

Proposed Residential Development
Hinchley Road, Blackley

July 2025

TRANSPORT ASSESSMENT

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REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Miller Homes to advise on the traffic and transport matters relating to a proposed residential development on land at Hinchley Road in Blackley.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.2 Format of Report

1.2.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 details the Travel Plan.

1.2.2 Section 4 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.2.3 Section 5 considers the traffic impact of the proposed development.

1.2.4 Section 6 discusses a review of road safety in the area and finally, Section 7 draws together the conclusions.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located on the north-western side of Hinchley Road in Blackley and is bound to the west by the premises and buildings associated with the Co-op Academy North Manchester sports facilities. To the north and east, the site is bordered by existing residential properties fronting onto Caspian Road and Hinchley Road.

2.1.2 The location of the site in relation to the surrounding local area is provided at **Plan 1**.

2.1.3 As will be detailed in this report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car as well as the demand for car parking at the site.

2.2 Local Highway Network

2.2.1 In the vicinity of the site, Hinchley Road has a carriageway width of approximately 5.5 metres, with good standard footways on both sides. It has street lighting and is subject to a 30mph speed limit.

2.2.2 To the north, Hinchley Road connects to a number of estate roads including Caspian Road, Topcliffe Road and Carville Road, which all serve existing residential development in the area.

2.2.3 Hinchley Road then extends to the north and forms a priority controlled junction with the A6104 Victoria Avenue East, which connects the site to the wider road network, via the Greengate roundabout junction.

2.2.4 To the south of the site, Hinchley Road provides direct access onto Charlestown Road and to Moston Lane, via the Greenways roundabout junction.

2.2.5 It is considered that the site is well connected to the local and strategic road networks.

2.3 Development Proposals

- 2.3.1** The proposed development refers to the construction of up to 106no. two, three and four-bedroom residential dwellings, with associated car parking and landscaping.
- 2.3.2** The proposed site layout is shown in **Plan 2**.
- 2.3.3** Vehicular access will be achieved via the creation of 2no. new priority controlled junctions on Hinchley Road, as shown in **Plan 3**.
- 2.3.4** The proposed site access points have a 5.5 metre carriageway with 2 metre footways on both sides which will tie in to existing provision on Hinchley Road. As can be seen, both junctions can achieve visibility splays of 2.4m x 43m, which are commensurate with traffic speeds of 30mph, as set out within Manual for Streets.
- 2.3.5** On that basis, it is considered that the proposed points of vehicular access are appropriate and would be deemed acceptable by the local highway authority.
- 2.3.6** A plan to show the internal layout junctions and associated visibility splays is presented in **Plan 4**.

2.4 Waste Collection & Servicing

- 2.4.1** The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.
- 2.4.2** This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.
- 2.4.3** To demonstrate this, a swept path analysis has been undertaken for a 4-axle 11.37-metre refuse vehicle, as shown in **Plan 5**.
- 2.4.4** In addition to the above, a further swept path analysis has been undertaken for a standard fire appliance, as shown in **Plan 6**. This demonstrates that the site can be accessed in an emergency situation, should the need arise.

3 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

3.1 Introduction

3.1.1 In order to manage the travel by residents at the new development, the applicant wishes to offer a Travel Plan to encourage travel to the site by non-car modes.

3.1.2 It includes a range of measures and incentives to reduce and mitigate impact and enhance the accessibility of the site by non-car modes.

3.2 Travel Planning Guidance

3.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled ‘*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*’ was published in August 2009.

3.2.2 The guidance explains how “*we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment*” and identifies that “*The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life*”.

3.2.3 The document sets out an overview of the process and delivery of Travel Plans and states that:

“A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”

3.2.4 The guidance states that;

“Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use...” and;

“A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”.

3.2.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises *“needs to address all the journeys that may be made to and from a site”.*

3.2.6 The guidance also specifies that *“It is important to note that Travel Planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”.*

3.2.7 Further guidance relating specifically to residential Travel Plans is presented in the DfT document entitled *“Making Residential Travel Plans Work”* published in June 2007.

3.2.8 The document states that:

“Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”.

3.2.9 A Residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place.

3.2.10 A Travel Plan Framework is contained within **Appendix 1**.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore 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.

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

- access on foot;
- access by cycle;
- access by bus; and
- access by Rail.

4.2 Access on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.

4.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.3 The nearest existing footways are provided along Hinchley Road, running along the southeast side of the site and Caspian Road, located to the north. These footways link to the wider pedestrian network within Blackley and the surrounding areas. Safe pedestrian movement to local amenities and facilities within Blackley is provided for via the pedestrian infrastructure located to the north and southeast of the site.

- 4.2.4 Dropped kerbs and tactile paving are provided at key junctions and roundabouts between the application site and the day-to-day amenities located in Blackley, Charlestown and other areas in close proximity.
- 4.2.5 There are several Public Rights of Way (PRoW) in the vicinity of the site within Blackley. These are displayed in proximity to the site on **Figure 4.1** in red.
- 4.2.6 The nearest Public Right of Way footpath is located to the southwest of the site connecting Charlestown Road with Moston Lane to the south and extends through Boggart Hole Clough Park.

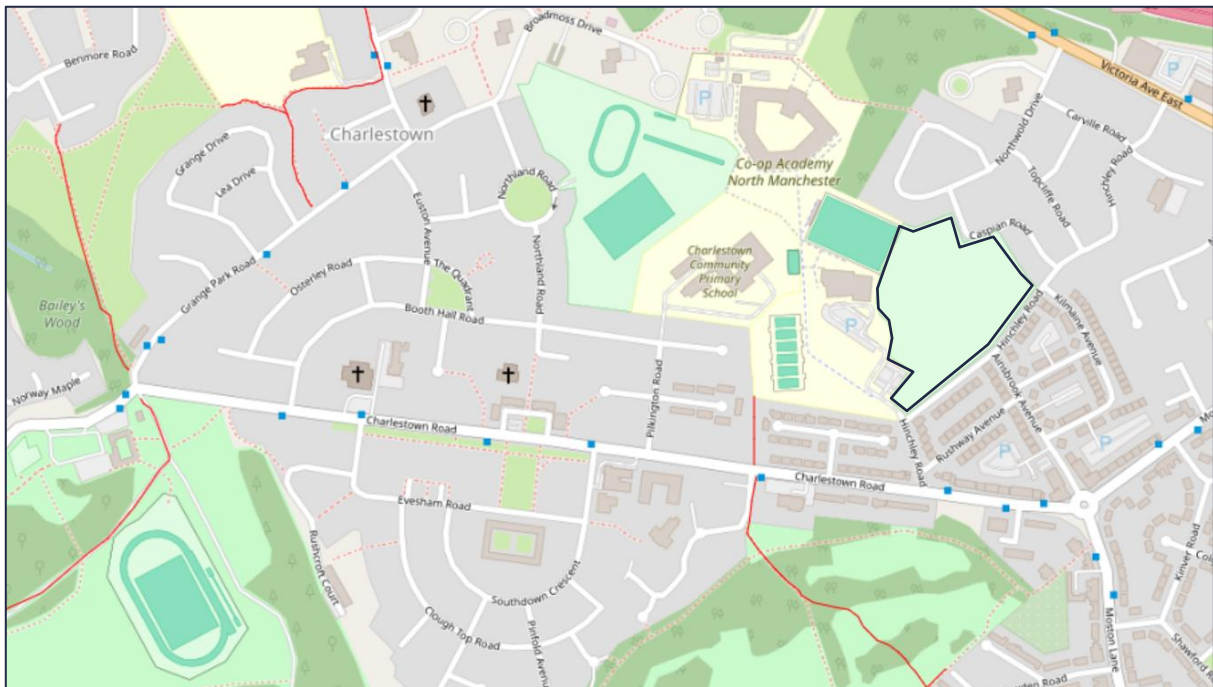


Figure 4.1 Public Rights of Way Charlestown

- 4.2.7 There are various other footpaths close to the development site to the west, connecting Grange Park Road with the pedestrian network to the north, thus facilitating trips on foot between the site and the surrounding area.
- 4.2.8 Indeed, the DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.9 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances.

- 4.2.10 Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT ‘Providing for Journeys on Foot’ Walk Distances

- 4.2.11 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.’*
- 4.2.12 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*
- 4.2.13 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

- 4.2.14 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.15 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.16 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.17 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

4.2.18 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.19 In light of the above, a pedestrian catchment of 800 meters and 2 kilometres from the centre of the site, using all available pedestrian routes has been provided in **Plan 7**.

- 4.2.20** The 800-metre pedestrian catchment encompasses parts of Charlestown, Blackley and Moston, comprising numerous bus stops, schools and many local facilities.
- 4.2.21** The 2,000-metre pedestrian catchment stretches further into the surrounding areas of Blackley extending to locations such as Failsworth and White Gate End to the east. This catchment includes various amenities particularly along Moston Lane and Victoria Avenue East, including public houses, post boxes and local convenience stores. Clearly, these represent key destinations for potential employment, retail and leisure trips.
- 4.2.22** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:

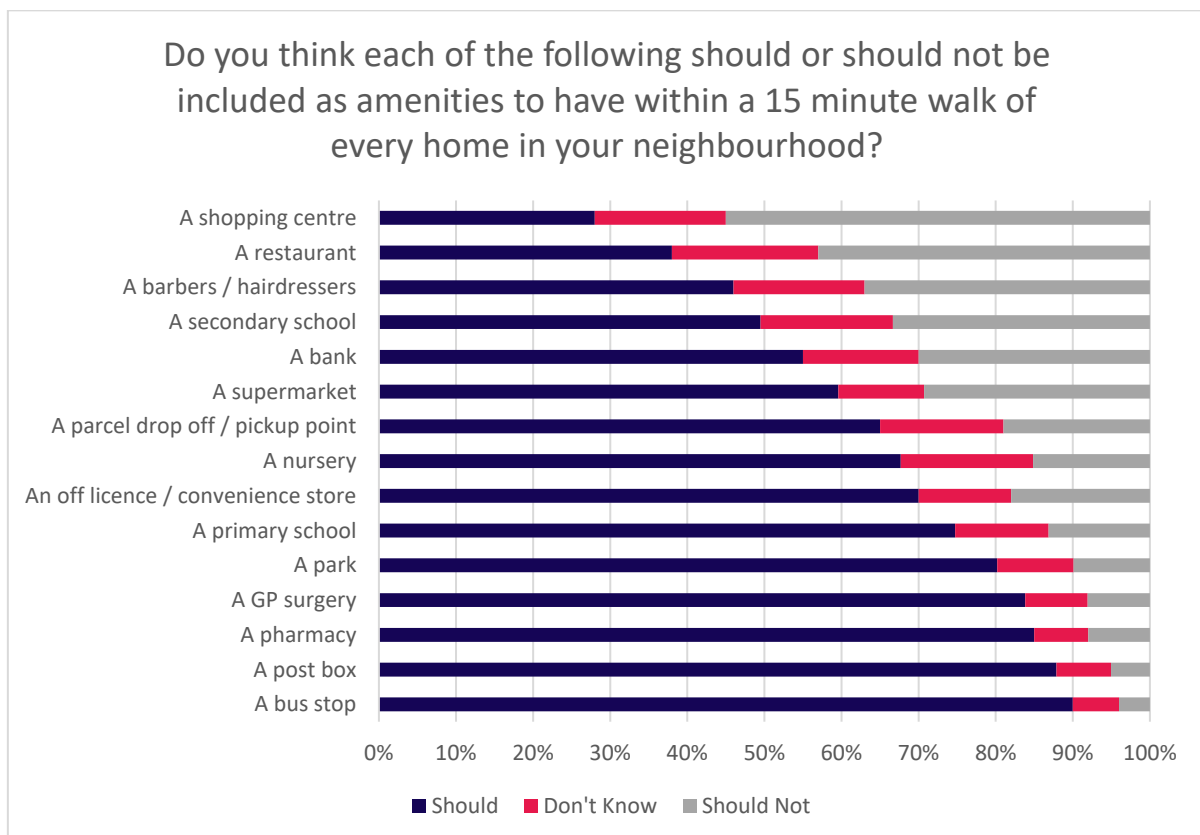


Figure 4.2 YouGov Poll Results (Source YouGov)

- 4.2.23** Figure 4.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 4.2.24** Plan 7 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 4.2.25** As can be seen in Plan 7, the site is located in close proximity to a number of a local amenities, including bus stops, a post box, a pharmacy / GP surgery, and a local convenience store.
- 4.2.26** **Table 4.4** below, shows the walking distance from the of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
White Moss Pharmacy	643m	1,600m	YES
Charlestown Primary School	965m	3,200m	YES
Moston Lane Bus Stop	321m	1,600m	YES
The Charlestown Public House	321m	1,600m	YES
North Ridge High School	3,200m	3,200m	YES
Nisa Local	804m	1,600m	YES
Charlestown Health Centre	643m	1,600m	YES
Whitemoss Post Office	804m	1,600m	YES
Broadway Leisure Centre	1,600m	1,600m	YES
Food Gaff	804m	1,600m	YES

Table 4.4 Distance from Site to Local Facilities

4.2.27 Based on the review, it is considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

- 4.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester, Middleton, Oldham, Ashton-under-Lyne and Prestwich.
- 4.3.5 There are no national cycle routes that pass directly through Blackley and Charlestown near the site. However, the closest route to the site is National Cycle Route 66 which goes from central Manchester to Leeds, York and Beverley. This route is located around 1.6 miles east to the site which is around a 9-minute cycle.
- 4.3.6 There are local cycle routes located in Blackley and Charlestown, displayed in **Figure 4.3** below. The green and brown lines display traffic free routes in the area, with one route directly north to the proposed site and one in the south going through Boggart Hole Clough Park.

