



KMM Homes

Club Street, Openshaw Transport Statement

January 2025



KMM Homes

Club Street, Openshaw

Transport Statement

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APPENDIX B Swept Path Analysis

APPENDIX C TRICS Outputs

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by KMM Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on Club Street in Openshaw, Manchester.
- 1.1.2 The development proposals include the redevelopment of the former site of the AEU Club, remaining demolition and site clearance and construction of 51no. new residential dwellings (Use Class C3), with associated car parking, landscaping and infrastructure works.
- 1.1.3 The indicative redline boundary for the site is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Site Boundary (source : KMA)



1.2 Methodology

- 1.2.1 This Transport Statement (TS) has been prepared to assess the development proposals, with consideration to parking provision, vehicular and pedestrian access, expected trip generation, accessibility by sustainable modes of travel and servicing arrangements.
- 1.2.2 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, *'Transport Evidence Bases in Plan Making and Decision Taking'* (2014), which superseded the Department for Transport's (DfT) *'Guidance on Transport Assessment'* (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.3 Report Structure

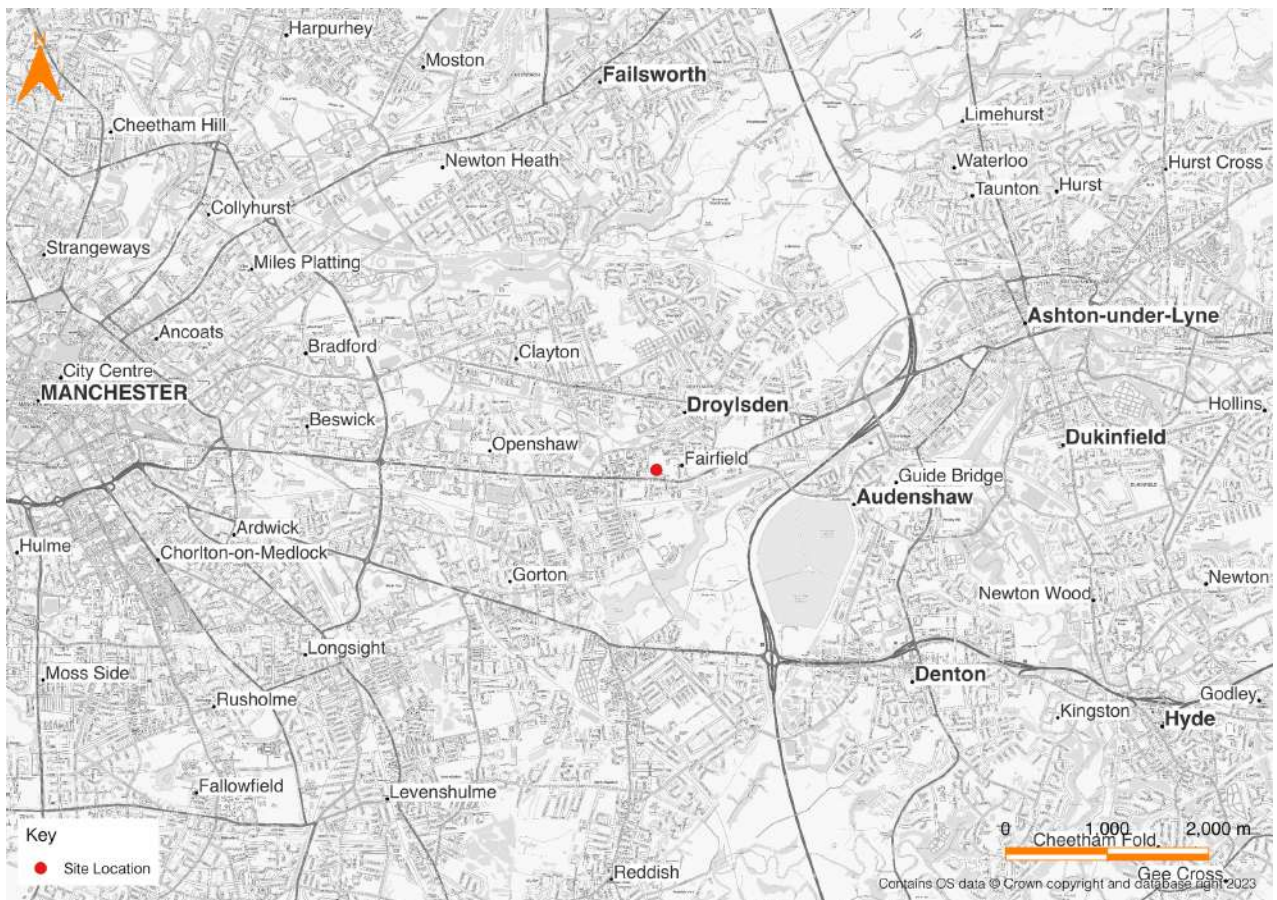
- 1.3.1 Following this introduction, the TS has been structured as follows:
- **Chapter 2** describes the site location, local highway network and collision data;
 - **Chapter 3** outlines the development proposals, vehicular access, servicing and parking;
 - **Chapter 4** details accessibility by non-car modes, including public transport, cycling and on foot;
 - **Chapter 5** details the expected trip generation and traffic impact;
 - **Chapter 6** potential travel plan measures; and
 - **Chapter 7** summarises and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 As shown in [Figure 2.1](#), the site is located in the suburb of Openshaw, c.900m south of Droylsden, c.1.9km west of Audenshaw and c.6.0km east of Manchester City Centre.

