located off Candleford Road, which itself is accessed off Palatine Road. The site is bounded to the north by Candleford Court, to the east by Laurel Court and Palatine Road, to the south by Andrew Court, and to the west by residential properties located on Barnett Avenue. A site location plan is presented in Figure 1.1.

Figure 1.1 – Site Location Plan



1.3 Report Structure

This document contains the following sections:

Chapter 2 provides an outline of national and local transport policy context relevant to the site whilst **Chapter 3** highlights existing conditions related to traffic and vehicular movement. This is based on observations and analysis.

Chapter 4 outlines the existing conditions for sustainable modes of travel including walking and cycling facilities, but in particular both the service provision and infrastructure components of public transport provision. This demonstrates that current levels of provision are suitable to support the development.

Chapter 5 outlines the development proposals focussing on the access and movement elements related to them along with proposals for parking, whilst in **Chapter 6** trip generation data is presented, providing an assessment of the likely impact of the proposals.

Chapter 7 provides a summary presenting the conclusions of the assessment..

Appendix A – Outputs from the TRICS database.

Appendix B – Service Vehicle Tracking.

Planning Policy Framework

2 Planning Policy Framework

2.1 Introduction

The purpose of this chapter is to outline the relevant transport related policies, which influence the development, from a national, and local level and demonstrates the transport policy understanding which has helped shape the proposals. The primary planning policies have been sourced from the new National Planning Policy Framework (NPPF) policy document (Released on 27th March 2012) and the Greater Manchester Local Transport Plan (GMLTP3). The NPPF policy document places a clear emphasis on promoting development to drive the economy and this has been recognised within this chapter where appropriate. The need to confirm to policy and adopt the overarching principle of 'sustainable development' will still be critical to the delivery of a project, which reduces the reliance on car borne trips. In providing alternatives and the supporting infrastructure, development can be accommodated, so there is no material impact on the local and wider highway network.

2.2 National Planning Policy

The National Government published new planning policy document in 2012, the NPPF, which supersedes the previous national policy documents (PPGs and PPSs). National planning policies have been revised to place a greater emphasis on the need to promote development, to assist in driving the economy forward, whilst also maintaining a need for sustainability. The following subsection will present the key national policies within the guidance of relevance to the proposed site.

2.2.1 National Planning Policy Framework (2012)

Chapter 4 'Promoting Sustainable Transport', notes that 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 public transport infrastructure;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.



National Planning Policy Framework



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. 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 conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

2.2.2 Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (2011)

This recent government white paper suggests a vision for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities. The document suggests that this requires immediate attention. By improving the links that help to move people and goods around, and by targeting investment in new projects that promote green growth, we can help to build the balanced, dynamic low carbon economy that is essential for our future prosperity. The document suggests that the government also needs to help people to make transport choices that are good for society as a whole. The document points out that two-thirds of all journeys are under five miles – many of these trips could be easily cycled, walked or undertaken by public transport. The government wants to make travelling on foot, by bike or on public transport more attractive. A British Social Attitudes Survey (Dated 2009) indicates that a substantial proportion of drivers would be willing to drive less, particularly for shorter trips, if practical alternatives were available. It states that, central government will continue to facilitate delivery of sustainable local transport schemes by removing burdens and encouraging their inclusion in the mainstream transport planning process. The Government believes that effective sustainable local transport is delivered through solutions developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities. The white paper goes on to state that local authorities will be freed from central government control, letting them decide what is best.



2.2.3 Delivering a Sustainable Transport System (DaSTS) (2008)

The Government launched its new Transport Strategy Document in November 2008, taking into account of the uncertain economic conditions prevailing at the end of 2008 and into 2009. The document outlines the Government's five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing both domestic and international greenhouse gas emissions.

The document outlines the key components of national infrastructure and discusses the difficulties of planning over the long term in the context of uncertain future demand. Additionally, it describes the substantial investments the Government is making to tackle congestion and crowding on the transport networks from 2014 and beyond and sets out how they are approaching this through the National Networks Strategy Group.

The document acknowledges the significant role land-use planning plays in influencing transport demand and travel behaviour and how this plays a major part in reducing emissions and congestion in urban areas. The document also outlines how strategic land-use planning reduces the need to travel and also emphasises a need to integrate both transport and land-use planning. This is often referred to as Integrated Transport and Land Use Planning (ITLUP).

Whilst the DaSTS appraisal exercises have ceased the acknowledgement of bringing forward development through smarter choices in preference to major road schemes remains a key element of national policy.

2.2.4 Department for Transport (DfT), Guidance on Transport Assessments (2007)

The guidance notes, "*Where a new development is likely to have significant transport implications a TA should be prepared and submitted with a planning application for the development. It will then be used to determine whether the impact of the development on transport is acceptable*."

The previous guidance on the assessment of transport implications of development proposals was the *Guidelines for Traffic Impact Assessment,* published by the Institution of Highways and Transportation (IHT) in 1994. Since the IHT guidelines were produced, there has been a significant change in Government policy and general guidance regarding improved sustainability in transport.

The current guidance brings up to date these changes in Government policy. It expands the scope of the guidance to cover the assessment of the potential implications of development proposals on the entire transport system, the Strategic Road Network, local highways and footways.

2.2.5 Transport White Paper: The Future of Transport – A Network for 2030 (2004)

The Government's strategy for transport is set out in the 2004 Transport White Paper "The Future of Transport – A Network for 2030", which builds on the policies of the previous 1998 White Paper "A New Deal for Transport: Better for Everyone". At the heart of the White Paper is the acknowledgement that the growing demand for transport must be managed more effectively with wider ranges of management techniques, rather than providing more capacity. The White Paper also supports and expands upon the advice relating to the transport considerations of development planning contained in PPG13. It identifies the fact that good transport is essential for a successful economy and society because it provides access to jobs, schools and services.

However, the paper also acknowledges the challenges faced by all who use the various transport networks across the country and seeks to address deficiencies and combat the negative implications to transport of further development.

The principal objectives are to tackle the problems of congestion and pollution whilst promoting a variety of sustainable transport choices and reducing car dependency. It seeks to achieve integration:

- Within and between different types of transport;
- With the environment;
- With land use planning; and
- With policies for education, health and wealth creation.

The proposed development is considered to accord with the Transport White Paper insofar that it is well integrated within the existing transport infrastructure and is easily accessible by modes of transport other than the private car, especially given its close proximity to the A6104 Hollins Road, a strategic road linking several suburban areas to Oldham Town Centre and the north of Manchester.

2.3 Local Planning Policy

The purpose of local planning policy is to provide a coherent strategy that local authorities can refer to for guidance in making planning decisions either in the process of approving private development projects or making decisions surrounding public infrastructure.

2.3.1 Greater Manchester Third Local Transport Plan (GMLTP 3)

The most relevant local policy documentation in the context of this Transport Statement is the Third Greater Manchester Local Transport Plan (GMLTP3). It sets out the five year programme for investment in local transport within Greater Manchester. The plan provides a strategy for the management, maintenance, development and monitoring of the areas transport system and is developed by the ten Town and Metropolitan Borough Councils, and Greater Manchester Passenger Transport Authority (GMPTA), with the input of local stakeholders.



The key elements of the Local Transport Plan are in summary:-

- Expansion of Metrolink;
- Improvement of rail networks;
- Increase the attractiveness of buses
- Develop corridor partnerships to integrate planning and capital investment;
- Encourage more short trips to be undertaken by walking and cycling, making it safer, secure and convenient;
- Traffic management improvements to manage the residual increase in car movements at the same time optimising the network, especially for sustainable modes;
- Investment in major highway schemes;
- Continue development of workplace, residential and school travel plans; and
- Refine land use planning strategy to direct development to feasible locations for sustainable transport use.

The Third Local Transport Plan (LTP3) covers the period from 2011/12 to 2015/16, setting out the Councils transportation policies and proposals for the five year period. LTP3 contains a long term strategy to 2026, the delivery of which depends upon funding.

The key policies of the plan are the provision of safe, integrated, efficient and economic transport to and within the area. The policies contained within the plan build upon the transport direction set out in the previous Local Transport Plans LTP2, which has been superseded by LTP3.

The core objectives for LTP3 are as follows:

- To ensure the transport network supports the Greater Manchester economy to improve the life chances of residents and business;
- To ensure that carbon emissions from transport are reduced in line with U.K. Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of causalities, and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport services; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

The LTP3 presents guidance with regards to managing the impact of new development and transport. The local authorities in Greater Manchester and the Highways Agency are undertaking a joint study of impacts of development proposals contained within the emerging Core Strategies. Measures will be required to mitigate development impacts by:

- Managing congestion and improve bus reliability;
- Increase the capacity of public transport;
- Limit the generation of private traffic from new developments; and
- Encourage active travel.

2.3.2 Transport Strategy for Manchester City Centre (November 2010)

Manchester City Council recently launched a new transport strategy for the city centre. One of the key objectives is to ensure that the city's transport system can cope efficiently with the expected additional 50,000 people working in the city by 2020 - by boosting public transport and improving facilities for cyclists and pedestrians.



The strategy supports a number of the key schemes in the Greater Manchester Transport Fund - including the Cross City Bus package and Metrolink Second City Crossing. Significant improvements to the public realm in places such as St Peter's Square and Mosley Street are also part of the plans.