- 4.3.7 Additionally, the double red lines display on road routes with cycling facilities. One route is located along Victoria Avenue East which is around 330 metres north of the proposed site. These local cycling facilities and routes create a well-connected environment for cyclists.

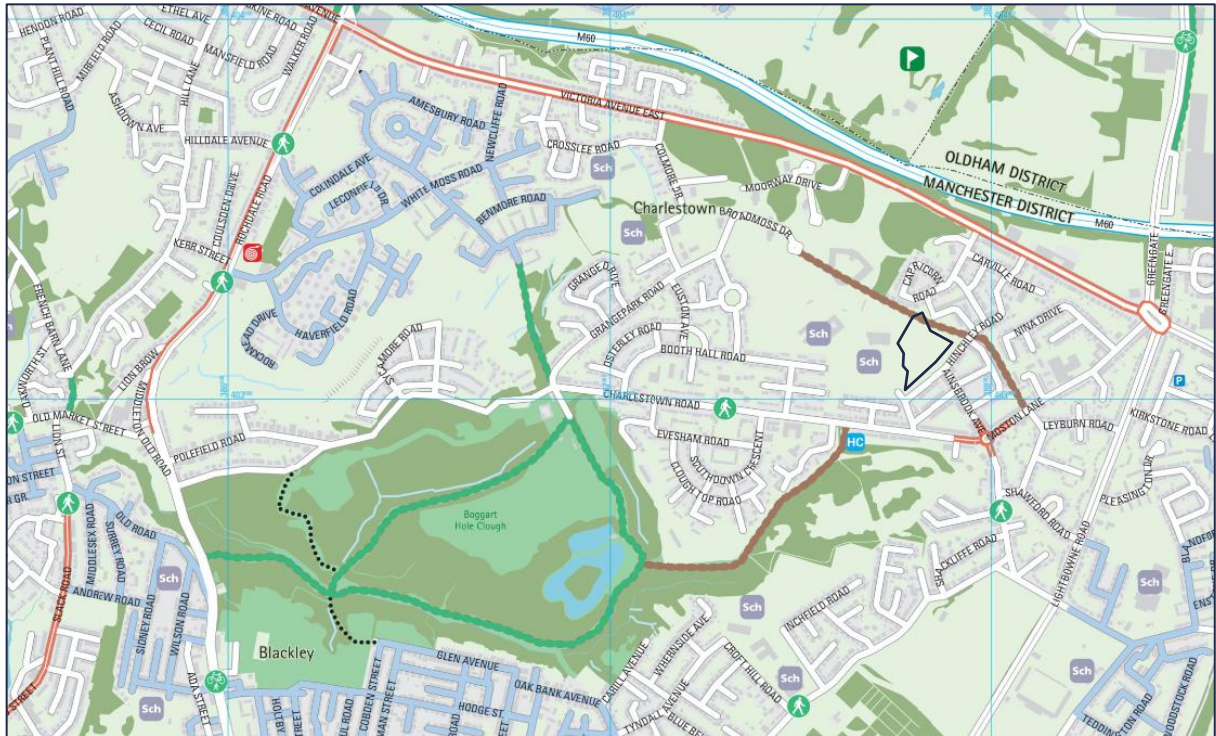


Figure 3.3 The Manchester Cycle Network Map

- 4.3.8 Based on the proximity of existing cycle routes in the area, the site can be considered as being accessible by cycle.

4.4 Access by Bus

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

- 4.4.2 The nearest bus stops to the site are located along Charlestown Road, to the south of the proposed development site. The eastbound stop consists of a bus shelter, pole and timetable information, whilst the westbound stop also benefits from a shelter.

4.4.3 Additional bus stops are located further on Charlestown Road, Victoria Avenue East and Moston Lane. All the nearest bus stops to the site are shown on Plan 7.

4.4.4 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
118	North Manchester General Hospital to Piccadilly Gardens	12 services	38 services	20 services	6 services	35 services	20 services	28 services
119	Benmore Road to Piccadilly Gardens	3 services	17 services	8 services	1 service	16 services	7 services	13 services
81	Piccadilly Gardens to Oldham Bus Station	4 services	18 services	9 services	2 services	9 services	7 services	16 services
112	Piccadilly Gardens to Middleton Bus Station	5 services	37 services	23 services	3 services	32 services	24 services	34 services
113	Piccadilly Gardens - Middleton Bus Station	2 services	-	-	-	-	-	-
114	Boarshaw Lane to Piccadilly Gardens	4 services	25 services	7 services	2 services	15 services	6 services	13 services
115	Middleton Bus Station - Middleton Bus Station	-	7 services	-	-	-	-	-
149	North Manchester General Hospital	1 service	9 services	3 services	1 service	9 services	3 services	12 services

Table 4.5 Existing Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen above, the nearest bus stops to the site provide various services throughout the day to destinations such as Manchester, Oldham, and Middleton.

4.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 12:25am, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Manchester	11 minutes
Oldham	15 minutes
Middleton	12 minutes

Table 4.7 Example Bus Journey Times from the Site

4.4.8 The above table demonstrates that Manchester is only an 11-minute bus journey from the site, Oldham is only a 15-minute journey and Middleton is a 12-minute journey.

4.4.9 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Access by Rail

4.5.1 The nearest train station to the site is Moston Railway Station, which is located approximately 1.3 kilometres from the centre of the site .

4.5.2 This train station is managed by Northern Rail and has 2 platforms, offering various services per hour to destinations such as Blackburn, Rochdale and Clitheroe.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Non-Car Access Summary

4.6.1 The application site has been considered in terms of access by non-car modes for the proposed development.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area of Blackley and Charlestown.
- It has been demonstrated that the site is accessible by cycle, with local and national cycle routes being located within close proximity of the site.
- The services from the bus stops on Charlestown Road and Victoria Avenue East, travelling to destinations such as Manchester and Oldham, shows that the proposed development can be considered as accessible by bus.
- The site is accessible via rail with Moston train station located just a short bus, walk or cycle journey away.

4.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors.

4.6.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

5.3 Surveyed Traffic Flows

5.3.1 Before considering the potential changes in traffic that would occur on the local highway as a result of development proposals, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

5.3.2 In order to assess the impact of the proposed development on the local highway network a link count was undertaken on Hinchley Road adjacent to the site on Tuesday 25th February 2025. The survey data is contained within **Appendix 2**.

5.3.3 The peak hours were identified as 0745 to 0845 hours and 1630 to 1730 hours, for the AM and PM peaks respectively.

5.3.4 The 2025 surveyed flows for the AM and PM peak hours are shown in **Figure 1** and **Figure 2**.

5.4 Growthed Flows

5.4.1 For the purpose of this TA, assessments have been undertaken for design horizon of 2030, representing five years after the application registration. This can be considered to be a robust approach.

5.4.2 To derive the baseline 2030 flows, the 2025 surveyed flows have been growthed to 2030 using National Traffic Model (NTM) factors adjusted by using the Trip End Model Program (TEMPro) local growth factors.

5.4.3 The resultant growth factors are listed in **Table 5.1** below:

Peak	2030
AM	1.0777
PM	1.0739

Table 5.1 – Growth Factors

5.4.4 The resultant 2030 future year growthed traffic flows are shown in **Figure 3** and **Figure 4** for the respective AM and PM peak hours.

5.5 Committed Development

5.5.1 Eddisons are not aware of any committed developments in the area that would require consideration within this TA.

5.6 Base Flows

5.6.1 As there is no committed development to take into account, the figures shown in Figure 3 and Figure 4 form the 2030 ‘Without Development’ flows, AM and PM peak hour flows.

5.7 Trip Distribution

5.7.1 The directional distribution of the traffic associated with the proposals has been assigned to the local highway network in line with the recorded vehicle movements along Hinchley Road.

5.7.2 The resulting traffic distribution for the AM and PM peak periods is shown in **Figure 5** and **Figure 6**.

5.8 Proposed Development

5.8.1 The development proposals consist of up to 106 new residential dwellings.

5.8.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites.

5.8.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development comprising up to 106 dwellings is included in **Table 5.2** below. The TRICS output is included at **Appendix 3**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.139	0.375	15	40
PM Peak Hour	0.343	0.156	36	17

Table 5.2 Proposed Development Trip Rates and Trips (106 Units)

5.8.4 As can be seen, the proposed residential development is forecast to generate a total of approximately 55 two-way trips in the AM peak and around 53 two-way trips in the PM peak.

5.8.5 The resulting development traffic flows based on the trip rates set out above are shown in **Figure 7** for the AM peak and **Figure 8** for the PM peak.

5.9 With Development Flows

5.9.1 In order to calculate the 2030 'With Development' flows, the development flows contained within Figures 7 and 8 have been added to the 2030 base flows contained within Figures 3 and 4.

5.9.2 The resulting 2030 'With Development' flows are presented in **Figure 9** and **Figure 10** for the AM and PM peak hours respectively.

5.10 Capacity Assessments

- 5.10.1 In order to consider the traffic impact of the proposals, a capacity assessment has been undertaken at the Hinchley Road Site access junction.
- 5.10.2 Whilst two points of access are proposed, for robustness, the assessments will assume all traffic will use the most southern access junction.

Hinchley Road/Site Access

- 5.10.3 The proposed site access off Hinchley Road will be priority controlled and so has been assessed using Junctions 9 - PICADY 9 - Priority Intersection Module.
- 5.10.4 **Table 5.3** below summarises the capacity analysis results, while the full outputs are contained in **Appendix 4**.

Arm	2030 With Development			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Site Access	0.096	0	0.052	0
Hinchley Road	0.002	0	0.004	0

Table 5,3 – Hinchley Road/Site Access PICADY Results

- 5.10.5 The analysis results in Table 5.3 indicate this junction is forecast to operate efficiently in 2030 in both peak hours.
- 5.10.6 The above demonstrates that the proposed access is suitable in terms of its geometric layout and design and will provide a safe point of access into the site.

5.11 Capacity Assessment Summary

- 5.11.1 This section of the Report has considered the impact of the proposal in transport terms.
- 5.11.2 The traffic impact assessments have demonstrated the proposed development will not have a material impact on the operation of the local highway network.

- 5.11.3** On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out in the NPPF.

6 ACCIDENT ANALYSIS

6.1 Introduction

6.1.1 In order to review road safety in the area, Stats19 data has been obtained from the Department for Transport's published data for the last 5-year period, from 2019 to 2023. This was the most recent data available at the time of writing.

6.1.2 The study area focuses on Personal Injury Accidents (PIC's) at the following locations;

- Hinchley Road in the vicinity of the proposed site access
- Charlestown Road in the vicinity of the proposed site
- Junction 1: Roundabout - Ainsbrook Avenue/Charlestown Road/Moston Lane
- Junction 2: Roundabout – A6104 Victoria Avenue East/Moston Lane/Lightbowne Road/A6104 Hollinwood Avenue/B6393 Greengate/Greengate East

6.1.3 **Table 6.1**, below, provides a breakdown of the number and severity of accidents that have occurred across the study network by location:

Location	Severity		
	Slight	Serious	Fatal
Hinchley Road / Site Access	0	0	0
Charlestown Road	4	1	0
Junction 1	3	0	0
Junction 2	10	0	0
TOTAL	17	1	0

Table 6.1 Summary of PIC's Within Study Area

6.1.4 As can be seen from the above, a total of eighteen PICs have occurred within the study area over the latest five-years.

- 6.1.5 Of the reported incidents, seventeen accidents resulted in slight injuries being sustained and one resulting in a serious injury. No fatal accidents have been recorded.