Figure 2.1 : Site Location Plan



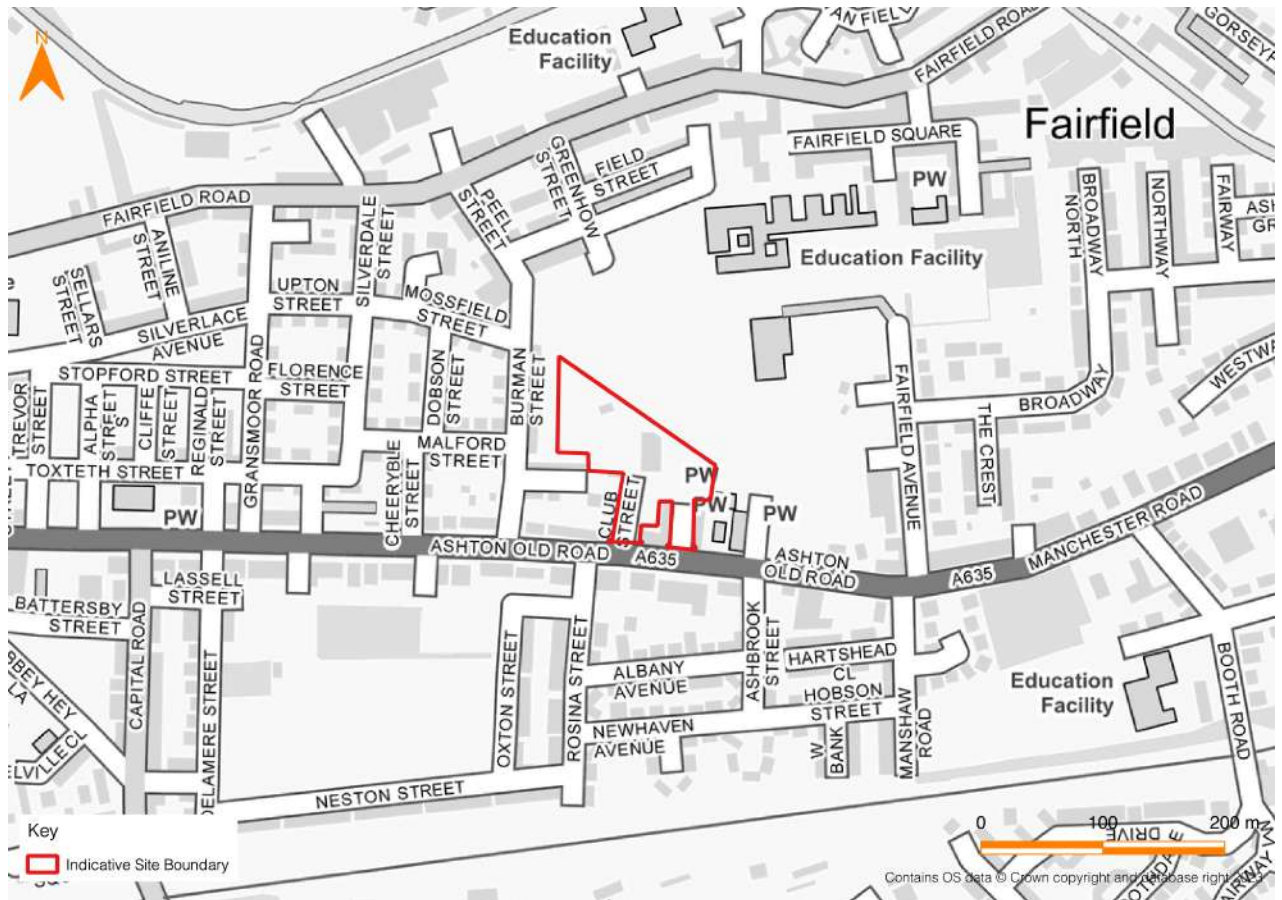
2.1.2 The site is irregular in shape and largely consists of undeveloped land. The central parcel of the site is vacant and was the site of the former Openshaw AEU Club which was demolished in June 2023.

2.2 Local Highway Network

2.2.1 To the north, the site abuts an area of green open space associated with Fairfield High School for Girls. The site sits adjacent to residential dwellings on Burman Street to the west and Gransmoor Avenue to the east. To the south, the site abuts Club Street and residential dwellings on Ashton Old Road and Backwell Street.

2.2.2 The location of the development site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



Club Street

- 2.2.3 Club Street is an unadopted road located on the southern boundary of the site and follows a north-south alignment. The road is subject to a signed 20mph speed limit and is a private road with various sections of ownership.
- 2.2.4 Club Street is accessed via a priority-controlled junction with Ashton Old Road (A635) to the south of the site. At the junction, Club Street has, for the most part, a carriageway width of c.6.3m with the width at the junction of 4.8m. A c.1.5m footway is provided on the western side of the carriageway which continues for c.24m, after which the carriageway width increases to c.10m wide and continues to the former Openshaw AEU Club.
- 2.2.5 The extent of Club Street carriageway and the Club Street / Ashton Old Road priority-controlled junction is shown in [Photograph 2.1](#) and [Photograph 2.2](#).