The vision is for a transport network that supports the ongoing sustainable economic growth of the city centre, maintaining Manchester's position as a key location where people choose to work, shop and live. This vision is supported by four key objectives:

- Supporting the competitive advantage of current and future employers, by ensuring access to the city centre;
- Providing improved access to the employment, cultural and leisure opportunities that a growing city centre offers to Manchester's residents, workers and visitors;
- Tackling the issues of climate change and delivering a low-carbon economy in a manner that is both environmentally and economically sustainable; and
- Improving actual and perceived personal safety and security.

2.3.3 Manchester City Council Local Development Framework (LDF)

Following the Planning and Compulsory Purchase Act 2004, Manchester City Council is required to produce a Local Development Framework (LDF) which is a 'folder' of documents setting out guidelines for spatial development in Manchester. The LDF will be made up of Local Development Documents (LDDs) of which there are two types:

- **Development Plan Documents (DPDs)** - a range of planning policy documents which set out the Council's approach to development in the city. The first of these documents prepared by the Council, the **Core Strategy**, was adopted on 11th July 2012. The Greater Manchester Joint Minerals Development Plan Document is currently being prepared jointly with other Greater Manchester authorities and the Greater Manchester Joint Waste Development Plan, also a joint document, was adopted on 1st April 2012.
- **Supplementary Planning Documents (SPDs)** - documents with less weight but which will supplement the DPDs by giving more information on particular issues. At present, the only SPDs to have been adopted are the Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance that was adopted on 11 April 2007 and providing for Housing Choice Supplementary Planning Document and Planning Guidance Adopted on 2 September 2008.

2.3.4 Manchester City Council Core Strategy

Manchester's Core Strategy was adopted on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

Manchester's Local Development Framework is a collection of planning documents and also includes:-

- The Local Development Scheme, the programme for document production,
- The Statement of Community Involvement which sets out how consultation will be undertaken and in what format
- Development Plan Documents (to be developed following adoption of the Core Strategy), for example on Houses in Multiple Occupation, and
- Supplementary Planning Documents (SPDs) which give more detail to policies in the Core Strategy or in any other future Development Plan Documents.

The Proposals Map below illustrates both the Core Strategy and extant UDP proposals:

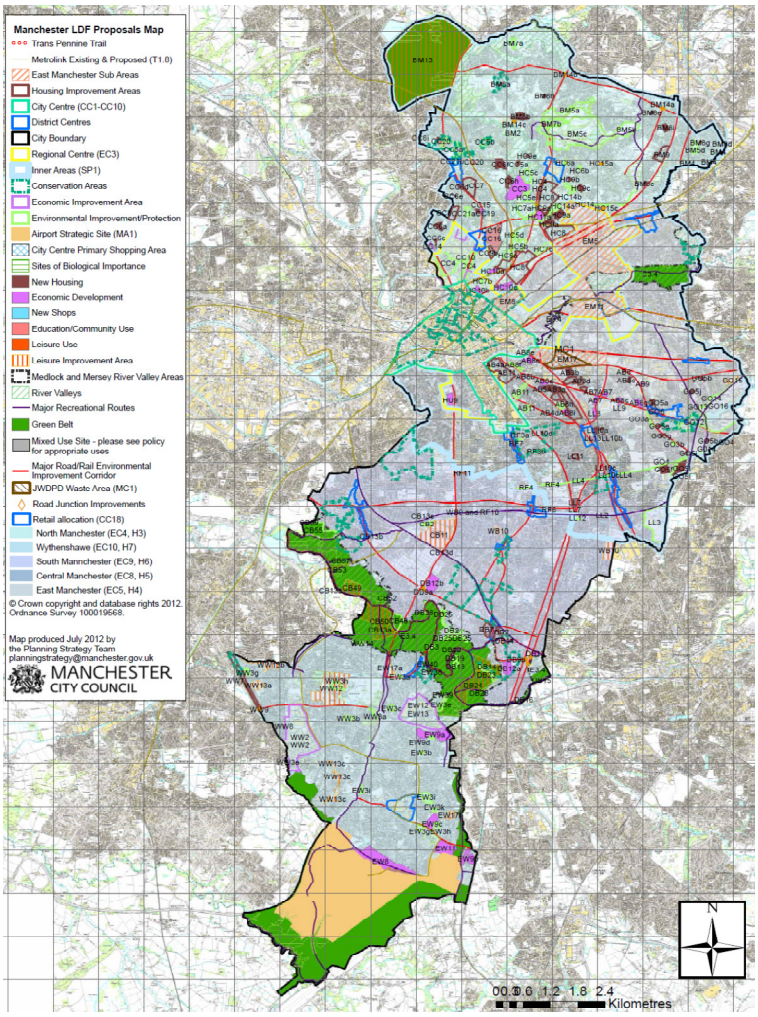


Figure 2.1 – MCC Core Strategy Proposal Map

The Core Strategy is divided into 3 broad sections:

- Manchester Now describes the current situation in Manchester and underlines the key challenges facing the City,
- The Local Strategic Context outlines key elements of the existing (and emerging) strategic landscape, which have informed how the Core Strategy has approached the key challenges identified in the Spatial Portrait,
- The main strategy establishes a Vision for Manchester in 2027 and outlines Strategic Objectives. It also includes a range of policies under each objective that the Council feels will ultimately deliver the Vision,
- Policy is generally set out according to the Strategic Objectives, and is therefore organised according to themes rather than areas.

2.3.5 South Manchester Regeneration Area

The South Manchester SRF area is an area of great contrast and diversity. Having developed from a series of smaller settlements, the area has gradually expanded to become one of the most sought after residential locations within the city and the wider conurbation.

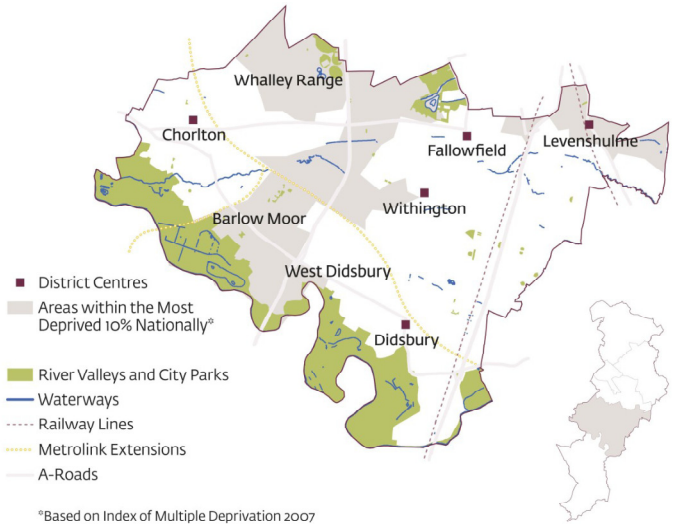


Figure 2.2 – South Manchester Regeneration Area

Its historical development has resulted in a wealth of physical assets including attractive housing areas, a range of parks and open space and a good transport network soon to be improved further by the Metrolink extension. It has also brought about diversity and character in the physical environment, ranging from traditional terraced streets to inter-war housing estates, from river valleys with a countryside feel to inner city neighbourhoods, and from areas of notable affluence to pockets of deprivation.

The six neighbourhoods of Chorlton, Whalley Range, West Didsbury, Didsbury Village, East Didsbury, Levenshulme and the eastern part of Withington (around Withington district centre) are all high-quality neighbourhoods in South Manchester. They offer good-quality housing, a range of centres and services, and strong areas of heritage value and open space.

Levenshulme and Withington neighbourhoods are focused around their respective district centres and they have developed around traditional settlements that are now conservation areas. They are typified by larger Victorian semi-detached homes and terraces. Although both centres are underperforming, the housing areas are becoming increasingly popular for young professionals, particularly as some of the more affordable housing in the SRF. The challenges identified within the core strategy are as follows:

- Maintain the character and popularity of the southern neighbourhoods particularly within the conservation areas,
- Improve standard of living and reduce levels of deprivation in Chorlton Park, Burnage, Withington and Fallowfield,
- Maximise opportunities created through Metrolink extension,
- Managing demand for student housing and ensuring that the sustainability and amenity of neighbourhoods are protected, and
- Improve under-performing centres.

The spatial objectives of MCC's core strategy are as follows:

SO1 Spatial Principles

Provide a framework within which the sustainable development of the City can contribute to halting climate change. Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

SO2. Economy
Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The Regional Centre will continue to be the main focus for business; retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region. The growth of Manchester Airport in line with the Air Transport White Paper will entail a significant increase in employment.

S03. Housing
Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.

S04. Centres
Provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food. Developments providing additional services and retail will be encouraged in the district centres where such development is consistent with the City's retail hierarchy. Particular emphasis will be given to development that helps to create distinctive local character.

S05. Transport
Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Access to the facilities and opportunities of the Regional Centre and Manchester Airport, from residential areas will be particularly important, as will improving links between the City and city regions across the country via high speed rail links and internationally via Manchester Airport.

2.4 Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport as well as to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail relevant to the proposed development site. The following chapters of this report will demonstrate that the proposed development is compliant with the local and national policies outlined within this chapter.