Hinchley Road in the vicinity of the proposed site access

- 6.1.6 There have been no recorded accidents on Hinchley Road in the vicinity of the proposed site access in the past 5 years, as shown in **Figure 6.1** below.

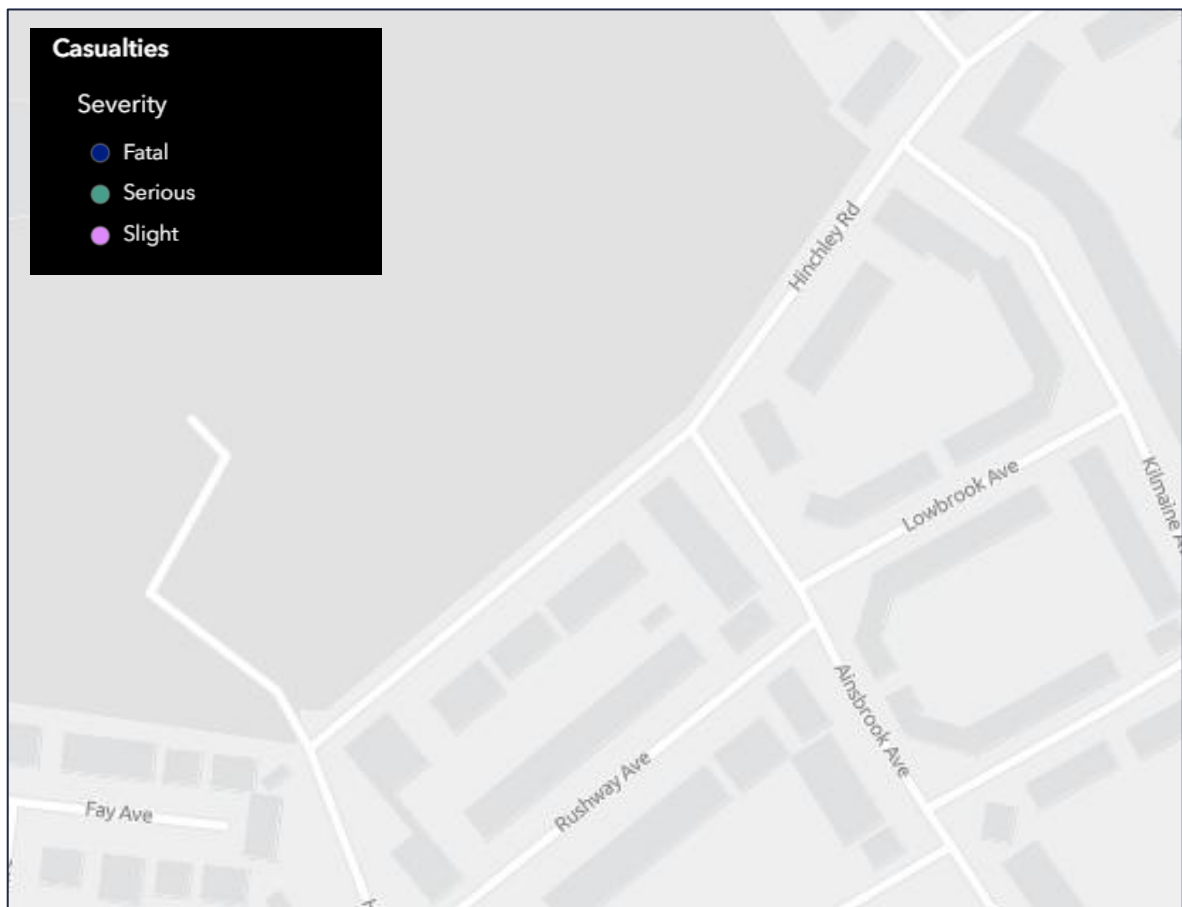


Figure 6.1 – DfT Stats 19 Accident Plot – Hinchley Road

- 6.1.7 The data reviewed has not identified any accidents at the above junctions.

Charlestown Road in the vicinity of the proposed site

- 6.1.8 There have been a total of five recorded accidents on Charlestown Road near the site in the past 5 years, as shown in **Figure 6.2** below.

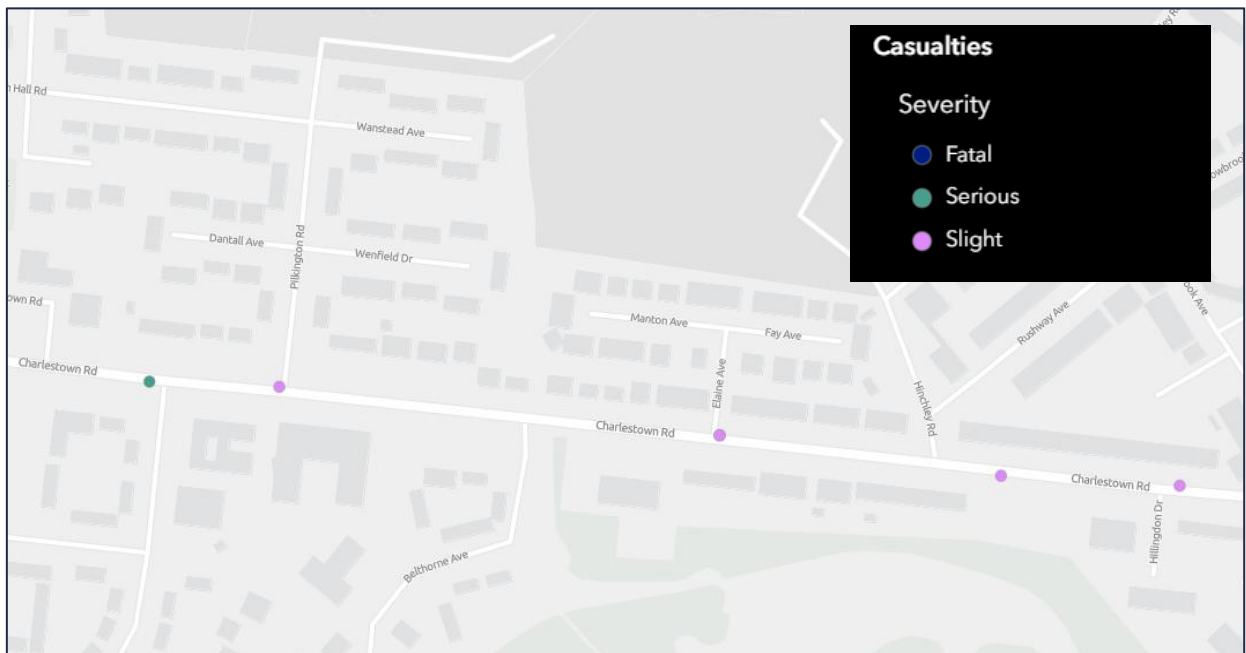


Figure 6.2 – DfT Stats 19 Accident Plot – Charlestown Road

6.1.9 The accidents have been classified as four slight and one serious. The serious accident on the western side of Charlestown Road and the two most eastern accidents involved pedestrians, whilst both the middle accidents resulted in an slight injury being sustained by a car passenger or driver.

Junction 1: Roundabout - Ainsbrook Avenue / Charlestown Road / Moston Lane

6.1.10 There has been a total of three recorded accidents at the Ainsbrook Avenue/Charlestown Road/Moston Lane junction in the past 5 years, as shown in **Figure 6.3** below.

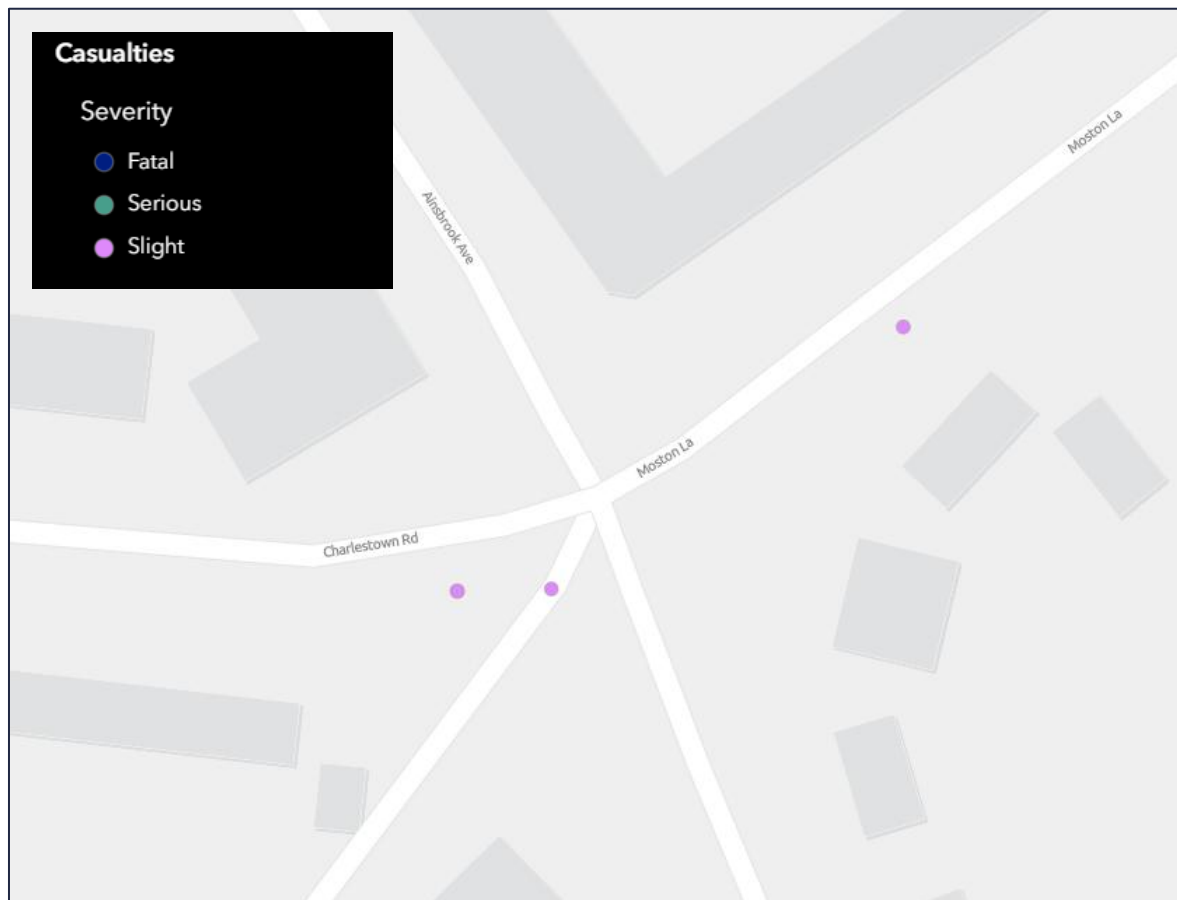


Figure 6.3 – DfT Stats 19 Accident Plot – Ainsbrook Avenue/Charlestown Road/Moston Lane Roundabout

- 6.1.11** Of the three slight accidents shown above, the accident on the most western side involved a pedestrian being struck by car and the other two involved injury to the driver/rider with one being a motorcyclist.

Junction 2: Roundabout – A6104 Victoria Avenue East/ Moston Lane/Lightbowne Road/A6104 Hollinwood Avenue/B6393 Greengate Greengate East

- 6.1.12** There has been a total of ten recorded accidents at the A6104 Victoria Avenue East/Moston Lane/Lightbowne Road/A6104 Hollinwood Avenue B6393 Greengate/Greengate East junction in the past 5 years, as shown in **Figure 6.4** below.