Photograph 2.1 : Club Street (Northbound)



Photograph 2.2 : Club Street / Ashton Old Road Priority-Controlled Junction



2.2.6 A pedestrian connection is provided between Club Street and Backwell Street, footway is c.2.2m wide and is currently unadopted. The extent of the connection is shown in [Photograph 2.3](#).

Photograph 2.3 : Pedestrian Connection Between Club Street and Backwell Street

Backwell Street

- 2.2.7 Backwell Street is located to the south of the site and extends on a broadly east-west alignment and will serve as the primary pedestrian access to the site.
- 2.2.8 Backwell Street is accessed via a priority-controlled junction with Burman Street to the west of the site. The majority of Backwell Street is an adopted road and has a carriageway width of c.6.7m with c.2m wide footways on either side. The extent of the carriageway is shown in [Photograph 2.4](#) and [Photograph 2.5](#).

Photograph 2.4 : Backwell Street (Eastbound)



Photograph 2.5 : Backwell Street (Westbound)



2.2.9 At a point c.80m east of the Backwell Street / Burman Street priority-controlled junction, a section Backwell Street (c.22m) is unadopted. This section consists of a c.5.5m block paving carriageway with a c.1m wide footway on the north side of the carriageway. The extent of the unadopted section of Backwell Street is shown in [Photograph 2.6](#).

Photograph 2.6 : Unadopted Section of Backwell Street



Ashton Old Road (A635)

2.2.10 Club Street is accessed via Ashton Old Road. The existing conditions along Ashton Old Road are detailed in [Table 2.2](#).

Table 2.1 : Ashton Old Road – Existing Conditions

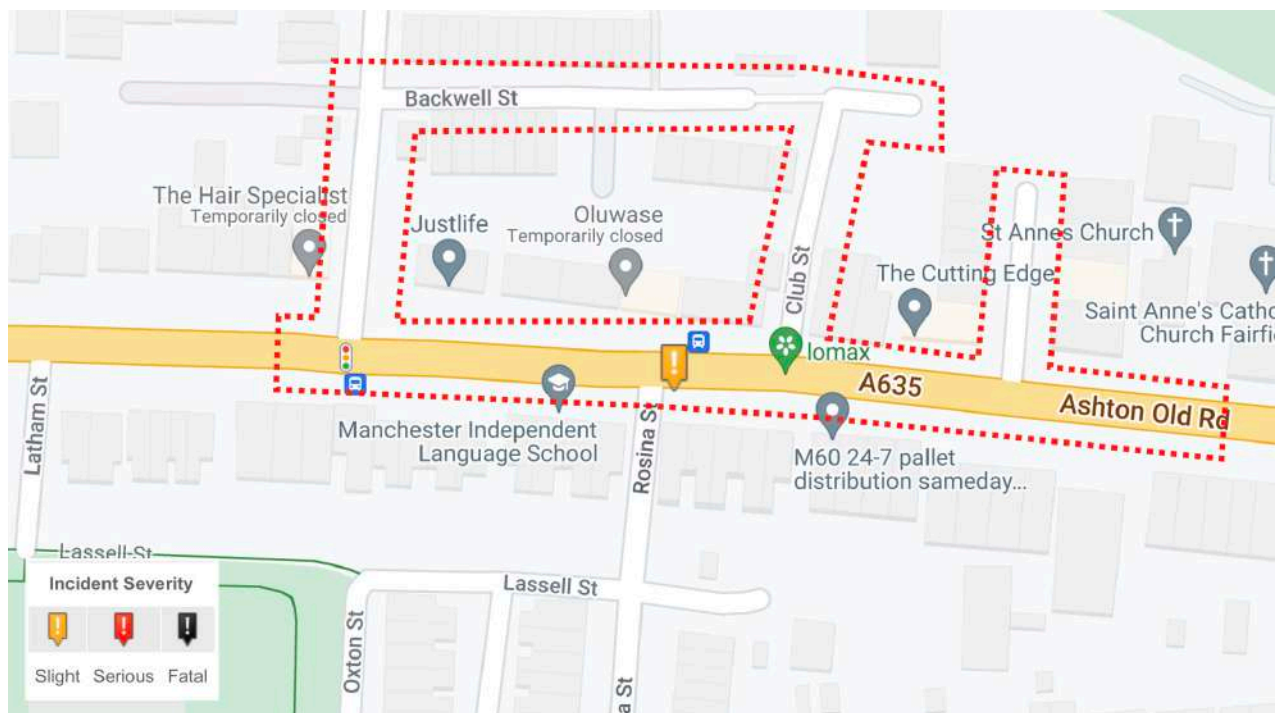
Road Classification	A-road (A635)	Footway Width	c.3.5 – 4.5m to north, c.2.5m to south
Road Type	Two-way single carriageway	Pedestrian Facilities	Pelican crossings available to east and west of Club Street junction
Speed Limit	30 mph	Cycle Facilities	Cycle lanes available on both sides of carriageway
Carriageway Width	c.10.7m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

2.2.11 Traffic Regulation Orders (TROs) are in place on each side of the carriageway to prevent inappropriate parking. A single yellow line on both sides of the carriageway prohibits parking between 07:30 – 09:30 and 16:00 – 18:30 on Monday to Friday. To the north, loading is also prohibited during these hours.