Existing Conditions

3 Existing Conditions

3.1 Introduction

This chapter describes the existing conditions at the site intended for the Laurel Grove Extra Care Scheme, along with the existing highways conditions. It presents summary Road Accident data which is analysed for a selected study area around the site.

3.2 Existing Site

The existing site comprises a vacant area of green space located between the existing care home and adjoining residential developments. Photographs 3.1 and 3.2 illustrate the nature of the existing site in greater detail:

Photographs 3.1 and 3.2 – Existing Site





The site is bounded to the north by Candleford Court, to the east by Laurel Court, to the south by Andrew Court, and to the west by the gardens of residential properties along Barnett Avenue.

3.3 Existing Highways Conditions

The site is well served by an existing, unnamed access road, the status of which has been confirmed as 'Private Road'. The site access road is taken off Candleford Road, a residential street, which in turn takes access from Palatine road a more significant primary road providing access between Withington and Manchester City Centre.

A localised highways site audit was undertaken on the 7th January 2013 and the local highway network surrounding the site in terms of 'key routes' is summarised in more detail within the paragraphs below:

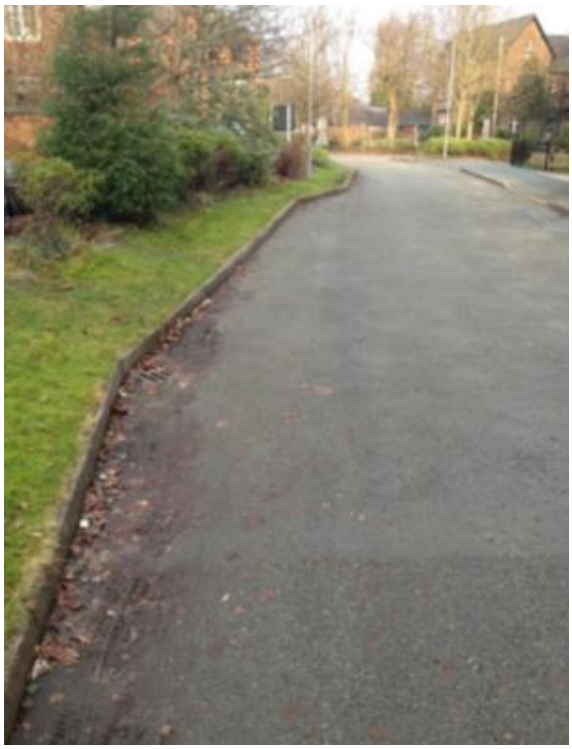
3.4 Site Access Road

The site access road is approximately 4m wide with a single passing point located part way along, extending the overall width to approximately 5m at that location. A turning head is located at the end of the access road and a footway, approximately 1.8m wide, is located on one side. The access road is street lit. The site visit and evaluation concluded that the access already appears to provide a means of access for service and refuse vehicles, as well as emergency vehicles, which are required to access the existing Laurel Court residential care development. At the time of the evaluation there was no evidence that the existing arrangements present any issues now or will do in the future.

The layout and geometry of the site access road suggests MCC have previously considered the access arrangements adequate for the type and nature of the existing Laurel Court development.

The existing access road does accord with the minimum requirements described under the Department for Transport (DfT) residential design guidance, Manual for Streets (MfS), based on the type and nature of the existing and proposed development the access road could accommodate future capacity increase. Photographs 3.3 and 3.4 illustrate the nature of the site access road.

Photographs 3.3 and 3.4 – Site Access Road





3.5 Candleford Road

Candleford Road is a residential, no through road, comprising a single traffic lane in each direction, and footpaths on either side. Double yellow line, no waiting restrictions are implemented on either side of the road, with a short section of on-street parking permitted for approximately six vehicles.

At the time of the site visit Candleford Road was very lightly trafficked. A couple of vehicles were observed entering and existing the Laurel Court site at different times and they appeared to experience no difficulties in navigating the roads and junction. Candleford Road provides access to the existing care home and adjoining residential developments, Laurel Court, Candleford Court, Andrew Court and their associated areas of parking.

The site access Road and Candleford Road are joined by a priority junction. The photographs below illustrate Candleford Road in greater detail:

Photographs 3.5 and 3.6 – Candleford Road





3.6 Palatine Road (B5167)

Palatine Road is a significant primary B-route providing a strategic north south link between Withington and Manchester City Centre. At the point of its intersection with Candleford Road the route is characterised by a single traffic lane in each direction with a dedicated bus lane providing for bus and cycle movements in a northerly direction towards the city centre. Double yellow lines restrict parking along its length in each direction and bus stops, in the form of on-street type bus cages, are located at regular intervals. Pedestrian footpaths are of ample width along the length of Palatine Road, being approximately 2m wide. Candleford Road joins Palatine Road in the form of a priority junction arrangement where the appropriate give-way markings are implemented. Appropriate sightlines are ensured by the continuation of double-yellow lines markings at the intersection of the two routes. Photographs 3.7 and 3.8 illustrate the layout of this route at its intersection with Candleford Road in greater detail.

Photographs 3.7 and 3.8 – Palatine Road





3.7 Key Observations

The design, layout, and geometries of the key access routes to the development site are of a suitable standard implying the prior consideration has already been given to the access arrangements, in order that they are suitable for nature and type of existing developments. In summary:

- The surrounding area comprises an established residential zone and subsequently the road infrastructure has been designed to support this purpose,
- Traffic speeds in the vicinity of the proposed site were not observed to be high, and
- The pedestrian footpaths located on the highway network which surrounds the site are of ample width and are consistent with existing pedestrian desire lines

3.8 Accident Data

Road accident statistic data has been obtained from the 'Greater Manchester Reported Road Accident Database' this database is managed by TfGM on behalf of the ten local authorities of Greater Manchester. The road accident data held within the database is collected by Greater Manchester Police. A road accident is classified as one that involved personal injury and took place on the public highway in summary 'road accidents' include the following:

- accidents which commence on the highway but which involve casualties off the highway,
- accidents involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus/coach are injured, whether or not another vehicle or pedestrian is involved,
- accidents to pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway, and
- some local authorities and organisations refer to road accidents as road collisions, road crashes or road incidents.

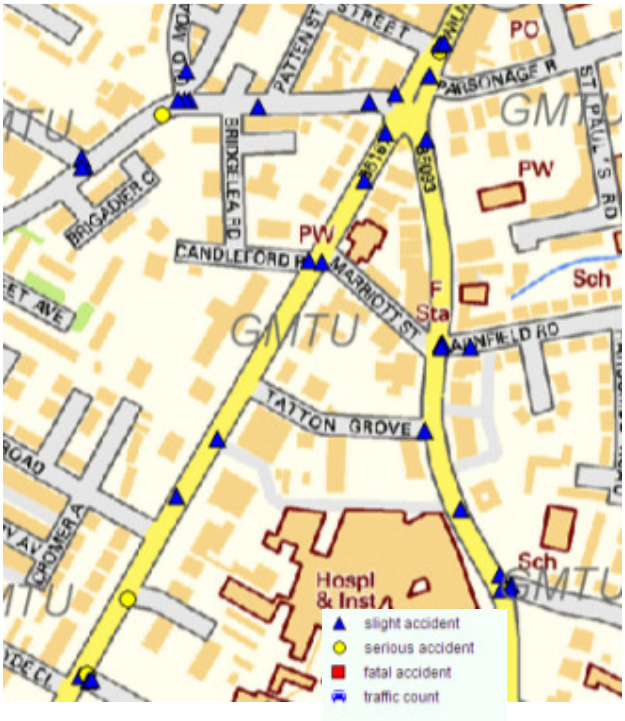
Road accident data for the relevant search area surrounding the site has been obtained for the latest 60 months. Within the table below we have classified the data in terms the number and severity of incidents:

Table 3.1 – Summary of Accident Data

Year	Accident Severity			Total
	Slight	Serious	Fatal	
2007	2	1	0	3
2008	10	1	0	11
2009	5	2	0	7
2010	5	0	0	5
2011	8	0	0	8
2012	5	0	0	5
Total	**35**	**4**	**0**	**39**

In total **39** accidents have been recorded within the study area, of which **35** have been recorded as slight, **4** as serious, and **0** as fatal. A plan illustrating the location of accidents in more detail is provided within the figure below:

Figure 3.2 – Plan illustrating location of accidents in the vicinity of the site



The proposed development is unlikely to have any detrimental effect on road safety in the area. The data illustrates that the number of accidents in the area have reduced over recent years, especially the number of serious accidents, and the pattern of accidents show a clustering at the major junctions, such as at the junction of Burton Road and Palatine Road.

3.9 Summary and Conclusions

This chapter has appraised the existing site conditions. The proposed site currently comprises a small area of vacant green space, which is accessed off an existing private access road via Candleford Road and Palatine Road in Withington, near Manchester. The site resides in a predominantly residential area with good vehicular access points and public transport links. Accident data has been appraised for the key vehicular routes surrounding the site, which concludes that there is not a history or pattern of accidents that would show there are concerns with regard to the local road layout.