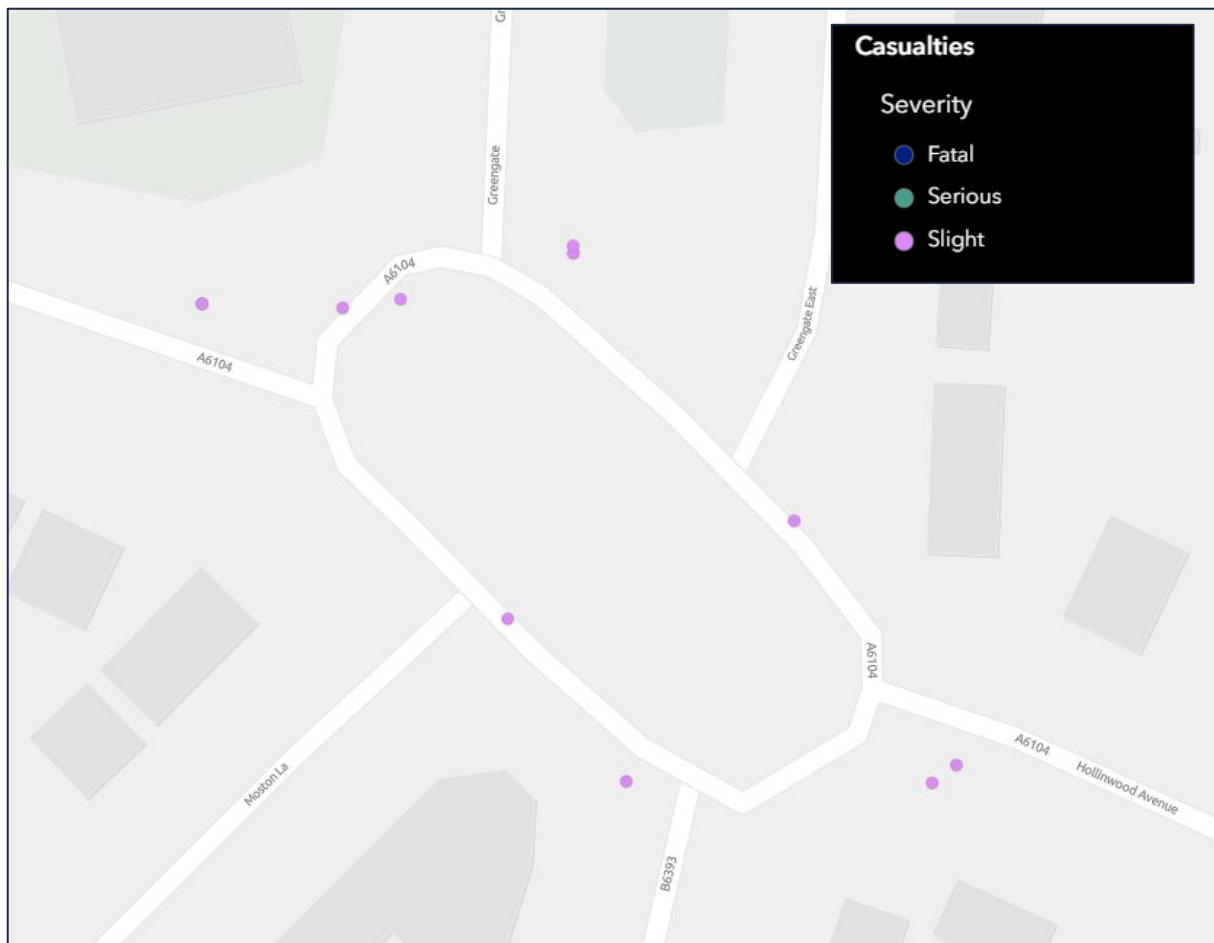


Figure 6.4 – DfT Stats 19 Accident Plot – A6104 Victoria Avenue East/Moston Lane/Lightbowne Road/A6104 Hollinwood Avenue/B6393 Greengate/Greengate East Roundabout

6.1.13 Of the ten slight accidents shown above, nine of the accidents resulted in injury to the driver of a car and one resulted in injury to a passenger in a car. All the accidents involved vehicles, with no pedestrian or cycle accidents occurring at the junction.

6.2 Accident Analysis Summary

6.2.1 Whilst any accident is regrettable, given the level of traffic the highway network in the study area experiences and the number of accidents across the study area, equating to an average 3.6 accidents per year. It is not considered that it suffers from an unduly poor safety record and there is no reason why this should alter as a result of the proposed development.

- 6.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts and there are no reasons why this situation should be materially worsened as a consequence of the development proposals.

7 CONCLUSIONS

7.1.1 Eddisons has been instructed by Miller Homes to advise on the traffic and transport issues relating to a proposed residential development on land at Hinchley Road in Blackley.

7.1.2 The proposals would provide a total of 106 dwellings with associated car parking and landscaping.

- The site is located close to a number of day to day amenities would be highly accessible by sustainable travel modes of such as walking, cycling and public transport.
- The site is also accessible by public transport with bus stops within easy walking distance of the site, offering direct services to a wide range of destinations including Manchester, Oldham, and Middleton.
- The site can be accessed in a safe and efficient manner off Hinchley Road and the access points have been designed in accordance with current design guidance.
- The traffic impact of the proposals has been assessed using the TRICS database.
- The assessments undertaken have shown that the proposals will not have a material impact or give rise to any highways related issues.
- It can therefore be concluded that the proposed development would be able to be accommodated onto the local highway network.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- The provision of a Travel Plan for the site will assist in reducing impact and help to create a wider choice of travel to residents and visitors.

- 7.1.3** In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the National Planning Policy Framework.

FIGURES

FIGURE	DESCRIPTION	SCENARIO	CALC
FIGURE 1	2025 SURVEYED FLOWS	AM PEAK	See TA
FIGURE 2	2025 SURVEYED FLOWS	PM PEAK	See TA
FIGURE 3	2030 BASE FLOWS	AM PEAK	FIG1xNTM
FIGURE 4	2030 BASE FLOWS	PM PEAK	FIG2xNTM
FIGURE 5	TRIP DISTRIBUTION	AM PEAK	See TA
FIGURE 6	TRIP DISTRIBUTION	PM PEAK	See TA
FIGURE 7	DEVELOPMENT FLOWS	AM PEAK	See TA
FIGURE 8	DEVELOPMENT FLOWS	PM PEAK	See TA
FIGURE 9	2030 ASSESSMENT FLOWS	AM PEAK	FIG3+FIG7
FIGURE 10	2030ASSESSMENT FLOWS	PM PEAK	FIG4+FIG8



Figure 1 2025 Surveyed Flows - AM Peak (0745-0845 hours)

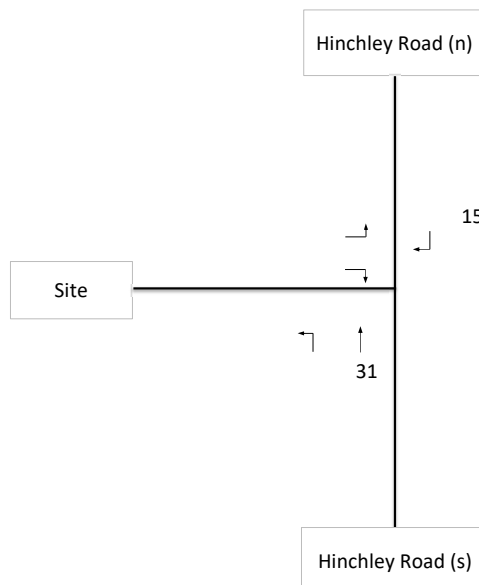
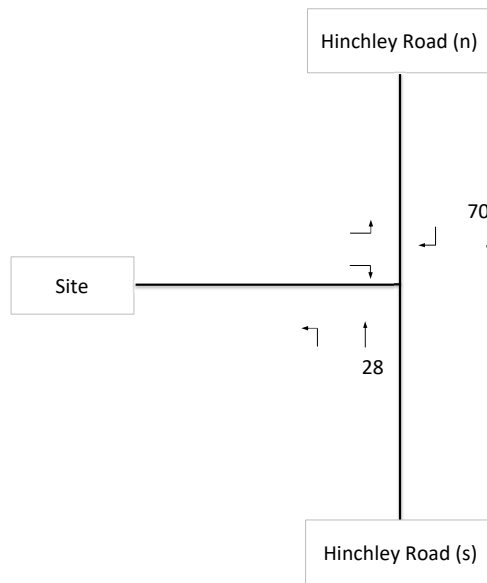
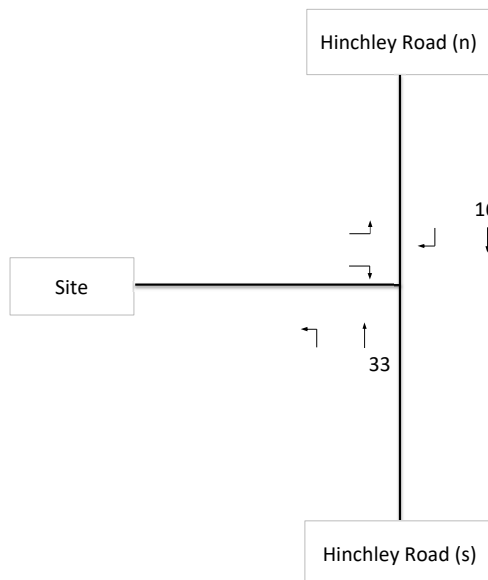


Figure 2 2025 Surveyed Flows - PM Peak (1630-1730 hours)



Growth factor 2025 to 2030 = 1.0777

Figure 3 2030 Factored Flows - AM Peak (0745-0845 hours)



Growth factor 2025 to 2030 = 1.0806

Figure 4 2030 Factored Flows - PM Peak (1630-1730 hours)



Figure 5 Trip Distribution - AM Peak

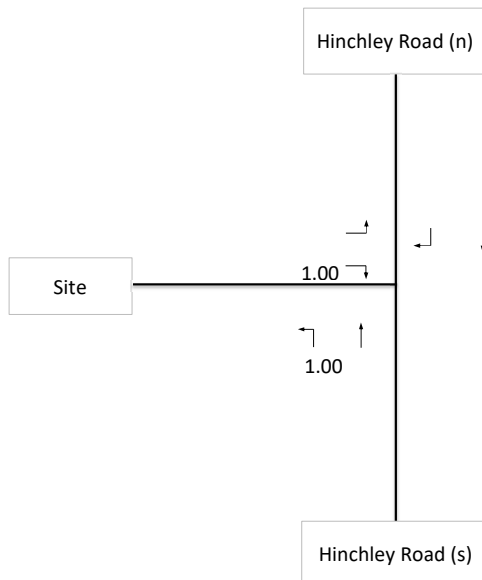


Figure 6 Trip Distribution - PM Peak

IN	14
OUT	38

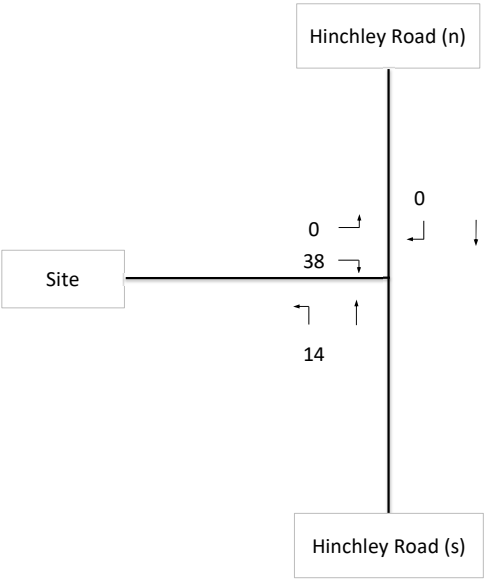


Figure 7 Development Flows - AM Peak

IN	34
OUT	16

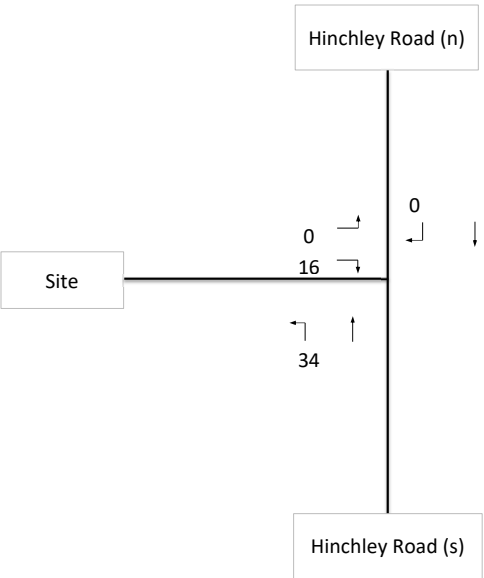


Figure 8 Development Flows - PM Peak

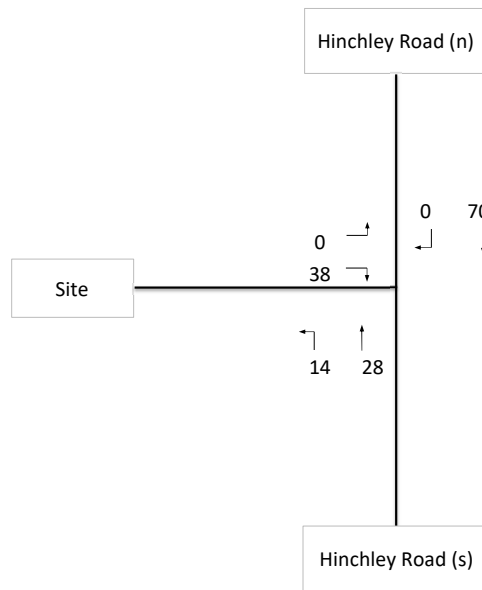


Figure 9 2030 Assessment Flows - AM Peak (0745-0845 hours)