2.3 Road Safety

- 2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2019 and 2023.
- 2.3.2 As shown in Figure 2.3, which shows the extent of the study area, only 1no. PIC was recorded in the study area between 2019 and 2023. The PIC was recorded in July 2022 and was 'slight' in severity. The collision occurred between a car in the act of turning left and a cyclist.
- 2.3.3 Analysis of the PIC data demonstrates that there are no collision clusters within the proximity of the site. Based on the lack of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.
- 2.3.4 There is also no evidence to suggest that the proposed development would increase the risk of PICs in the surrounding area or have a detrimental impact on highway safety.

Figure 2.3 : Personal Injury Collision Locations (source : CrashMap)



2.4 Public Rights of Way

- 2.4.1 There are no Public Rights of Way (PROWs) within or along the site boundary.

3. Development Proposals

3.1 Proposed Use

3.1.1 The development proposals include the redevelopment of the former site of the AEU Club, remaining demolition and site clearance and construction of 51no. new residential dwellings (Use Class C3), with associated car parking, landscaping and infrastructure works.

3.1.2 The proposed site plan is shown in [Figure 3.1](#), with the full site layout drawing attached in [Appendix A](#).

Figure 3.1 : Proposed Site Plan (source : KMA)



3.1.3 The quantum of development is shown in [Table 3.1](#).

Table 3.1 : Quantum of Development

Dwelling Type	Number of Bedrooms	Number of Dwellings
Houses	2-bed	6
	3-bed	16
	4-bed	5
Total houses		27
Apartments	1-bed	10
	2-bed	8
Cottage Flats	1-bed	3
	2-bed	3
Total houses / flats		24
Total Dwellings		51

3.2 Site Access Arrangement

- 3.2.1 The site will be accessed by both vehicles and pedestrians via the existing priority access on Club Street, with the road extending to the north, as shown in [Figure 3.1](#).
- 3.2.2 The internal spine road will provide a carriageway width of 5.5m, with 2m wide footways on both sides.
- 3.2.3 As shown in [Figure 3.1](#), 2no. turning heads are proposed. The first is proposed at the northernmost section of the internal road and second will be located at the access for the proposed apartment units. Vehicles will also be able to turn within the car parking area for the apartment units.
- 3.2.4 Pedestrian access will also be permitted via Gransmoor Avenue to the southeast of the site from Ashton Old Road (A635). Gransmoor Avenue will be resurfaced to provide a suitable pedestrian access.

3.3 Servicing Arrangements

- 3.3.1 Refuse collection and deliveries vehicles will access the site via Club Street.
- 3.3.2 Swept path analysis for an 11.3m refuse collection vehicle, the largest vehicle expected to regular enter the site, is shown in [Figure 3.2](#) and in **Drawing J32-7725-PS-001** attached in [Appendix B](#).

Figure 3.2 : Swept Path Analysis – 11.3m Refuse Vehicle



- 3.3.3 Figure 3.2 shows that a refuse collection vehicle can safely enter the site via Club Street and manoeuvre within the site in a forward gear before egressing.
- 3.3.4 Swept path analysis has also been undertaken for a fire tender which is shown in **Drawing J32-7725-PS-002**, attached in **Appendix B**.

3.4 Parking Provision

- 3.4.1 The proposed development includes a total of 72no. car parking spaces across the site.
- 3.4.2 Each apartment and 2-bed house are provided with 1no. car parking space. 2no. car parking spaces are provided at each 3- and 4-bed house.
- 3.4.3 Manchester City Council's (MCC) parking standards are summarised in the '*Manchester Residential Quality Guidance*' document. For apartments outside of the city centre, 100% parking provision is expected and therefore the proposals are in line with this guidance.

- 3.4.4 Secure cycle parking storage will also be provided adjacent to the apartment / cottage flat blocks in line with MCC guidance. Apartment Block A will have a secure internal cycle store, and Block B will have a lockable bicycle storage unit within the rear communal garden. In addition to this, each private dwelling has secure cycle parking in the garden. There are two bins shown, one for bin storage and one for secure cycle parking.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 110 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