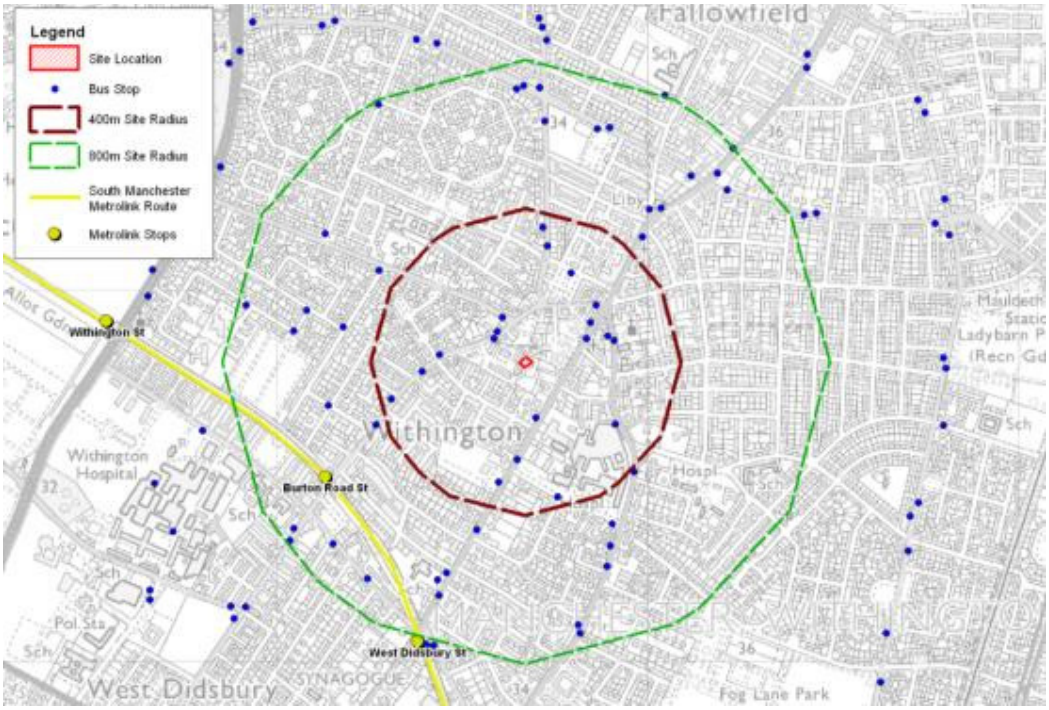
Sustainable Access

4 Sustainable Access

4.1 Introduction

Current Government policy guidance places significant emphasis on the need for sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce reliance on private car trips. The proposed Laurel Grove Extra Care Scheme development in Withington, near Manchester would align with this strategy. The following chapter therefore considers access via sustainable modes of transport to the site, including access by rail, Metrolink, bus, cycle and on foot. The location of public transport facilities in the vicinity of the Extra Care Scheme are illustrated in the following figure:

Figure 4.1 – Location of Public Transport Amenities



4.2 Rail Services

The nearest rail station to the proposed Extra Care Scheme located off Candleford Road in Withington is Mauldeth Road station. This Railway Station is located within an acceptable walking distance being 1.1 miles (approximately 22 minutes walk) from the proposed development. There are also excellent bus services connections available from the Extra Care Scheme, along Palatine Road, and these are discussed later in this chapter.

Mauldeth Road railway station is a suburban railway station serving the Ladybarn area of Manchester, England. It lies on the Styal Line between Manchester Piccadilly and Manchester Airport.

The Monday to Saturday service pattern is as follows:

- 2 trains per hour to Manchester Airport, one of which continues on to Crewe until 17:53, then terminates at Wilmslow in the evening.
- 2 trains per hour to Manchester Piccadilly

Sunday Services consist of:

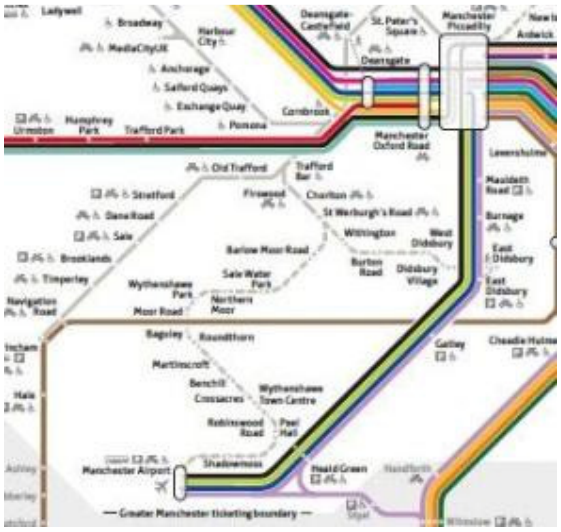
- 1 Train per Hour to Manchester Airport, with one service every 2 hours Continuing to Alderley Edge.
- 1 Train an Hour to Manchester Piccadilly.

Current rail services available from Mauldeth Road station are summarised in the **Table 4.1** below:

Table 4.1 – Rail Service Frequency (From Mauldeth Road Station)

Service	Frequency
Monday to Saturday Services	
Manchester Airport	Every 30 minutes
Manchester Piccadilly	Every 30 minutes
Sunday Services	
Manchester Airport	Every hour
Manchester Piccadilly	Every hour

Figure 4.2 – Rail Services Map



4.3 Metrolink

Construction of the South Manchester Metrolink line has commenced, where to-date the line has been completed between Trafford Bar and St Werburgh's Road. Construction continues on the remaining stops between St Werburgh's Road and East Didsbury, where the nearest stop to the proposed site will be located at Burton Road, some 0.6 of a mile (15 minutes walk) from the site.

Construction started on the South Manchester extension from Trafford Bar to St Werburgh's Road in 2008 and the new line opened in July 2011. Three new stops have been built at Firswood, Chorlton and St Werburgh's Road and a new depot facility at Trafford Bar has also been constructed to maintain and store the new trams.

In May 2009, a special fund of £1.5 billion was agreed for 15 transport schemes in Greater Manchester. These include a further 2.8 mile (4.4 km) extension to the South Manchester line from St Werburgh's Road to East Didsbury. Plans for the extension from St Werburgh's Road to Didsbury were fully approved by the Department for Transport in March 2010.

From St Werburgh's Road, the line will continue to run along the disused railway cutting to East Didsbury serving the local residents and businesses along the route. Five additional stops will be located at Withington, Burton Road, West Didsbury, Didsbury Village and East Didsbury. The line will provide improved transport links into the city centre. It aims to ease congestion and improve journey times from both Chorlton and Didsbury to the City Centre.

Trams will run every six minutes to Manchester and East Didsbury at peak times and every 12 minutes off peak with a 15 minute service on Sundays and Bank Holidays.

The following images detail the specifics of the Burton Road Station proposals and a copy of the geographic Metrolink Map:

Figure 4.3 and 4.4 – Burton Road Station Proposals and geographic Metrolink Map





4.4 Bus Services

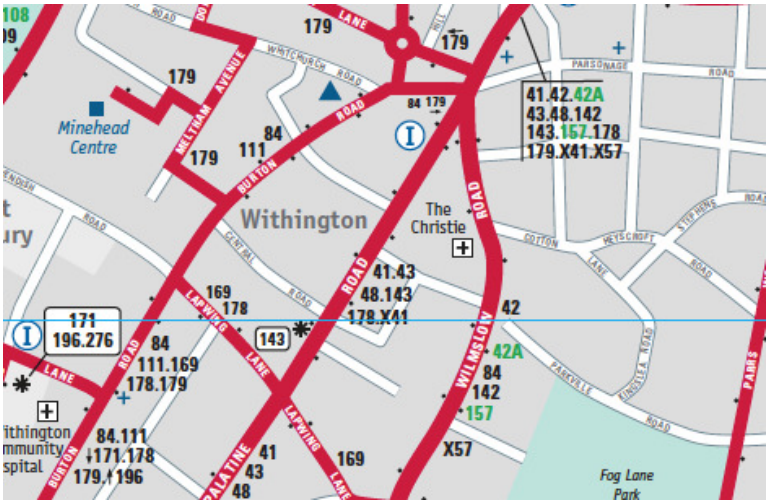
Following a review of the context of stops and bus infrastructure near to the proposed site in Withington, Manchester, full service availability is illustrated within Table 4.2. Key routes are summarised within the paragraphs that follow. Both frequency and variability throughout the week are discussed.

The proposed site has a good level of accessibility in respect of bus services. Local services operate alongPalatine Road, to the north of the site, where the nearest bus stops are within 200m of the site. There are a total of 19 bus stops located within 400m radius of the site (See Figure 4.1), which is the maximum walking distance to bus stops recommended by the Institute of Highways and Transportation (IHT).

Local bus services are summarised in greater detail within Table 4.2. A large number of bus services operate between Monday and Saturday, however reduced frequencies of service are in operation on Sundays.

Those bus routes and services operating in close proximity to the site are summarised in **Figure 4.5**.