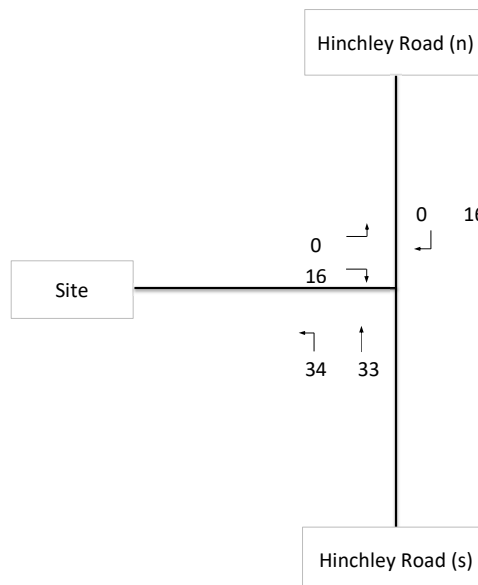
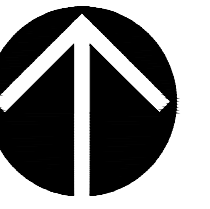


Figure 10 2030 Assessment Flows - PM Peak (1630-1730 hours)

PLANS



DRAWING LEGEND: -

- Denotes Development Boundary
- Denotes 1.8m High Close Board Fence refer to boundary treatments plan
- Denotes 1.8m High Screen Wall refer to boundary treatments plan
- Denotes 600mm High Low Level Wall refer to boundary treatments plan
- Denotes 600mm high Railings with upstand refer to boundary treatments plan
- Denotes indicative hedge planting refer to landscaping plans
- Denotes Affordable Shared Ownership
- Denotes Social Rented
- Denotes Indicative Block Paving Finishes. refer to hard surfacing plan.
- Denotes Indicative trees. Refer to landscaping layout.
- Denotes Timber Cycle Shed
- Denotes Refuse Bin Locations



		Project : Hinchley Road, Charlestown		Rev H 06.03.25	
Open Market					
Housetype	Description	Sqft.	Number	Total Sq ft	% of Mix
TYPE G - Harper Mid	3 Bed Mid Mews	947	2	1894	1.9
TYPE G - Harper Semi	3 Bed Semi	947	17	16099	16.0
TYPE F - Lever Semi	3 Bed Semi	993	9	8937	8.5
TYPE D - Langton Semi	4 Bed Semi	1,177	16	18832	15.1
TYPE C - Barton Detached	4 Bed Detached	1,171	12	14052	11.3
TYPE C - Barton Semi Detached	4 Bed Semi	1,171	14	16394	13.2
TYPE B - Worthington	4 Bed Detached	1,175	6	7050	5.7
TYPE E - Kimpton	4 Bed Detached	1,291	8	10328	7.5
			84	93586	79.2
AFFORDABLE					
Housetype	Description	Sqft.	Number	Total Sq ft	% of Mix
Social Rented					
TYPE H - Latchford Mid	2 Bed Mid Mews	1118	2	2236	1.9
TYPE H - Latchford Semi	2 Bed Semi	1118	6	6708	5.7
TYPE A - Crawford Mid	2 Bed Semi	764	1	764	0.9
TYPE A - Crawford Semi	2 Bed Semi	764	2	1528	1.9
			11		10.4
Shared Ownership					
TYPE A - Crawford Semi	2 Bed Semi	764	2	1528	1.9
TYPE G - Harper Mid	3 Bed Mid Mews	947	1	947	0.9
TYPE G - Harper Semi	3 Bed Semi	947	5	4735	4.7
TYPE F - Lever Semi	3 Bed Semi	993	1	993	0.9
TYPE H - Latchford Semi	2 Bed Semi	1118	2	2236	1.9
			11		10.4
			22	21675	20.8
Total			106	115261	100

B	Frontage railing locations amended & set back to create proposed managed landscape buffer.	AD	25.03.25
A	Cycle stores & Refuses points added.	AD	18.03.25
Rev	Description	Drawn	Date


 Miller Homes Limited - North West Region
 103 Dalton Avenue
 Birchwood Park
 Warrington
 WA3 6YF
 Telephone 0870 336 4700
 www.millerhomes.co.uk

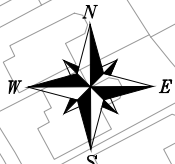
Project Title
**HINCHLEY ROAD,
 CHARLESTOWN**

Drawing Title
SITE LAYOUT PLAN

Scale	Drawn By	Checked By	Authorised By
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	Date 21.02.25	Date -	Date -
Job No.	Drawing No.	Revision	
809380	HR-SL-01	B	
Original Sheet Size A1 Do Not Scale From This Drawing			



NORTH SOUTH AERIAL VIEW

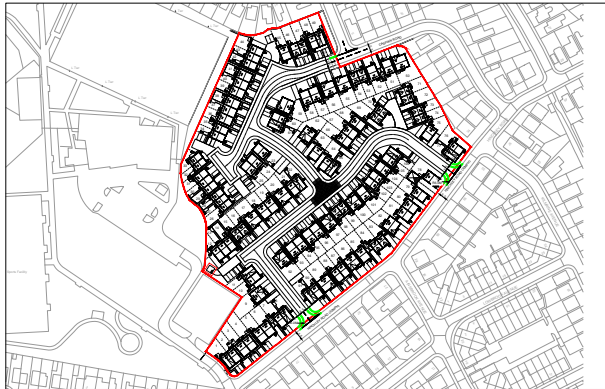


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: MANCHESTER CITY COUNCIL
TOTAL AREA OF SITE: 2.74Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
MILLER HOMES

PROJECT:
HINCHLEY ROAD, BLACKLEY

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

SCALES:
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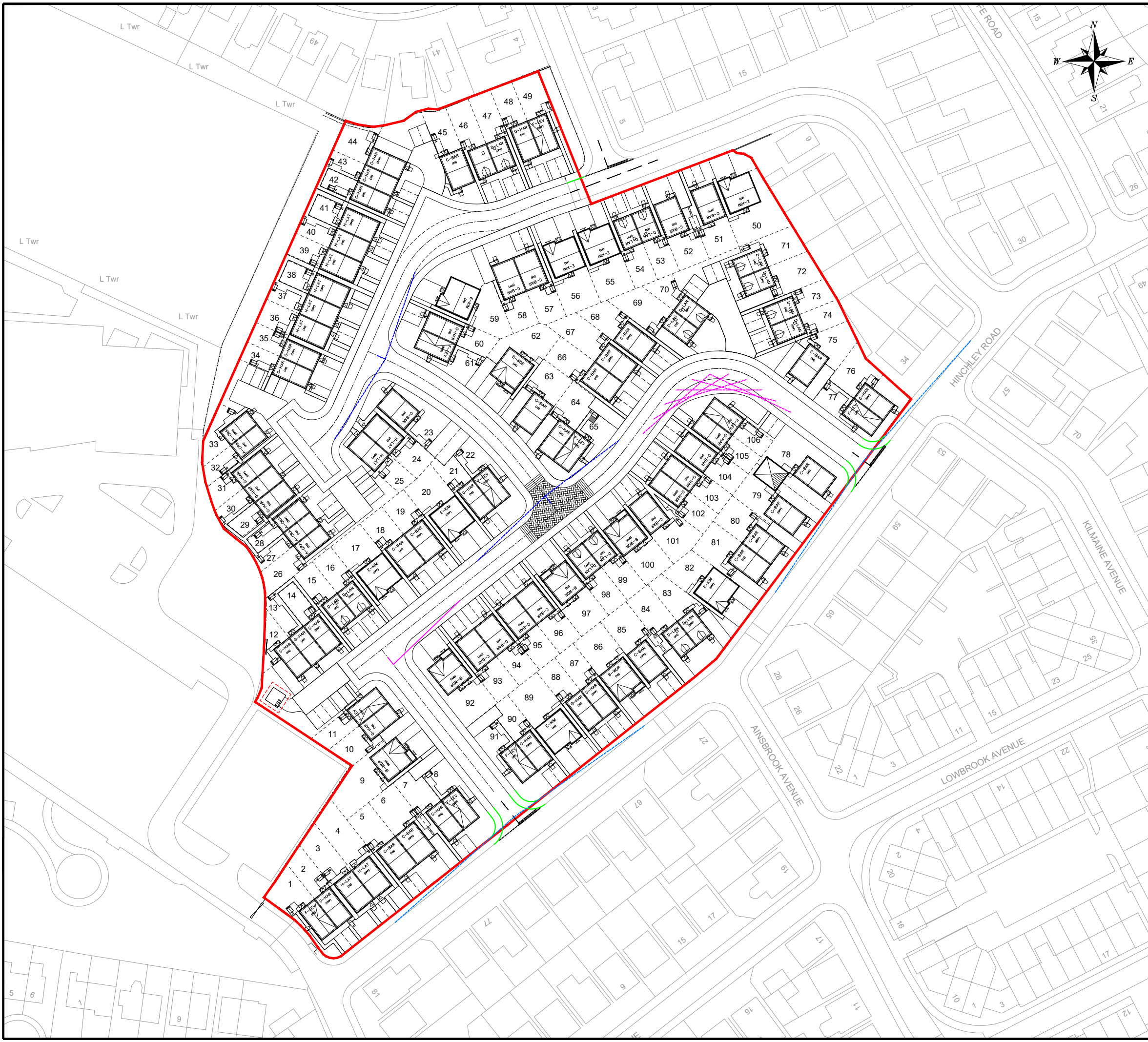
DRAWN: LB	CHECKED: MR	DATE: MAR 25
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DRAWING NUMBER: 4721-F01	REVISION: A
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NOTES

- 2.4x43M VISIBILITY SPY
- 2.4x25M VISIBILITY SPY
- 25M FORWARD VISIBILITY SPY

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MILLER HOMES

PROJECT:

HINCHLEY ROAD, BLACKLEY

DRAWING TITLE:

VISIBILITY PLAN

SCALES:

1:1000 @ A3

DRAWN: LB	CHECKED: MR	DATE: MAR 25
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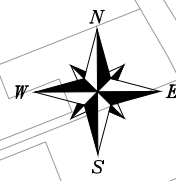
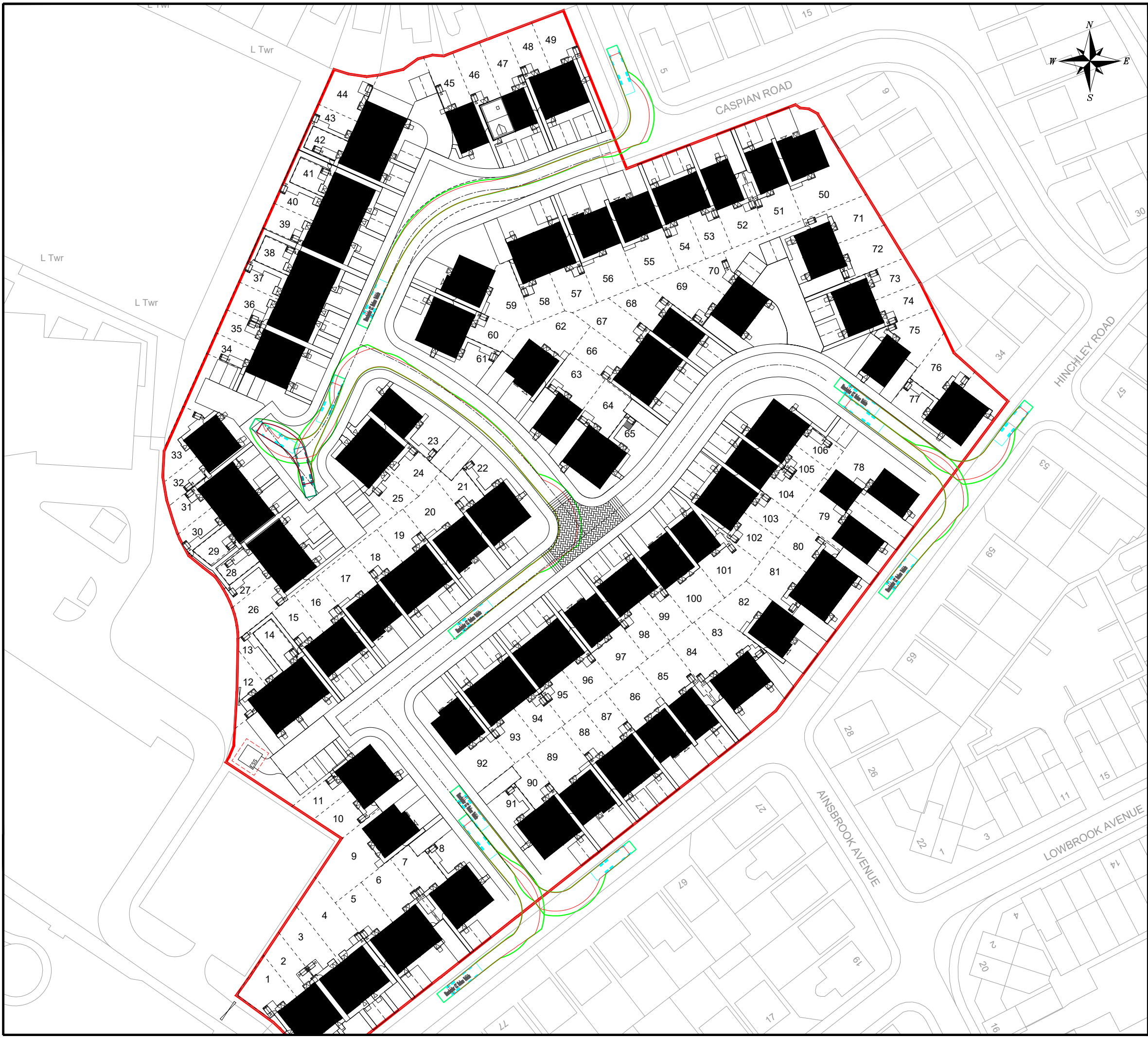
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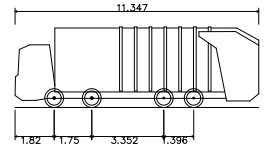
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NOTES