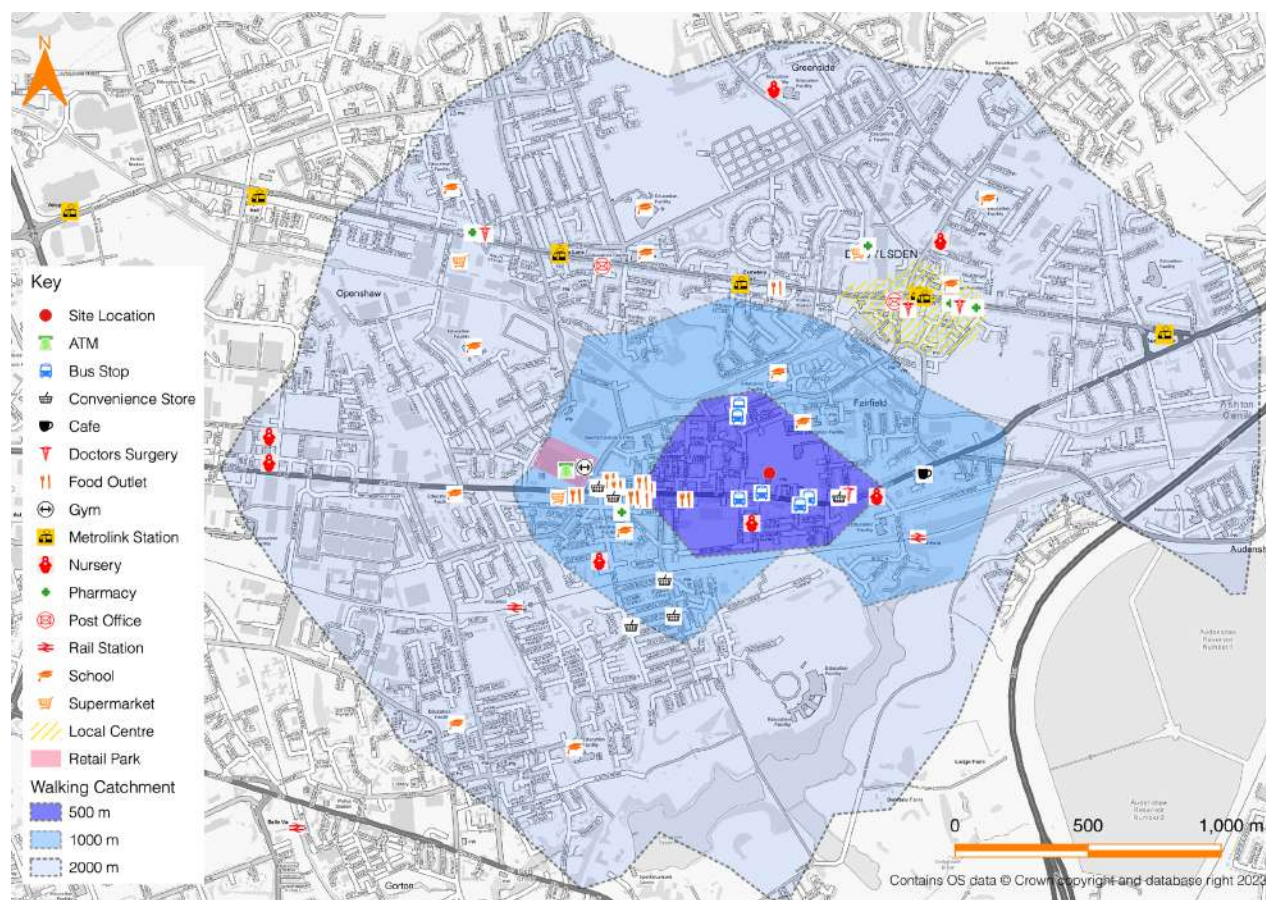
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

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

- 4.2.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.3 [Figure 4.1](#) presents the local amenities accessible within 500m, 1000m and 2000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.4 Table 4.2 provides an indication of the distances / approximate walking times to local amenities. The distances have been measured from the access to the site; the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