Figure 4.5 – Bus Service Map



Bus services in the immediate vicinity of the proposed Extra Care Scheme, include service numbers 41, 43, 143, 178, and X41. These services connect to the area with Altrincham, Rusholme Sale, Northenden, Manchester Airport and Manchester amongst other destinations, and these are detailed further in the following table:

Table 4.2 – Destinations and stops of services in the vicinity of Laurel Grove

No.	Route	Freq. Mon – Sat		Freq. Sunday	
		Day	Eve.	Day	Eve
Palatine Road					
41	Manchester – West Didsbury – Northenden – Sale – Evening journeys to Altrincham	Every 10 mins	Every 60 mins	Every 10 mins	Every 60 mins
43	Manchester – West Didsbury – Wythenshawe – Manchester Airport	Every 10 mins	Every 15 mins	Every 15 mins	Every 30 mins
143	Manchester – Rusholme – Fallowfield – West Didsbury	Every 10 mins	Every 10 mins	Every 10 mins	Every 10 mins
178	Reddish – Withington – Wythenshawe – Wythenshawe Hospital - Timperley	Every 60 mins	Every 60 mins	Every 60 mins	Every 60 mins
X41	Manchester – West Didsbury – Northenden – Sale – Altrincham	Every 30 mins	-	Every 60 mins	-

No.	Route	Freq. Mon – Sat		Freq. Sunday	
		Day	Eve.	Day	Eve
Burton Road					
179	Wythenshawe Hospital – Withington – Burnage – Stockport	Every 60 Mins	-	2 services	-

111	Manchester – Withington – Southern Cemetery	Every 10 mins	Every 30 mins	Every 20 mins	Every 30 mins
84	Manchester – Chorlton – Didsbury – Heaton Chapel - Reddish	Every 30 mins	Every 60 mins	Every 60 mins	Every 60 mins

4.4.1 Bus Stop Infrastructure

Local bus stop infrastructure surrounding the site is illustrated within photographs 4.1 and 4.2. Table 4.3 details the facilities provided at each of the bus stops.

Palatine Road

Photograph 4.1 – Palatine Road (Northbound)



Photograph 4.2 – Palatine Road (Southbound)



Table 4.3 – Bus Stop Facilities along Palatine Road

Bus Stand	Photograph	Facilities
Palatine Road (Northbound)	4.1	Bus Cage, Bus Shelter, Flag, Timetable, and Raised Kerb
Palatine Road (Southbound)	4.2	Bus Cage, Bus Shelter, Flag, Timetable, and Raised Kerb.

In summary regular bus services are in operation within an adequate distance from the site Monday to Saturday, reduced frequency services are in operation on Sundays). Infrastructure provision is well thought out with facilities being available for those with particular accessibility needs such as those with pushchairs and the disabled. Existing bus service provision in the vicinity of the site can therefore be considered good.

4.5 Cycle Access

Cycling is an important part of both national and local transport policy. An increased perception of cycling as a real alternative mode of transport to the car and a growth in cycling as a leisure activity has increased the demand for cycling. An acceptable cycle distance is considered to be up to 5km.

Whilst PPG13 has now been superceded, by the National Planning Policy Framework (NPPF), it is still a recognised guidance document. PPG13 states; *"Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport".* PPG13 is no longer in force but this type of standard is still relevant.

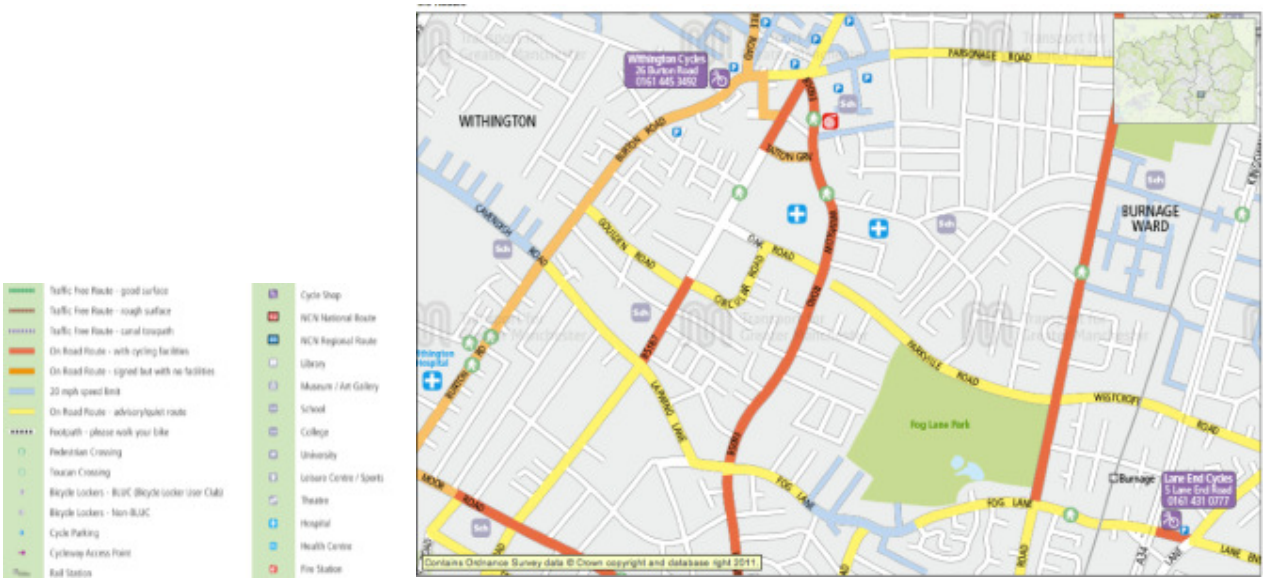
To encourage more Manchester residents to cycle the Council has developed a cycle strategy that sets out their vision for cycling, this is the 'Interim Cycle Strategy for Manchester 2012-2013'. The purpose of this strategy is to bring together in one place the three main components of cycling:

- recreational cycling,
- utility cycling, and
- sport cycling.

The strategy details two themes that underpin these components – workforce and volunteering, and communications and engagement. The overall aim is to increase all forms of cycling in Manchester for all people of all ages through the partnership of Manchester City Council, British Cycling (BC), the National Cycling Centre (NCC) and the many cycling groups and partners in the city. The strategy has been led and produced by these three lead organisations and developed in consultation with many Manchester cycling organisations and groups. Given the key policy documents to be developed over the next five years – including the Sport and Physical Activity Strategy and the next Comprehensive Spending Review – a refreshed Manchester Cycling strategy will be produced in 2013 and again in 2015. This is to ensure that partners maximise the opportunities presented by these policy changes during this period. In summary, despite the current challenging economic climate, Manchester City Council and BC have continued to invest considerably in cycling to develop opportunities for Manchester residents to cycle for utility, sport and recreation. Furthermore, the Council has directly invested more than £3million pounds in cycling infrastructure through the Local Transport Plan capital programme and with funding from the South East Manchester Multi-Modal Study Fund. This has enabled delivery of a significant number of initiatives across the city such as the development of the National Cycle Network, including commuter corridors, off-road and orbital routes; more cycling facilities and parking in schools, the city centre and district centres; and the development of safer routes to school for Manchester schoolchildren.

MCC have produced a series of free maps covering the whole of Greater Manchester, the Manchester map provides excellent details of cycling infrastructure – both on-road and off-road – to help people choose the best route across the city. The map is regularly updated and the latest version was published in spring 2012. The maps are also available online at http://www.tfgm.com/cycling/maps.cfm. The relevant section of this map, detailing the cycle routes in the vicinity of the proposed Extra Care Scheme is presented in **Figure 4.4**.

Figure 4.6 – Cycle routes in the vicinity of the proposed Extra Care Scheme



The TfGM cycling website has been interrogated for current cycle routes in the vicinity of the proposed Extra Care Scheme, which has established that there are several convenient on-road cycling routes available in the vicinity of the site. Figure 4.6 above illustrates that the relevant on-road routes – with cycling facilities include, Wilmslow Road and sections of Palatine Road. On road routes / advisory / Quiet Routes include, Goulden Road, Circular Road, Oak Road, Lapwing Lane, and Parkville Road. On-road routes which are signed, with no facilities include Burton Road, and routes with 20 mile and hour speed limits include those along Cavendish Road.

4.5.1 On-site Cycle Facilities

Cycle parking will be secure and covered and the Laurel Grove Extra Care Scheme will provide for a minimum of **2** cycles, and these will be available for both residents and staff. A shower and changing area is also being provided within the building for those who cycle.

4.6 Pedestrian Access

Footways in the vicinity of the site along the private access road, Candleford Road, and Palatine Road are of sufficient width and are suitably lit. Dropped crossings and tactile paving are located in suitable locations, and signalised pelican crossing facilities exist across Palatine Road, at its junction with Burton Road, further enhance this provision.

A suitable number of bus stops are located within walking distance of the proposed Extra Care Scheme; specifically two directional stops are located on Palatine, as described in more detail in the previous paragraphs. The following photographs illustrate the relevant pedestrian facilities described above.

Photograph 4.3 and 4.4 – Pedestrian facilities along the access road and Candleford Road





Topography is typically flat, around the site and through Withington, and walking (as well as cycling) is likely to be pleasant, the topography will not present any challenges in promoting walking or cycling. The following section illustrates a review of the accessibility of the site both on foot and via Public Transport using the industry assessment tool ACCESSION.