Manchester CC Refuse Vehicle
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
MILLER HOMES

PROJECT:
HINCHLEY ROAD, BLACKLEY

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:500 @ A3

DRAWN:	LG	CHECKED:	MR	DATE:	MAR 25
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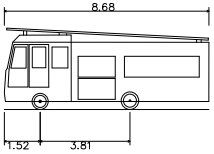
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NOTES



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min. Body Ground Clearance	2.121m
Max. Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	



REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
MILLER HOMES

PROJECT:
HINCHLEY ROAD, BLACKLEY

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:500 @ A3

DRAWN:	LG	CHECKED:	JE	DATE:	MAR 25
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- NOTES
- Site Location
 - 800m Pedestrian Catchment
 - 2km Pedestrian Catchment
 - Nearest Train Station
 - Nearest Bus Stops
 - Cafe/Takeaway/Public House
 - Education
 - Medical/Healthcare
 - Post Box/Post Office
 - Sport/Leisure Park
 - Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MILLER HOMES

PROJECT:

HINCHLEY ROAD, BLACKLEY
SITE LOCATION

DRAWING TITLE:

800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES

SCALES:	NTS @ A3		
DRAWN:	HJ	CHECKED:	MR
		DATE:	MAR 25

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APPENDICES

APPENDIX 1

Travel Plan Framework

Proposed Residential Development
Hinchley Road, Blackley

March 2025

TRAVEL PLAN FRAMEWORK

eddisons.com

Eddisons

REPORT

DOCUMENT:	Travel Plan Framework
PROJECT:	Proposed Residential Development, Hinchley Road, Blackley
CLIENT:	Miller Homes
JOB NUMBER:	4721
FILE ORIGIN:	Z:\projects\4721 Hinchley Road, Blackley (Miller)\Docs\Reports\4721.TP 01.docx

DOCUMENT CHECKING:

Primary Author:	MR	Initialled:
Contributor	HWJ	Initialled:
Review By:	PJW	Initialled:

Issue	Date	Status	Checked for Issue
1	20-03-25	Final	PJW
2			
3			
4			

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PLANS (See Transport Assessment)

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Miller Homes to prepare a Travel Plan Framework to accompany a planning application for a proposed residential development on land off Hinchley Road in Blackley.

1.1.2 The location of the application site in relation to the surrounding local area is provided in **Plan 1**.

1.1.3 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

1.1.4 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.1.5 This document will set out the principal strategies that will be put in place once residents are occupying the dwellings to encourage sustainable travel in accordance with local and national guidance.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 3 details the role of the Travel Plan Co-ordinator, whilst Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 5 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.4 Section 6 details the monitoring and assessment of the Travel Plan and Section 7 discusses target setting for reducing trips by the private car.

1.2.5 Section 8 draws together the conclusions to this report.

1.3 Development Proposals

1.3.1 The development proposals refer to the construction of 106no. two, three and four-bedroom residential dwellings.

1.3.2 Vehicle access will be achieved by the provision of two new priority controlled junctions off Hinchley Road.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car.
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.5 Residents Travel Pack

1.5.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 5.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The DfT's 'Making Residential Travel Plans Work' which although has been superseded by the National Planning Practice Guidance still provides relevant guidance on the preparation of Travel Plan. This document introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

2.2.3 The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.4 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.



Figure 2.1 – The Travel Plan Pyramid

- 2.2.5** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.6** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.7** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 PLAN ADMINISTRATION

- 3.1.1** The administration of the Travel Plan will be the responsibility of the developer.
- 3.1.2** The developer will be required to designate a Travel Plan Co-ordinator for the residential development. Essentially this co-ordinator will provide liaison in implementing the plan with the residents and the local authority.
- 3.1.3** Details of the appointed Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority 1-month prior to the first occupation on the site. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.
- 3.1.4** The Travel Plan Co-ordinator will be the first point of contact for residents, the Local Authority and other outside organisations in all matters regarding travel.
- 3.1.5** Prospective buyers/occupiers will be made aware of the Travel Plan and its aims when viewing properties. For example, a Residents Travel Pack will form part of a Prospective Buyers Information Pack.
- 3.1.6** The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore 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.

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

- access on foot;
- access by cycle;
- access by bus; and
- access by Rail.

4.2 Access on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 The nearest existing footways are provided along Hinchley Road, running along the southeast side of the site and Caspian Road, located to the north. These footways link to the wider pedestrian network within Blackley and the surrounding areas. Safe pedestrian movement to local amenities and facilities within Blackley is provided for via the pedestrian infrastructure located to the north and southeast of the site.

- 4.2.3 Dropped kerbs and tactile paving are provided at key junctions and roundabouts between the application site and the day-to-day amenities located in Blackley, Charlestown and other areas in close proximity.
- 4.2.4 There are several Public Rights of Way (PRoW) in the vicinity of the site within Blackley. These are displayed in proximity to the site on **Figure 4.1** in red.
- 4.2.5 The nearest Public Right of Way footpath is located to the southwest of the site connecting Charlestown Road with Moston Lane to the south and extends through Boggart Hole Clough Park.

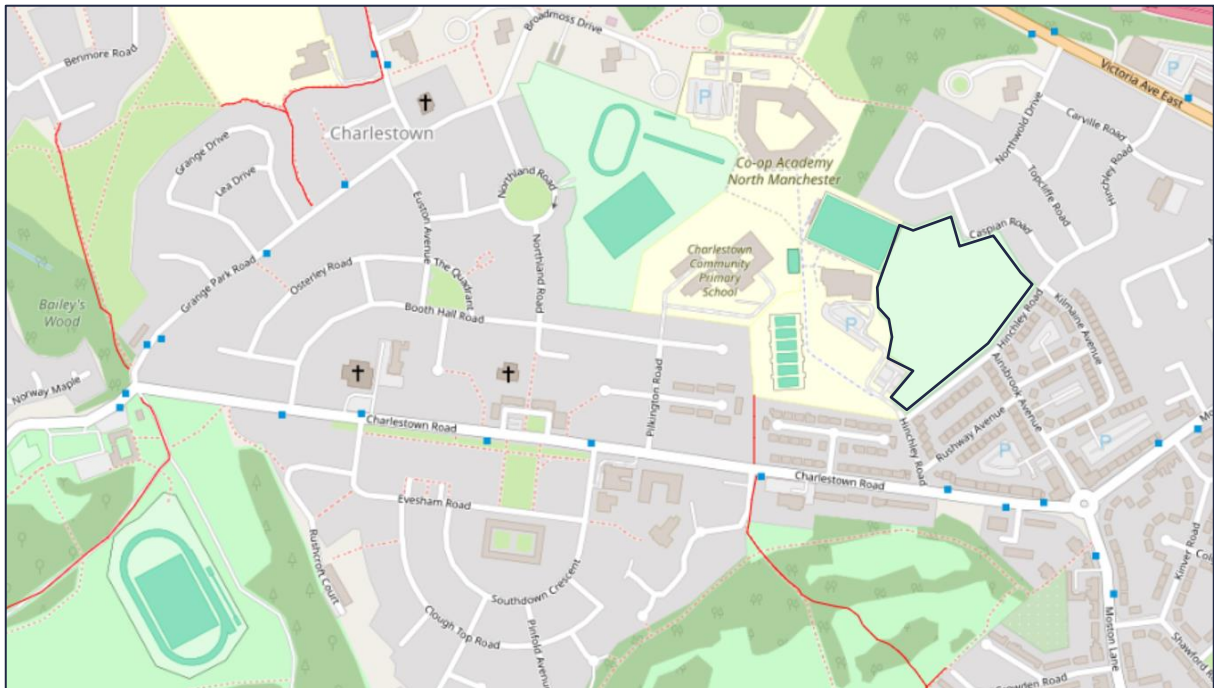


Figure 4.1 Public Rights of Way Charlestown

- 4.2.6 There are various other footpaths close to the development site to the west, connecting Grange Park Road with the pedestrian network to the north, thus facilitating trips on foot between the site and the surrounding area.
- 4.2.7 Indeed, the DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

- 4.2.8** The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.9** The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 4.2.10** Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 4.2.11** **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.12 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.13 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.14 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.15 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

- 4.2.16** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.17** In light of the above, a pedestrian catchment of 800 meters and 2 kilometres from the centre of the site, using all available pedestrian routes has been provided in **Plan 7**.
- 4.2.18** The 800-metre pedestrian catchment encompasses parts of Charlestown, Blackley and Moston, comprising numerous bus stops, schools and many local facilities.
- 4.2.19** The 2,000-metre pedestrian catchment stretches further into the surrounding areas of Blackley extending to locations such as Failsworth and White Gate End to the east. This catchment includes various amenities particularly along Moston Lane and Victoria Avenue East, including public houses, post boxes and local convenience stores. Clearly, these represent key destinations for potential employment, retail and leisure trips.
- 4.2.20** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:

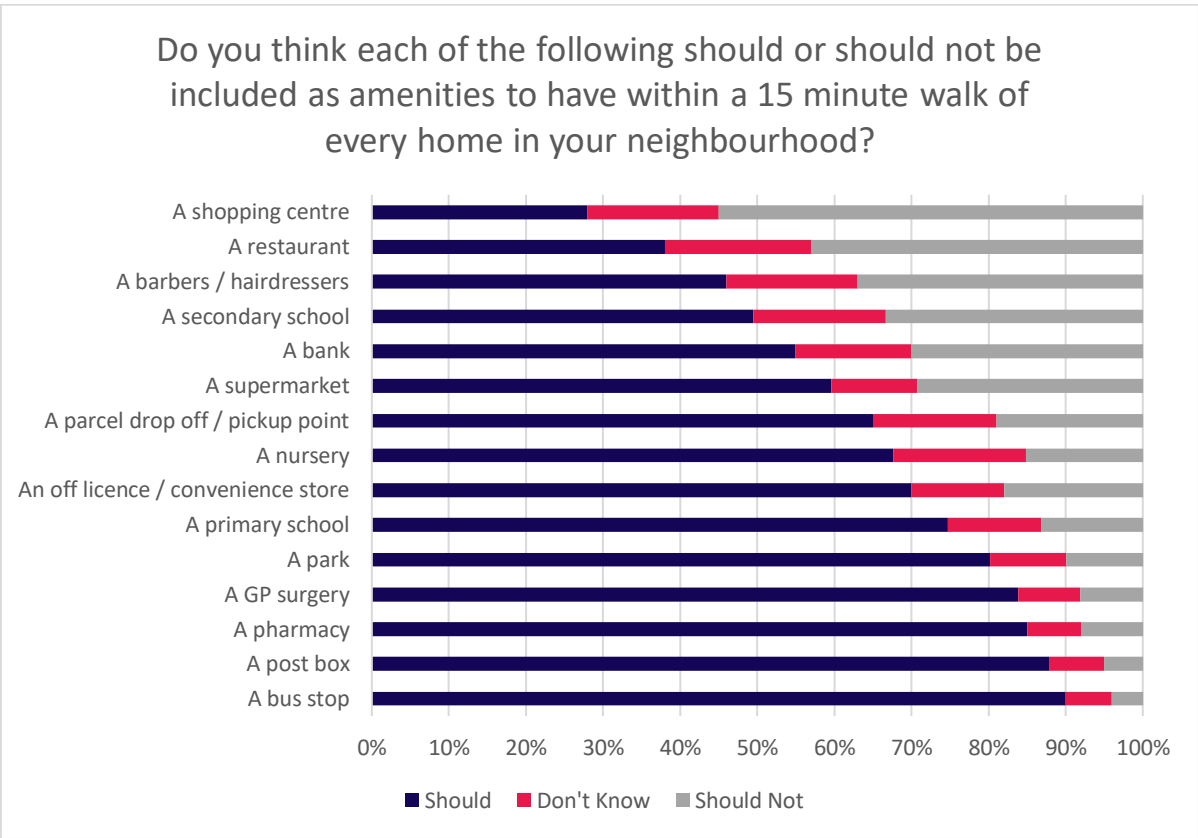


Figure 4.2 YouGov Poll Results (Source YouGov)

- 4.2.21 Figure 4.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 4.2.22 Plan 7 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 4.2.23 As can be seen in Plan 7, the site is located in close proximity to a number of a local amenities, including bus stops, a post box, a pharmacy / GP surgery, and a local convenience store.