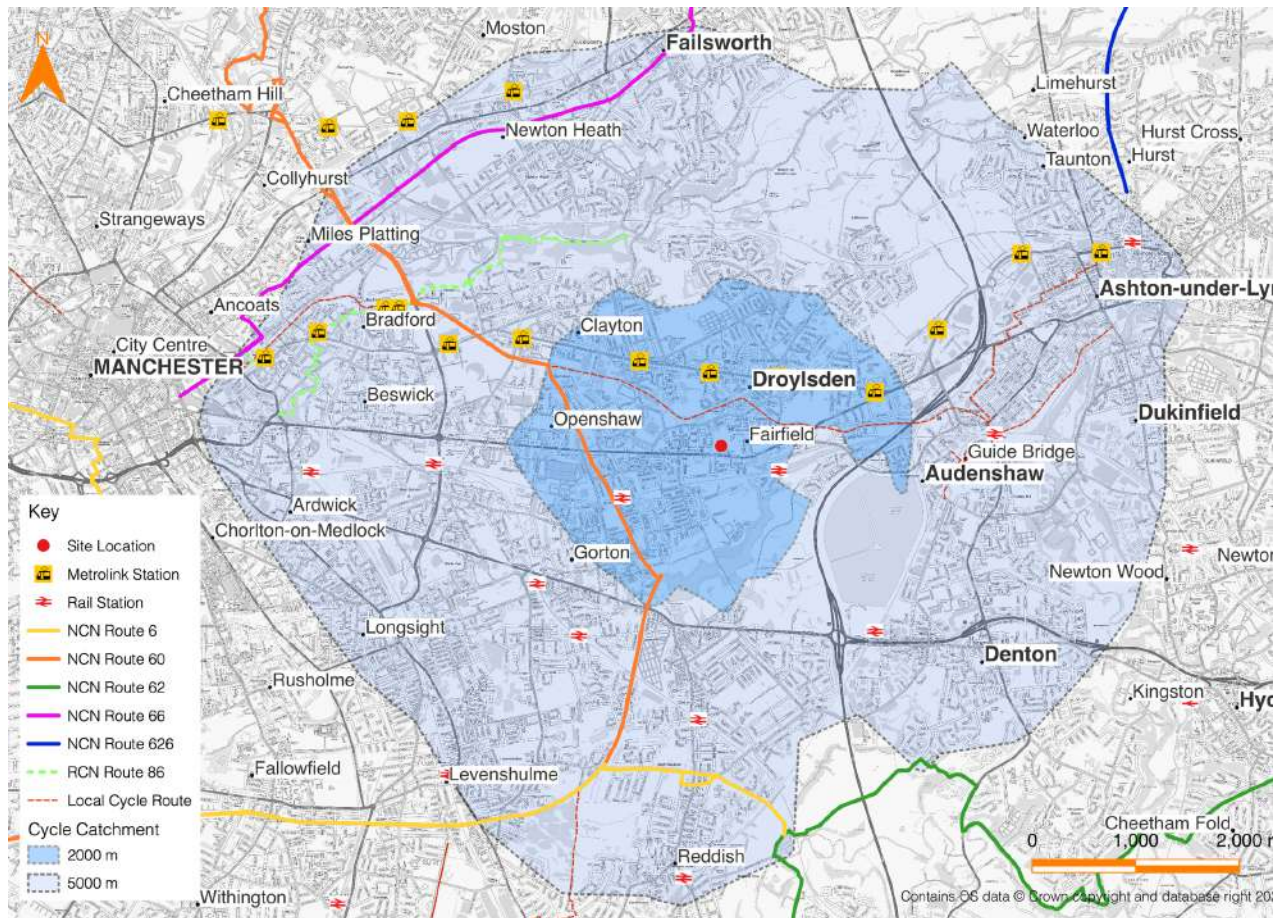
Amenity	Distance	Average Walking Time
Bus Stops on Ashton Old Road	170m	2 minutes
Jack in the Box Nursery	260m	3 minutes
Raja Bros Convenience Store	400m	5 minutes
Audenshaw Medical Centre	400m	5 minutes
Fairfield Railway Station	800m	10 minutes
Lime Square Retail Park	900m	11 minutes
Cemetery Road Metrolink Station	1.0km	12 minutes
Droylsden Town Centre	1.2km	14 minutes

- 4.2.5 As shown in [Table 4.2](#), the site is within a short walking distance of several public transport links. The closest bus stops to the site are located on Ashton Old Road within c.170m (2-minute walk). Fairfield Rail Station is accessible with c.800m (10-minute walk), as well as Cemetery Road Metrolink station which is accessible within c.1.0km (12-minute walk).
- 4.2.6 Lime Square retail park, c.900m (11-minute walk) to the west of the site along Ashton Old Road, provides a range of amenities including Lime Square post office, a The Gym Group gym, a McDonald's drive-thru and a Morrison's supermarket, amongst others.
- 4.2.7 Within a 2,000m walking catchment, Droylsden Town Centre provides access to amenities including food outlets, pubs / bars and pharmacies. Several schools are also accessible within the catchment including Fairfield Primary School and Droylsden Academy.
- 4.2.8 As described previously, the development will connect to a network of good quality pedestrian provision that benefits from dropped kerbs and a quality even surfaces, providing sufficient access for all users, accounting for varying levels and types of disability, including visual impairment.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *"two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people"*.
- 4.3.3 [Figure 4.2](#) presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Area



4.3.4 These routes are further supplemented by a number of local cycle routes, accessible within close proximity to the site.

4.3.5 As shown in Figure 4.3, Transport for Greater Manchester (TfGM) provides local cycle maps highlighting the location and type of routes available within close proximity to the site.

Figure 4.3 : Local Cycle Map (source : TfGM)



4.3.6 As shown in Figure 4.3, and discussed in Chapter 2, on-road cycle routes and several Toucan crossings are available along Ashton Old Road. Several traffic-free routes and additional on-road routes are also available around Droylsden and Openshaw.

4.3.7 In consideration of the extensive cycle network within the vicinity of the development site that includes national, regional and local routes, cycling is a realistic method of travel for future residents, particularly as an alternative to private car trips.

4.4 Public Transport

4.4.1 A map of the local bus and Metrolink services in the vicinity of the site is shown in Figure 4.4.

Figure 4.4 : Public Transport Map (source : TfGM)



Local Bus Services

4.4.2 As shown in Figure 4.1, the closest bus stops to the site are located on Ashton Old Road within c.170m (2-minute walk) of the site via Club Street.