4.7 Accessibility Review

ACCESSION is an industry standard software package, which enables assessments to be made of different locations based on their relative accessibility by public transport and the associated timetables. ACCESSION assists in identifying potential solutions to accessibility issues such as improvements to public transport services and to pedestrian routes. ACCESSION analysis has been undertaken in the vicinity of the Laurel Grove Extra Care Scheme site to illustrate the walking and public transport accessibility within a standard travel time, to assist the review of the sites accessibility to local amenities. Table 4.4 below presents preferred maximum walking distances 2km (a 25 minute walk) indicated by guidance from the Institute of Highways and Transportation (IHT).

Table 4.4: IHT Suggested Acceptable Walking Distances

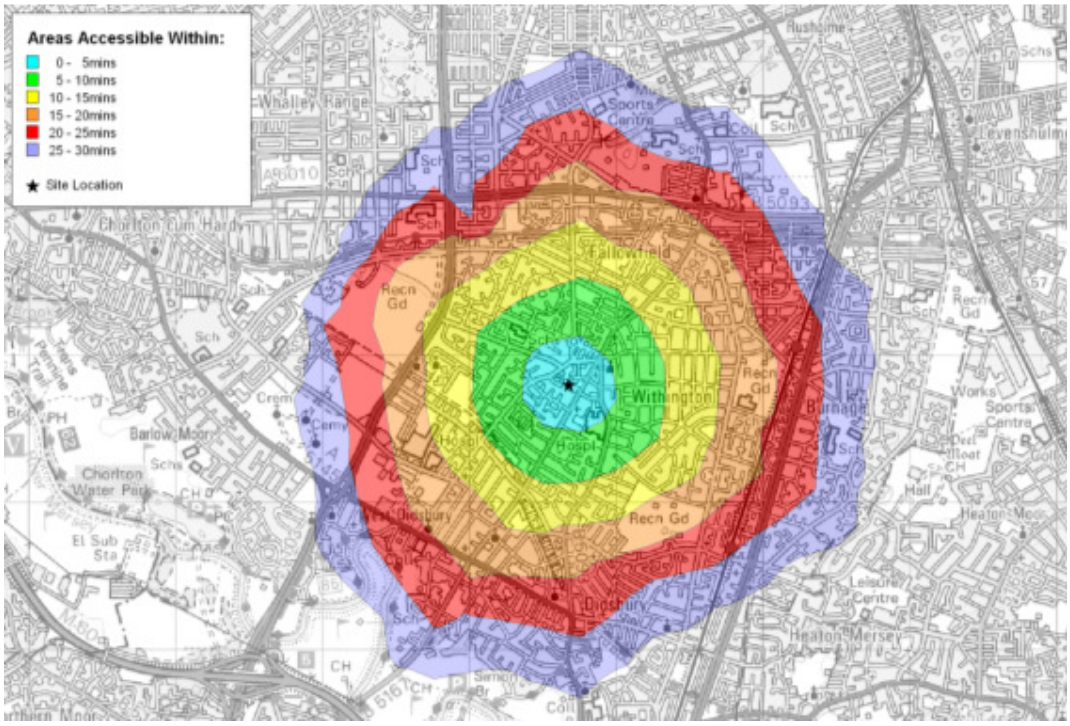
Criteria	Town Centre	Commuting / Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

The Laurel Grove Extra Care Scheme is located within an area where key amenities such as bus stops are within a 200m walking distance. Additionally access on foot, between the site and a number of further local amenities, and key residential areas, are both within a 5-10 minute walk of site. **Table 4.5** summarises the destination within each journey time on foot and illustrates residential areas and further amenities which are located further afield from the site. In summary the walking isochrones accession plot illustrates that the site and its key services are accessible to the wider area within an acceptable walk time where the IHT guidelines state that a preferred maximum walking distance in town centres is 800m (approximately 15 mins walk) and elsewhere 1,200m (approximately 25 minutes walk).

Table 4.5 Walk destinations

Journey Time	Locations
0 – 5 minutes	Bus Stops on Burton Road and Palatine Road
5 – 10 minutes	Christie's Hospital
10 – 15 minutes	Fallowfield
15 – 20 minutes	Withington Hospital, Southern Cemetery
20 – 25 minutes	East Didsbury, Barlow Moor Road, Mauldeth Road Station
25 –30 minutes	Burnage Station, Platt Field Park

Figure 4.5 – Areas Accessible to the Site on Foot within 30 minutes travel time

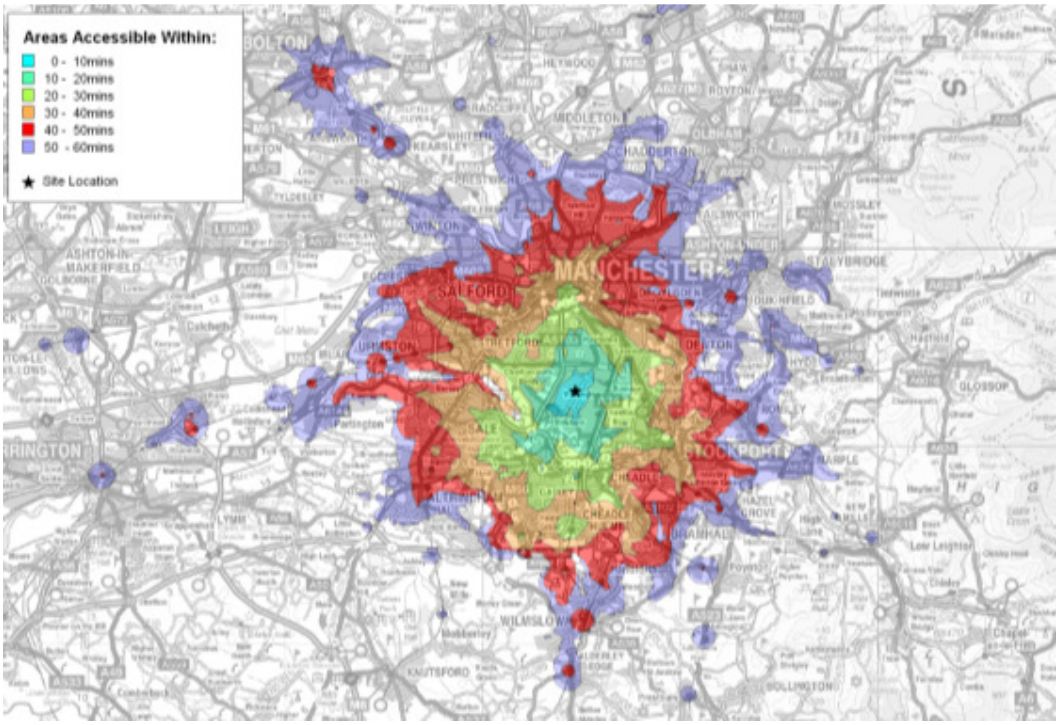


The locations examined within the following analysis illustrate those areas which are currently accessible using the existing public transport provision available. This analysis emphasises the good locational characteristics of the site given the residential nature of Withington coupled with excellent public transport links. The key locations from the site are summarised in **Table 4.6** for each journey time.

Table 4.6 - Public Transport Destinations

Journey Time	Locations
0 – 10 minutes	Didsbury, Fallowfield
10 – 20 minutes	Rusholme, Burnage, Northenden
20 – 30 minutes	Manchester City Centre, Gatley, Heaton Moor, Levenshulme
30 – 40 minutes	Sale, Cheadle, Stockport, Stretford
40 – 50 minutes	Salford, Wilmslow, Droylsden, Altrincham, Manchester Airport, Bolton
50 –60 minutes	Marple, Ashton-under-Lyne, Hyde, Chadderton, Prestwich, Swinton ,Urmston

Figure 4.6 – Public Transport Accessibility Assessment



It can therefore be concluded that the proposed Laurel Grove Extra Care Scheme site is located within an established centre and would accord with National Government guidance concerning site selection and the availability of sustainable modes of transport. The development would serve the local community and as such the local walk catchment and the wider hinterland served by public transport will reduce the number of car-based trips.

4.8 Disabled Access

Disabled access to the proposed Laurel Grove Extra Care Scheme will be available via the existing private access road. A total of **3** disabled access car parking spaces. All entrances to the building will be ramped and of adequate width for wheelchair access.

4.9 Journey Planning

Individual journeys can be planned at www.transportdirect.info. Transport Direct is the first ever website to provide national coverage for information about all types of transport.

Transport Direct is the only website that offers information for door-to-door travel for both public transport and car journeys around Britain. The aim of this website is to provide comprehensive, easy-to-use travel information to help plan journeys effectively and efficiently. The website enables people to compare public transport options with a car route to find a way of travelling which best suits their needs. Train and coach tickets can be purchased from affiliated retail sites without having to re-enter details. PDAs and mobile phones can be utilised using the latest browser technology (WAP2.0) over a GPRS or a 3G connection to find out departure and arrival times for railway stations throughout Britain and for some bus or coach stops.

An ongoing development programme is helping to increase the number of travel services available on Transport Direct.

4.10 Summary

In light of the above, it is considered that the proposed Laurel Grove Extra Care Scheme is highly accessible by bus, cycle and for those wishing to travel by foot. Existing transport infrastructure is of a good standard within the vicinity of the site, and the site is well located in respect of its potential residents, which will help to reduce the usage of the private car for short journeys.