4.2.24 **Table 4.4** below, shows the walking distance from the of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
White Moss Pharmacy	643m	1,600m	YES
Charlestown Primary School	965m	3,200m	YES
Moston Lane Bus Stop	321m	1,600m	YES
The Charlestown Public House	321m	1,600m	YES
North Ridge High School	3,200m	3,200m	YES
Nisa Local	804m	1,600m	YES
Charlestown Health Centre	643m	1,600m	YES
Whitemoss Post Office	804m	1,600m	YES
Broadway Leisure Centre	1,600m	1,600m	YES
Food Gaff	804m	1,600m	YES

Table 4.4 Distance from Site to Local Facilities

4.2.25 Based on the review, it is considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 4.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 4.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester, Middleton, Oldham, Ashton-under-Lyne and Prestwich.
- 4.3.5 There are no national cycle routes that pass directly through Blackley and Charlestown near the site. However, the closest route to the site is National Cycle Route 66 which goes from central Manchester to Leeds, York and Beverley. This route is located around 1.6 miles east to the site which is around a 9-minute cycle.
- 4.3.6 There are local cycle routes located in Blackley and Charlestown, displayed in **Figure 4.3** below. The green and brown lines display traffic free routes in the area, with one route directly north to the proposed site and one in the south going through Boggart Hole Clough Park.

- 4.3.7 Additionally, the double red lines display on road routes with cycling facilities. One route is located along Victoria Avenue East which is around 330 metres north of the proposed site. These local cycling facilities and routes create a well-connected environment for cyclists.

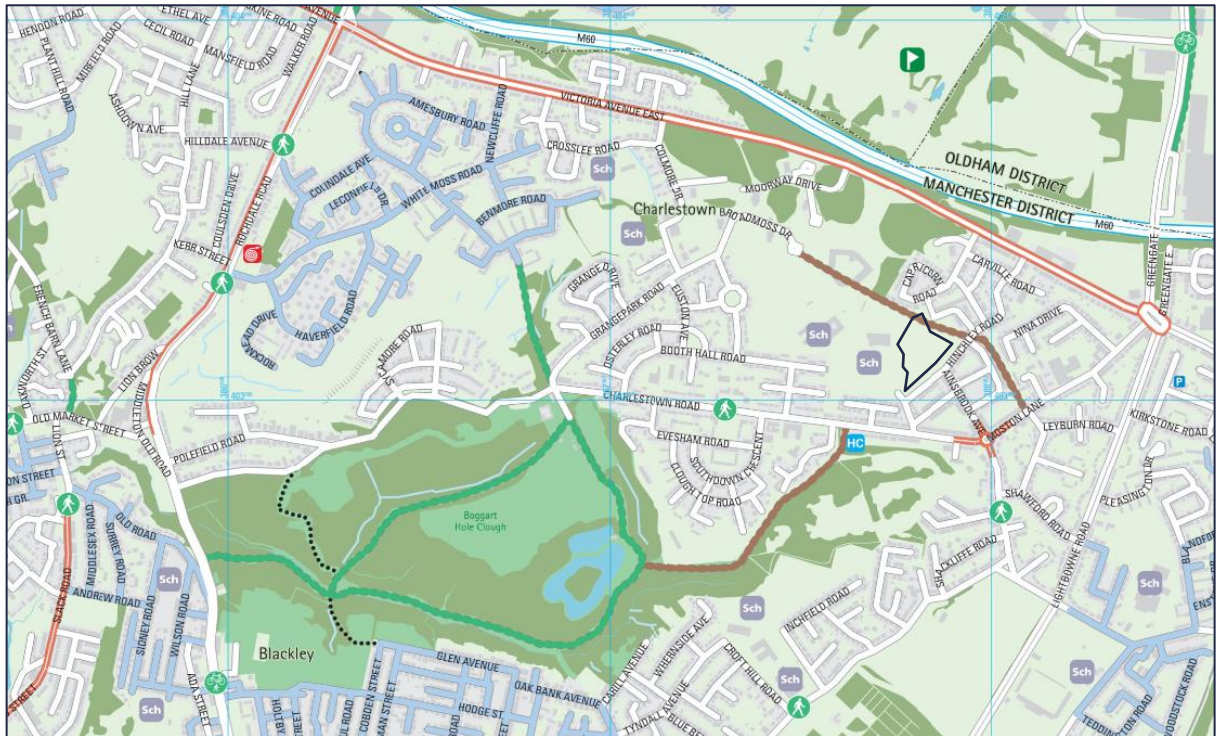


Figure 3.3 The Manchester Cycle Network Map

- 4.3.8 Based on the proximity of existing cycle routes in the area, the site can be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located along Charlestown Road, to the south of the proposed development site. The eastbound stop consists of a bus shelter, pole and timetable information, whilst the westbound stop also benefits from a shelter.

4.4.3 Additional bus stops are located further on Charlestown Road, Victoria Avenue East and Moston Lane. All the nearest bus stops to the site are shown on Plan 7.

4.4.4 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
118	North Manchester General Hospital to Piccadilly Gardens	12 services	38 services	20 services	6 services	35 services	20 services	28 services
119	Benmore Road to Piccadilly Gardens	3 services	17 services	8 services	1 service	16 services	7 services	13 services
81	Piccadilly Gardens to Oldham Bus Station	4 services	18 services	9 services	2 services	9 services	7 services	16 services
112	Piccadilly Gardens to Middleton Bus Station	5 services	37 services	23 services	3 services	32 services	24 services	34 services
113	Piccadilly Gardens - Middleton Bus Station	2 services	-	-	-	-	-	-
114	Boarshaw Lane to Piccadilly Gardens	4 services	25 services	7 services	2 services	15 services	6 services	13 services
115	Middleton Bus Station - Middleton Bus Station	-	7 services	-	-	-	-	-
149	North Manchester General Hospital	1 service	9 services	3 services	1 service	9 services	3 services	12 services

Table 4.5 Existing Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen above, the nearest bus stops to the site provide various services throughout the day to destinations such as Manchester, Oldham, and Middleton.

4.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 12:25am, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Manchester	11 minutes
Oldham	15 minutes
Middleton	12 minutes

Table 4.7 Example Bus Journey Times from the Site

4.4.8 The above table demonstrates that Manchester is only an 11-minute bus journey from the site, Oldham is only a 15-minute journey and Middleton is a 12-minute journey.

4.4.9 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Access by Rail

4.5.1 The nearest train station to the site is Moston Railway Station, which is located approximately 1.3 kilometres from the centre of the site .

4.5.2 This train station is managed by Northern Rail and has 2 platforms, offering various services per hour to destinations such as Blackburn, Rochdale and Clitheroe.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Non-Car Access Summary

4.6.1 The application site has been considered in terms of access by non-car modes for the proposed development.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area of Blackley and Charlestown.
- It has been demonstrated that the site is accessible by cycle, with local and national cycle routes being located within close proximity of the site.
- The services from the bus stops on Charlestown Road and Victoria Avenue East, travelling to destinations such as Manchester and Oldham, shows that the proposed development can be considered as accessible by bus.
- The site is accessible via rail with Moston train station located just a short bus, walk or cycle journey away.

4.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors.

4.6.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures will be considered:

- Travel Plan Co-ordinators
- Travel Pack
- Travel Awareness
- Travel Information
- Promotion of Lift Share Scheme
- Encouraging Walking/Cycling
- Cycle User Group
- Management Measures

5.2 Travel Plan Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the site being occupied.

5.2.2 The name and contact details of the appointed Travel Plan Co-ordinator will be provided to the Council's Travel Plan team at least 1-month prior to the site being occupied.

5.3 Travel Pack

5.3.1 It is an important principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

- 5.3.2 The proposed development is well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the availability of local bus services will encourage choice of public transport as a primary means of travel for the development.
- 5.3.3 However, in order to further encourage sustainable travel, it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit, prior to the occupation of the first unit.
- 5.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area including isochrone maps displaying walking and cycling distances and average journey times to key destinations and amenities.
- 5.3.5 Additionally, there would be the provision of up-to-date bus and rail timetable information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to purchasers.
- 5.3.6 Both the walking and cycle catchments will clearly demonstrate that numerous amenities and services are accessible by a short walk or a short cycle journey from the site.
- 5.3.7 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.
- 5.3.8 Within the Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Residents Travel Pack will be the responsibility of the developer.

5.4 Travel Awareness

- 5.4.1 Marketing staff for the development need to be aware of the requirements of the Travel Plan so that prospective residents are aware of the choices for sustainable travel, such as bus services, walking and cycling routes.
- 5.4.2 Targets for achieving a lower modal share by car and reducing the level of car usage by a given extent over a certain period will be established.

5.5 Travel Information

- 5.5.1 Travel Information for residents will be provided for in numerous ways, such as websites, cycle and walking maps for the surrounding areas.
- 5.5.2 As part of the Travel Information, residents will also be offered personalised journey planners.
- 5.5.3 To cater for this, a form will be included within the 'Travel Pack' for residents to request a journey planner. The residents will complete the form including a start and end point of their journey and this can be sent to the Travel Co-ordinator to complete on their behalf.
- 5.5.4 Many residents will of course be able to do this for themselves providing they have access to a computer.

5.6 Promotion of Car Club/Car Share Scheme

- 5.6.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.
- 5.6.2 The website can be found at the following location www.liftshare.com.

5.7 Encouraging Walking/Cycling

5.7.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Travel Pack and additional information is provided on the following websites;

- www.sustrans.org.uk
- <https://www.cyclescheme.co.uk/>

5.7.2 The Travel Co-ordinators will establish contact with the cycling officers of the Local Authority to ensure input to the further development of their cycling strategy.

6 TRAVEL PLAN MONITORING

6.1 Introduction

6.1.1 It is important that monitoring data gathered through the travel plans is collected in such a way as to provide a clear indication of how successful the respective travel plans have been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice.

6.1.2 A travel survey questionnaire will be distributed to all residents. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.

6.2 Frequency of Monitoring

6.2.1 The full travel surveys would be conducted once every two years for at least 6-years and the snap-shot survey will be undertaken annually, with the results reported to the Council in the form of a monitoring statement. The initial survey would be undertaken within 3-months of the residential development reaching 75% occupancy.

6.2.2 A snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

6.2.3 The TPC's would endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

6.3 Monitoring Reporting and Review

6.3.1 Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

6.3.2 Future strategies for further delivering plan objectives can be considered in partnership with the Council.

6.3.3 The monitoring and assessment of the plans will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.3.4 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

6.3.5 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development.

6.3.6 Actions could include:

- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
- Monitor the take-up of the lift share scheme; and
- Record comments received from residents and visitors relating to the operation and implications of the travel plan.

6.3.7 Information gathered through the monitoring process will be recorded for the input to the Annual Reviews, outlined below. The information will be sent to the planning authority at regular intervals.