4.4.3 Table 4.3 provides a summary of routes and times of local bus services accessible from Ashton Old Road.

Table 4.3 : Local Bus Services – Ashton Old Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
219	Stalybridge – Ashton-under-Lyne - Manchester City Centre	8	6	6	6	6
220 / 221	Stalybridge – Dukinfield - Manchester City Centre	2	<1	<1	No Service	No Service

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
719	St Thomas More RC College Service*	<1	No Service	<1	No Service	No Service
747	Manor Green Primary Academy Service*	<1	No Service	<1	No Service	No Service
793	Altrincham College of Arts*	<1	No Service	<1	No Service	No Service

**Dedicated school service*

4.4.4 As shown in Table 4.3, a frequent bus service is available from Ashton Old Road that operates between Manchester City Centre and Stalybridge up to every 8-10 minutes.

4.4.5 Additional less frequent services are also available, including school-only services that operate during the peak hours.

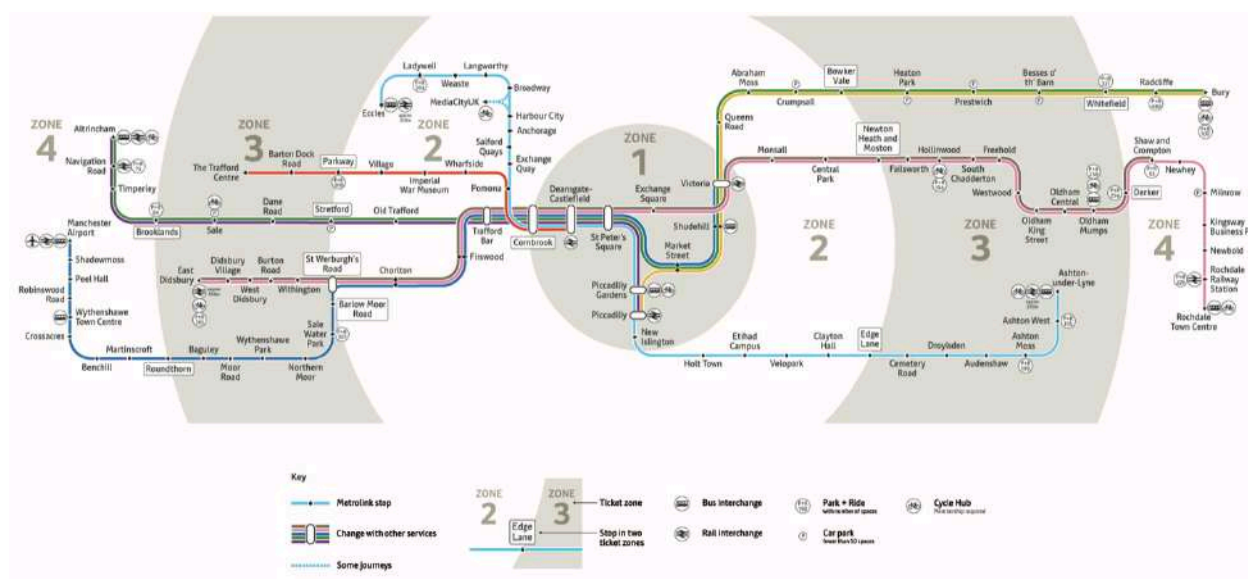
4.4.6 The frequency of the no.219 service throughout the week and on weekends demonstrate that bus travel is a realistic method of travel for future residents, particularly as an alternative to private car trips for commuting, leisure or accessing amenities, particularly in Manchester City Centre.

Metrolink Services

4.4.7 The closest tram stop to the site is Cemetery Road c.1.0km (12-minute walk) north of the development site.

4.4.8 Figure 4.5 shows a map of the TfGM Metrolink network.

Figure 4.5 : Metrolink Network Map (source: TfGM)



4.4.9 As shown in [Figure 4.5](#), Cemetery Road is a stop on Eccles – Ashton-under-Lyne (light blue) line, which passes through St Peters Square and Piccadilly Station in Manchester City Centre, as well as local destinations including Audenshaw and the Etihad Campus.

4.4.10 The site is therefore accessible via the TfGM Metrolink network and provides access to multiple residential areas across Greater Manchester, as well as to other key leisure areas and transport links across Manchester City Centre.

Rail Services

4.4.11 The closest rail station to the site is Fairfield Station c.800m southeast of the site, which is accessible within a 10-minute walk.

4.4.12 [Table 4.4](#) summarises the direct rail services available from Fairfield Station.

Table 4.4 : Direct Rail Services – Fairfield Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Piccadilly	1 to 2 services / hour	10 minutes
Rose Hill Marple <i>via Hyde Central</i>	1 to 2 services / hour	25 minutes

4.4.13 [Table 4.4](#) shows that 2no. regular direct services are available to Manchester Piccadilly and Rose Hill Marple, also accessing local stations along these routes.

4.4.14 This demonstrates the high accessibility of the site via rail, specifically as an alternative to private car trips for commuting or accessing amenities, especially in Manchester City Centre.

4.5 Summary

4.5.1 In summary, the development site has been shown to be accessible by sustainable modes of travel including:

- Good quality footways within the site and on the local highway network providing safe walking routes to local amenities, including local bus stops;
- A network of national, regional and local cycle routes are available from the site within the cycle catchment, including on-road cycle paths and several Toucan crossings on Ashton Old Road;
- Frequent and varied bus services are available from Ashton Old Road, providing services to Manchester City Centre and Stalybridge. Dedicated school services are also available;
- Metrolink tram services from Cemetery Road station provide access to multiple locations across Greater Manchester; and
- Direct services are available from Fairfield Station to Manchester Piccadilly and Rose Hill Marple, as well as other local stations along these routes.