The proposed development in Withington, will encourage local movements by foot, and will also be within easy walking and cycling distance of the surrounding residential areas and existing amenities. Factors such as the residential location of development add significantly to the propensity to walk, something that has been designed into the site layout, to ensure that the development is truly accessible to all, with the local pedestrian movement being key. The wider village centre infrastructure is also designed to serve high pedestrian movements and would therefore directly support the proposals.

The village centre location also capitalises on the immediate accessibility of regular bus and Metrolink services. Bus services operate between every 10 to 30 minutes in close proximity to the site from Palatine Road. Metrolink services will be introduced from Burton Road Station, which is within 15 minutes walk, where onward services are provided between Manchester City Centre and Didsbury.

Rail services, to wider destinations, are also available from Mauldeth Road station. Mauldeth Road station is accessible on foot within a 20 minute walking distance time from the site. Provision of on-road cycling routes in the vicinity of the site is good, and the development will include for provision of a minimum of **2** cycle parking spaces and the Manchester City Council Cycling strategy is progressing the development and expansion of further routes in the vicinity.

Proposed Development

5 Proposed Development

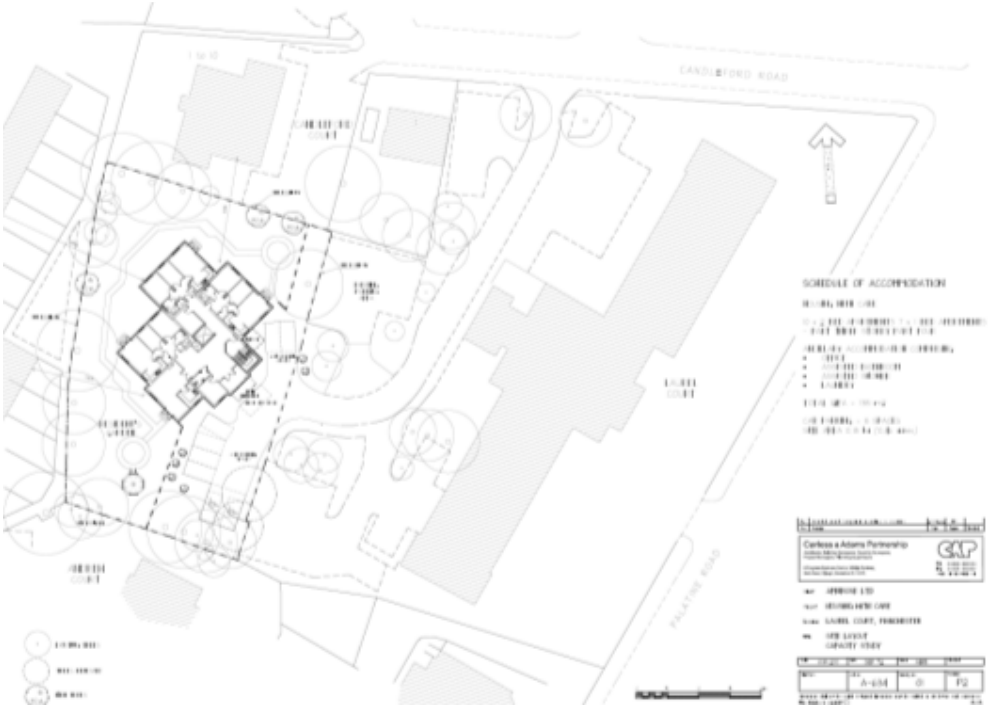
5.1 Introduction

This chapter outlines the proposals for the new Laurel Grove Extra Care Scheme development that is being located off Candleford Road and Palatine Road in Withington, Manchester. The development proposals are described, along with details of the pedestrian and vehicular access, and servicing.

5.2 Development Proposals

The development proposals comprise a **1381m sq GIFA** Extra Care Scheme (C2 class), comprising 16 residential apartments, 10 of which will be 2-bed apartments and six of which will be one-bed apartments. The accommodation will be arranged partly over three and four storeys. Associated ancillary accommodation will comprise, office, assisted bathroom, assisted shower, laundry, and a residents garden. The accommodation will be provided alongside a total of eight car parking spaces (Including three disabled), and a dedicated drop off space adjacent to the building entrance. Figure 5.1 illustrates the site proposals in greater detail.

Figure 5.1 – Site Proposals



5.3 Pedestrian and Vehicular Access

The pedestrian/public entrance to the Laurel Grove site will be taken from Candleford Road via the existing, private, access road, from. This route will also provide access to the drop-off area, eight designated parking spaces, (Including three disabled), and for servicing and emergency vehicles.

The building design will maintain and enhance the existing walking and cycling links that connect the site to, Candleford Road, Palatine Road, and Withington and with due regard to the safe movement of pedestrians to ensure wellbeing.

The existing private access road already appears to provide means of access for service refuse vehicles, deliveries and emergency vehicles to the existing Laurel Court residential care development with no obvious signs or evidence it presents any issues.

On the above basis the retention of the existing layout and geometry of the site access road is considered adequate for the type and nature of the existing Laurel Court development as well as the proposed Laurel Grove development.

5.4 Servicing

Refuse collection for the Laurel Grove Extra Care Scheme is anticipated to occur weekly. We consider the arrangements for the proposed Laurel Grove development no different and furthermore will simply be served by an extension of the existing refuse collection for Laurel Court. The tracking plans for the service vehicles are provided in **Appendix B**.

5.5 Parking

5.5.1 Proposed Car Parking Provision

Parking proposals at the Extra Care Scheme are for the provision of a dedicated drop-off area, a total of eight car parking spaces (including three disabled) to be accessed from the existing access road via Candleford Road. The proposed car parking layout at Laurel Grove Extra Care Scheme is illustrated within **Figure 5.3** below.

Figure 5.2 –Laurel Grove Car Park Layout



5.5.2 Car Parking Standards

Parking standards for this proposal are provided in line with those standards identified within the Greater Manchester Third Local Transport Plan (GMLTP 3).

The GMLTP is a statutory document prepared under the Transport Act 2000. It is a five-year strategy for the management, maintenance, development and monitoring of the County's transport system. It was developed by the ten City and Metropolitan Borough Councils within Greater Manchester, as well as Greater Manchester Passenger Transport Authority (GMPTA), and with

the input of local stakeholders. In the Greater Manchester conurbation there is such a complex pattern of interlinked movements that the development of the transport system has to be addressed on a whole area basis. Major improvements to Greater Manchester's public transport system, and the management of the highway network which links the ten Council areas could not be achieved properly without an overall plan. Government guidance therefore required that in such cases, a joint plan should be prepared. The authorities consequently worked together to produce, implement and monitor a single LTP, continuing the spirit of co-operation on packages of improvements over the last 15 years. The standards have been appraised based on C2 residential institutions – Residential Care Accommodation. Throughout the site both car and cycle parking has been provided in accordance with MCC's requirements with due regard to both parking standards identified within GMLTP. Table 5.1 summarising relevant elements GMLTP maximum car parking standards, indicates how the Laurel Grove proposals fully accord with such standards.

Table 5.1 - GMLTP's Maximum Parking Standards for New Developments in the Context of the Laurel Grove Extra Care Scheme

Car Parking (Maximum Standards)			
Land Use	**Standard**	**Size / Floor Area**	**Requirement at Laurel Grove**
	GMLTP		
C2 Residential Institutions-Care Homes	1 per 4 beds	27 beds	7 parking spaces
Disabled Parking (Minimum Standards)			
C2 Residential Institutions-Care Homes	Up to 200 bays or spaces – 3 bays or 6% of the total capacity whichever is the greater	27 beds with 8 parking spaces proposed	3 disabled parking spaces
Cycle Parking (Minimum Standards)			
C2 Residential Institutions-Care Homes	1 per 40 beds, minimum of 2 spaces.	27 beds	2 spaces
Motorcycle Parking (Minimum Standards)			
C2 Residential Institutions-Care Homes	1 per 160 beds, minimum of 2 spaces	27 beds	2 spaces

**PPG13 states parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists. In terms of numbers and design (See Traffic Advice Leaflet 5/95 parking for disabled people).*

The above assessment has been based upon the area schedule, dated September 2012 provided by Carless and Adams Partnership, which indicates that there are a total of 10,two-bed apartments and seven, one-bed apartments, with eight car-parking spaces, including three disabled. This indicates that the provision is consistent with the identified standards.

The following TRICS assessment identifies the actual likely demand based on forecast trip generation rates from the 2012 (b) v6.10.2 database selecting Health / Care Home. The trip generation has been calculated using the total number of residents (27) as the appropriate parameter selector for similar Extra Care Schemes held within the database.

Table 5.2 – Trip Generation and Parking Accumulation Assessment
(TRICS 2012b – Selection Criteria – 27 Residents)

	ARRIVALS		DEPARTURES		ACCUMULATION
Time Range	Trip Rate	Trip GEN	Trip Rate	Trip GEN	
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	0	0	0	0	0
07:00-08:00	0.145	4	0.082	2	2
08:00-09:00	0.072	2	0.068	2	2
09:00-10:00	0.106	3	0.053	1	3
10:00-11:00	0.111	3	0.048	1	5
11:00-12:00	0.097	3	0.097	3	5
12:00-13:00	0.077	2	0.121	3	4
13:00-14:00	0.14	4	0.101	3	5
14:00-15:00	0.072	2	0.126	3	3
15:00-16:00	0.058	2	0.126	3	2
16:00-17:00	0.048	1	0.111	3	0
17:00-18:00	0.048	1	0.072	2	-1
18:00-19:00	0.063	2	0.053	1	-1
19:00-20:00	0.128	3	0.081	2	1
20:00-21:00	0.027	1	0.094	3	-1
21:00-22:00	0	0	0	0	-1
22:00-23:00	0	0	0	0	-1
23:00-24:00	0	0	0	0	-1

The above table indicates that the maximum parking accumulation reaches five vehicles and this occurs between the hours of 10:00 and 11:00. The parking accumulation assessment indicates that the proposed parking provision is therefore sufficient to cater for the demands forecast.