6.4 Action Plan

6.4.1 **Table 6.1** below provides a Action Plan relating to timescales for the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Developer
Undertake initial travel surveys	Within 3-months of reaching 75% occupation of development	Receipt of survey results	TPC
Annual Report	No later than 1 month following the completion of the survey	Submission of the annual Report	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

6.4.2 The table above sets out the key tasks that will be undertaken by the TPC as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

7 TRAVEL PLAN TARGETS

7.1 Introduction

7.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

7.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

7.1.3 In order to set the targets, further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

7.1.4 More accurate information to establish the baseline targets however, will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 50% occupied.

7.1.5 Following the granting planning consent, suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council and included in the final Residential Travel Plan for the whole development.

7.2 Potential Targets

7.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

7.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- 7.2.3 Car trips per household - targets set on the basis of predicted trip rates for the development.
- 7.2.4 Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- 7.2.5 Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- 7.2.6 Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

8 CONCLUSIONS

- 8.1.1** This Travel Plan has detailed the new residential development on land off Hinchley Road in Blackley and how, through the Travel Plan, the proposals will promote sustainable modes of travel and reduce the dependency of the private car.
- 8.1.2** Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 8.1.3** The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 8.1.4** The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to residents and visitors at the development.
- 8.1.5** A resident's travel survey will be undertaken within 3 to 6 months of 75% occupation to establish travel modes. Specific targets will be set and agreed with the Travel Plan team at the Council and subsequently, the Travel Plan will be subject to annual monitoring.
- 8.1.6** The site has been demonstrated to be highly accessible and it should, therefore, be expected that the adoption of this Travel Plan will be particularly effective.

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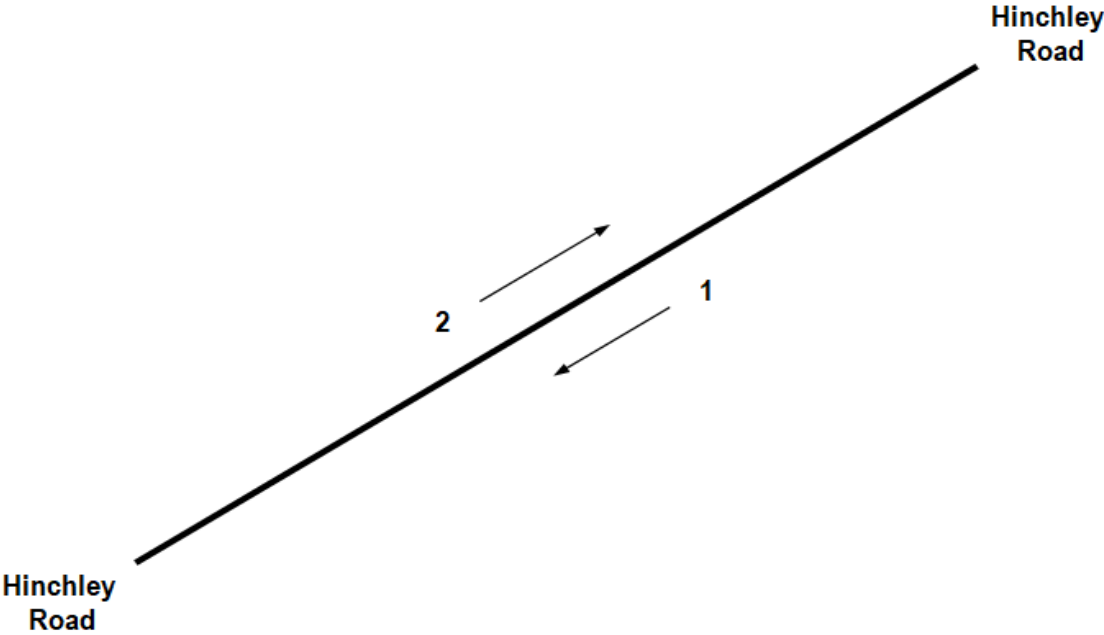
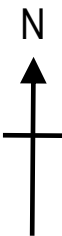
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APPENDIX 2

Traffic Data

SURVEY CONTROL

Client:	Eddisons
Client Contact:	Marty Rae
Survey Location:	Blackley
Date(s) of Survey:	Tuesday 25th February 2025
Notes:	
On Site Supervisor:	David Cheng
Data Checking:	David Cheng
Survey Reference:	24.124 Hinchley Road, Blackley
Status:	Final
Date of Issue:	26th February 2025



DRAWING TITLE				Transport Data Specialists Ltd W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
TRAFFIC MOVEMENT REFERENCE				
JOB TITLE				
24.124 HINCHLEY ROAD, BLACKLEY				
DRAWN BY	DATE	SCALE	REF	
CC	FEB 2025	NTS	FIGURE 1	

Time Beginning	Hinchley Road - Tuesday 25th February 2025			
	1		2	
	LV	HV	LV	HV
0730	9	0	3	0
0745	10	0	5	0
0800	26	0	6	0
0815	22	0	9	0
0830	7	0	6	0
0845	2	0	5	0
0900	5	0	5	0
0915	2	0	2	0
Time Beginning	Hinchley Road - Tuesday 25th February 2025			
	1		2	
	LV	HV	LV	HV
1630	3	0	11	0
1645	3	0	10	0
1700	4	0	6	0
1715	5	0	4	0
1730	4	0	3	0
1745	3	0	6	0
1800	0	0	6	0
1815	10	0	6	0

APPENDIX 3

TRICS Output for Residential Use

Calculation Reference: AUDIT-851401-240430-0438

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HC	HAMPSHIRE 3 days
	HF	HERTFORDSHIRE 1 days
	KC	KENT 2 days
	SC	SURREY 1 days
	SP	SOUTHAMPTON 1 days
	WS	WEST SUSSEX 4 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	NF	NORFOLK 6 days
	SF	SUFFOLK 1 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 152 to 321 (units:)
 Range Selected by User: 150 to 350 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/23

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

Selected survey days:

Monday 5 days
 Tuesday 5 days
 Wednesday 6 days
 Thursday 4 days
 Friday 2 days

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

Selected survey types:

Manual count 18 days
 Directional ATC Count 4 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 18
 Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 15
 Village 4
 Out of Town 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 8 days - Selected
 Servicing vehicles Excluded 36 days - Selected

Secondary Filtering selection:

Use Class:

C3 22 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	8 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	16 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	5 days

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

PTAL Rating:

No PTAL Present	22 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
	CRAFT'S WAY		
	NEAR CAMBRIDGE		
	BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
2	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE
	BOTLEY ROAD		
	WHITELEY		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
4	HC-03-A-33	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE		
	RINGWOOD		
	CROW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: TUESDAY	04/07/23	Survey Type: MANUAL
5	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE		
	EASTLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	243	
	Survey date: TUESDAY	14/11/23	Survey Type: MANUAL
6	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
7	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
8	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
10	NF-03-A-07	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	297	
	Survey date: FRIDAY	20/09/19	Survey Type: DIRECTIONAL ATC COUNT
11	NF-03-A-31	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	321	
	Survey date: THURSDAY	22/09/22	Survey Type: DIRECTIONAL ATC COUNT
12	NF-03-A-32	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	164	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
13	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
14	NF-03-A-47	MIXED HOUSES & FLATS	NORFOLK
	BURGH ROAD		
	AYLSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	300	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
15	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21 Survey Type: MANUAL		
17	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town	MIXED HOUSES & FLATS	SOUTHAMPTON
	Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21 Survey Type: MANUAL		
18	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL		
19	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18 Survey Type: MANUAL		
20	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village	MIXED HOUSES	WEST SUSSEX
	Total No of Dwellings: 152 Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL		
21	WS-03-A-13 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone	MIXED HOUSES & FLATS	WEST SUSSEX
	Total No of Dwellings: 197 Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL		
22	WS-03-A-18 LONDON ROAD HASSOCKS	MIXED HOUSES & FLATS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 156 Survey date: MONDAY 15/05/23 Survey Type: MANUAL		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	221	0.083	22	221	0.288	22	221	0.371
08:00 - 09:00	22	221	0.139	22	221	0.375	22	221	0.514
09:00 - 10:00	22	221	0.138	22	221	0.179	22	221	0.317
10:00 - 11:00	22	221	0.126	22	221	0.147	22	221	0.273
11:00 - 12:00	22	221	0.140	22	221	0.151	22	221	0.291
12:00 - 13:00	22	221	0.150	22	221	0.159	22	221	0.309
13:00 - 14:00	22	221	0.158	22	221	0.149	22	221	0.307
14:00 - 15:00	22	221	0.159	22	221	0.193	22	221	0.352
15:00 - 16:00	22	221	0.273	22	221	0.166	22	221	0.439
16:00 - 17:00	22	221	0.276	22	221	0.158	22	221	0.434
17:00 - 18:00	22	221	0.343	22	221	0.156	22	221	0.499
18:00 - 19:00	22	221	0.274	22	221	0.157	22	221	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.259			2.278			4.537

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

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

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Parameter summary

Trip rate parameter range selected:	152 - 321 (units:)
Survey date date range:	01/01/16 - 14/11/23
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	18
Surveys manually removed from selection:	0

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

APPENDIX 4

PICADY Output for Site Access/Hinchley Road

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.2.1013 © Copyright TRL Limited, 2019				
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: Hinchley Rd_Site Access.j9

Path: Z:\projects\4721 Hinchley Road, Blackley (Miller)\Picady

Report generation date: 31/03/2025 08:18:19

»2030 Assessment Flows, AM

»2030 Assessment Flows, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 Assessment Flows										
Stream B-AC	D7	0.1	9.02	0.09	A	D8	0.0	8.40	0.04	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	24/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\Lucy.Gretton
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Assessment Flows	AM	ONE HOUR	08:00	09:30	15
D8	2030 Assessment Flows	PM	ONE HOUR	08:00	09:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Assessment Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			96.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.25	20	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	460	0.086	0.216	0.136	0.309
B-C	592	0.093	0.234	-	-
C-B	630	0.249	0.249	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period	Traffic profile	Start time	Finish time	Time segment length
----	---------------	-------------	-----------------	------------	-------------	---------------------

		name	type	(HH:mm)	(HH:mm)	(min)
D7	2030 Assessment Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	42	100.000
B		✓	38	100.000
C		✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	28
	B	38	0	0
	C	70	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	32	32
	B	29	29
	C	53	53
08:15-08:30	A	38	38
	B	34	34
	C	63	63
08:30-08:45	A	46	46
	B	42	42
	C	77	77
08:45-09:00	A	46	46
	B	42	42
	C	77	77
09:00-09:15	A	38	38
	B	34	34
	C	63	63
09:15-09:30	A	32	32
	B	29	29
	C	53	53

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	9.02	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	447	0.064	28	0.1	8.596	A
C-AB	0	622	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	11			11			
A-C	21			21			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	444	0.077	34	0.1	8.772	A
C-AB	0	620	0.000	0	0.0	0.000	A
C-A	63			63			
A-B	13			13			
A-C	25			25			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	441	0.095	42	0.1	9.014	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	15			15			
A-C	31			31			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	441	0.095	42	0.1	9.017	A
C-AB	0	618	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	15			15			
A-C	31			31			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	444	0.077	34	0.1	8.779	A
C-AB	0	620	0.000	0	0.0	0.000	A
C-A	63			63			
A-B	13			13			
A-C	25			25			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	447	0.064	29	0.1	8.610	A
C-AB	0	622	0.000	0	0.0	0.000	A

C-A	53			53			
A-B	11			11			
A-C	21			21			

2030 Assessment Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 Assessment Flows	PM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	67	100.000
B		✓	16	100.000
C		✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	34	33
	B	16	0	0
	C	16	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	50	50
	B	12	12
	C	12	12
08:15-08:30	A	60	60
	B	14	14
	C	14	14
08:30-08:45	A	74	74
	B	18	18
	C	18	18
08:45-09:00	A	74	74
	B	18	18
	C	18	18
09:00-09:15	A	60	60
	B	14	14
	C	14	14
09:15-09:30	A	50	50
	B	12	12
	C	12	12

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.40	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	450	0.027	12	0.0	8.210	A
C-AB	0	617	0.000	0	0.0	0.000	A
C-A	12			12			
A-B	26			26			
A-C	25			25			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	449	0.032	14	0.0	8.292	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	31			31			
A-C	30			30			

08:30 - 08:45

--	--	--	--	--	--	--	--

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	446	0.039	18	0.0	8.402	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	37			37			
A-C	36			36			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	446	0.039	18	0.0	8.402	A
C-AB	0	611	0.000	0	0.0	0.000	A
C-A	18			18			
A-B	37			37			
A-C	36			36			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	449	0.032	14	0.0	8.294	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	31			31			
A-C	30			30			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	450	0.027	12	0.0	8.216	A
C-AB	0	617	0.000	0	0.0	0.000	A
C-A	12			12			
A-B	26			26			
A-C	25			25			

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