5.6 Cycle Parking

As part of the package of promoting sustainable transport choices, cycle parking at the Laurel Court Extra Care site, will be provided according to the minimum rates outlined within GMLTP's parking standards presented in **Table 5.1**. The standards indicate that a minimum of two cycle parking spaces are required.

The guidance document developed by Greater Manchester Police entitled, *Design for Security: Cycle Parking Design Guidance,* dated October 2009 provides recommendations with regards to the design and specification of cycle parking and storage

equipment. The advice contained within the document is consistent with the principles of Secured by Design and Crime Prevention Through Environmental Design (CPTED). The guidance suggests that cycle parking should be design to facilitate appropriate locking mechanisms, protected from local weather conditions, easy to access, high quality, and regularly policed or overlooked. The guidance suggests the implementation of Sheffield or U-profile stands with a shelter or enclosed cycle lockers.

Photographs 5.1 and 5.2 –Examples of Enclosed Cycle Locker and Sheffield Stand





5.7 Summary

The proposals are for the development of a brand new Extra Care Scheme in Withington, Manchester with both pedestrian and vehicular access being taken from an existing private access road off Candleford Road. The development comprises a total of 16 residential care apartments, providing a total of 26 beds, over four storeys.

Servicing, deliveries and any emergency access for the proposed Laurel Grove extra care scheme will occur from the existing private access road, akin to those that currently occur for the existing Laurel Court development. The layout and geometry of the existing private access road is considered sufficient for the type and nature of the proposed Laurel Grove development as well as the existing Laurel Court development.

A parking assessment has been undertaken using the standards identified in GMLTP3 and TRICS. The assessment has indicated that provision is being made in line with the standards and that forecast demands relating to anticipated arrivals and departures, can be met.

Operational Assessment

6 Trip Generation Assessment

6.1 Introduction

This chapter of the report has been designed to assess the likely traffic impact of the development proposals. In order to undertake robust analysis of proposals the recognised technique of using the industry standard TRICS (Trip Rate Information Computer System) has been utilised in order to forecast trip generation.

This chapter therefore outlines both the process and the results of that element of work and uses the development scheme related to 27 bed, health, care home as outlined in the development proposals (**Chapter 5**) as the basis for the development assessment. The analysis set out below represents very much a worst-case scenario.

It is however important to note that the site is being built with sustainability at the forefront of design and planning. The nature of the development and its occupants is akin to low levels of car use. The location of the site adjacent to busy public transport corridors and Metrolink stations, coupled with the allocation of cycle parking and sustainable measures, will also reduce the pressures on the local road network.

6.2 Trip Generation

A trip generation assessment has been undertaken using the TRICS database, which uses examples from elsewhere to help define appropriate trip rates. **Appendix A** of this document contains specific details of TRICS data used.

Average trip rates have been selected for this assessment, where a weekday (Monday to Friday), daily profile of traffic movements (07:00 to 21:00) has been obtained. Given the nature of the development, it is likely that busiest times for the traffic associated with the development, will be outside of the network peak. It is assumed that the business network traffic peak periods are 08:00-09:00 and 17:00-18:00 and these time periods have also been included within the daily profile for completeness.

Given the location and nature of the site, situated in a sustainable location where residents car use is likely to be low, the use of 'average' (50th percentile) rates from TRICS is considered appropriate.

Trip generation calculations have been defined with reference to the site layout plan and schedule of accommodation, A-634 01P2, dated September 2012, by Carless and Adams Partnership.

The key criteria adhered to when deriving the forecast trips from the TRICS database is identified below:

TRICS Selection Criteria

- 05 – Health L – Care Home;
- Vehicle Only Assessment;
- Removed Irish sites;
- Date range: 01/01/04 – 15/05/12
- Number of Residents 27, range analysed within TRICS = 9 to 62 residents; and
- Suburban area and edge of town centre selected.

The table below illustrates the daily profile of trips derived from trip rates identified from TRICS;

Table 6.1 – Daily profile of forecast car trips to Laurel Grove

	ARRIVALS		DEPARTURES	
Time Range	Trip Rate	Trip GEN	Trip Rate	Trip GEN
07:00-08:00	0.145	4	0.082	2

08:00-09:00	0.072	2	0.068	2
09:00-10:00	0.106	3	0.053	1
10:00-11:00	0.111	3	0.048	1
11:00-12:00	0.097	3	0.097	3
12:00-13:00	0.077	2	0.121	3
13:00-14:00	0.14	4	0.101	3
14:00-15:00	0.072	2	0.126	3
15:00-16:00	0.058	2	0.126	3
16:00-17:00	0.048	1	0.111	3
17:00-18:00	0.048	1	0.072	2
18:00-19:00	0.063	2	0.053	1
19:00-20:00	0.128	3	0.081	2
20:00-21:00	0.027	1	0.094	3

Total trip generations amount to a maximum of 7 two-way trips which occurs between the hours of 13:00 and 14:00, during off network peak traffic conditions.

6.3 Summary

The TRICS assessment contained within the above chapter has presented a robust analysis of the likely level of trips resulting from the proposed Extra Care Scheme, which comprises 16 apartments, with 26 beds and a total of 8 associated car parking spaces. Given the nature of the proposal, a care home or Extra Care Scheme, it is considered unlikely that many residents will use the private car as their predominant form of transport. The location of the site enables access to a busy bus corridor along Palatine Road and a Metrolink services will be available from the new Burton Road station which is located within 800m of the site. The TRICS assessment concludes that a maximum of 7 two-way vehicular trips are observed between 13:00 and 14:00 and that these occur outside of the network traffic peak period. It is considered that the level of trips generated during the traditional traffic network peaks (08:00-09:00) and (17:00 to 18:00) are negligible, and are likely to be within normal daily traffic flow fluctuations, therefore no further highways assessments have been undertaken. As a result of this, no mitigation has been proposed to the current site access arrangements.

Conclusion

7 Conclusion

This TS has been prepared by AECOM on behalf of Aprirose Ltd in support of a new Extra Care Scheme, off Candleford Road, in Withington, Manchester. The Extra Care Scheme will provide a brand new residential housing facility in a sustainable location close to public transport provision and other amenities. The scheme will provide a total of 16 residential care apartments providing a total of 26 beds and an associated eight car parking spaces, including three disabled spaces, for both staff and residents.

The conclusions of this report are as follows:

- The TS has outlined the relevant local and national policies and identifies that the proposal conforms to such policies. Where necessary these have been appropriately integrated within the design of the development. The analysis of the policy context concludes that the proposed development supports the aims and objectives as set out in national and local planning policies. It is therefore concluded that the proposals for the Laurel Grove development both fully compliant with policy and sustainable in nature.

- Care facilities provide an important service to the local community by assisting those in need, and generating local employment.

- The 'Existing Conditions' chapter analyses the existing highway surrounding the site and presents an accident data analysis. The qualitative and quantitative review of the existing network indicates that there are no immediate significant traffic constraints. The development proposals have been shaped to build upon this provision.

- Accident data analysis illustrates that there is not a history or pattern of traffic collisions which would present concerns with regard to the local road network layout. The data does not show any grouping of accidents or a statistically high occurrence of incidents near to the proposed site;

- The location of the site is good in terms of its centrality upon local, public transport, and walking/cycling networks. The site benefits from strong accessibility by public transport and sustainable modes of travel, being situated close to excellent proposed Metrolink services from Burton Road Station and bus services along Palatine Road. There are approximately **22** bus services per hour currently operating in the vicinity of the Laurel Grove Extra Care Scheme. Footways in the vicinity of the site are of a good standard with safe, signalised and non-signalised facilities across the main classified routes.

- A parking demand assessment concludes that car, disabled and cycle parking are being provided in line with GMLTP minimum standards of provision. A 12-hour TRICS profile parking accumulation analysis concludes that, levels of demand will easily be accommodated within the proposed car park, (8 spaces including 3 disabled).

- A trip generation exercise has been undertaken and it is concluded that the development proposals generate a negligible increase in traffic, resulting in no impact on the operation and safety of the existing access and associated junction. Furthermore, it is concluded that the existing access arrangements are sufficient and will be maintained in its current form for the purpose of the proposed development.

In summary, the proposals will provide a residential Extra Care Scheme, which is sustainable in nature, and brings enhancements to adjacent surrounding area.

Following the assessment of traffic and parking conditions undertaken within this TS, it is concluded that the development results in a negligible highways impact, and that therefore planning permission for this development should be granted.

Appendix A

Appendix A – TRICS Outputs

Appendix B

Appendix B – Service Vehicle Tracking