- 4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.
- 4.5.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*
- 4.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 Introduction

- 5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicle trip rates have been derived from the TRICS database (v7.10.3) using the '*Residential – Affordable / Local Authority Houses*' and '*Residential - Affordable / Local Authority Flats*' land use categories. Full TRICS outputs for both land uses are attached in [Appendix C](#).
- 5.1.2 TRICS surveys conducted during the COVID-19 pandemic were removed due to the impact of the pandemic on travel behaviour.
- 5.1.3 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region, with the exception of Greater London. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.4 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations. Therefore, the 'Suburban Area' land use was selected, as well as the 'Residential Zone' sub-category.

5.2 Trip Generation

Houses

- 5.2.1 The vehicle TRICS trip rates during the AM and PM peaks for the proposed houses on the site are summarised in [Table 5.1](#).

Table 5.1 : TRICS Trip Rates (Vehicles) – Houses

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
<i>Residential – Houses Privately Owned</i>	0.164	0.261	0.425	0.346	0.275	0.621
Proposed Development (27no. dwellings)	4	7	11	9	7	17

- 5.2.2 As shown in [Table 5.1](#), the houses within the proposed development are expected to generate **11** two-way trips during the AM peak hour and **17** two-way trips during the PM peak hour.

Apartments / Flats

5.2.3 The vehicle TRICS trip rates during the AM and PM peaks for the proposed apartments / flats on the site are summarised in [Table 5.2](#).

Table 5.2 : TRICS Trip Rates (Vehicles) – Apartments / Flats

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate <i>Residential – Flats Privately Owned</i>	0.091	0.155	0.246	0.127	0.182	0.309
Proposed Development (24no. dwellings)	2	4	6	3	4	7

5.2.4 As shown in [Table 5.2](#), the apartments / flats within the proposed development are expected to generate **6** two-way trips during the AM peak hour and **7** two-way trips during the PM peak hour.

All Dwellings

5.2.5 The expected total trip generation for the full development is shown in [Table 5.3](#).

Table 5.3 : Trip Generation – All Dwellings

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Houses (27no.)	4	7	11	9	7	17
Apartments / Flats (24no.)	2	4	6	3	4	7
Total (51no. units)	6	11	17	12	11	23

5.2.6 As shown in [Table 5.3](#), the proposed development is expected to generate **17** two-way trips during the AM peak hour and **23** two-way trips during the PM peak hour.

5.3 Summary

5.3.1 In terms of traffic impact on the local highway network, the proposed development is expected to generate **17** two-way trips during the AM peak hour and **23** two-way trips during the PM peak hour, which is the equivalent of 1 trip every 3 minutes on the local highway network on average across both peak periods.

- 5.3.2 Overall, it can be concluded that the proposed development will have a low traffic impact on the local highway network, and not have a severe impact, which is the threshold stated by NPPF (Paragraph 115) under which development should not be refused on highways grounds.

6. Travel Plan Measures and Initiatives

6.1.1 Based on DfT guidance, the proposed scale of development does not trigger the requirement for a Travel Plan; however, a range of travel plan measures and initiatives could be implemented at the site to reduce single occupancy car use and encourage residents to travel sustainably.

6.1.2 Potential travel plan measures and initiatives which could be undertaken by the developer include:

- Cycle Parking – the Applicant will provide secure cycle parking provision for each apartment and house, which is equivalent 100% cycle parking provision;
- Residents Welcome Pack - promote walking and cycling to residents as well as encourage use of the local public transport services, by providing transport information in a residents' welcome packs;
- Bike Lease Schemes – provide information about local Bike Lease Schemes within the Residents Welcome Pack;
- Car Club, Car Share and Car Rental - provide information to residents within the Welcome Pack about local car clubs, car share schemes and car rental companies; and
- Monitoring – undertake travel surveys to monitor the travel behaviour of residents.

6.1.3 In accordance with national and local policy and guidance, the above Travel Plan measures and initiatives would promote sustainable travel at the site and reduce single occupancy car use.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 Mode Transport Planning has been appointed by KMM Homes to provide transport planning and highways advice in relation to a planning application for a residential development on Club Street in Openshaw, Manchester.
- 7.1.2 The development proposals include the redevelopment of the former site of the AEU Club, remaining demolition and site clearance and construction of 51no. new residential dwellings (Use Class C3), with associated car parking, landscaping and infrastructure works.
- 7.1.3 The analysis in this Transport Statement has been carried in accordance with current policy and guidance. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, and bus services, providing a realistic alternative to car travel, particular for leisure/ amenity trips and commuting.
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
 - The site will be accessed by vehicles via a single point from Club Street, with the internal road within the development forming an extension of Club Street providing a 5.5m wide carriageway with 2m wide footways on both sides of the road.
 - Pedestrian access to the site will also be permitted by Gransmoor Avenue, which will be resurfaced.
 - Swept path analysis shows that a large 11.3m refuse collection vehicle can enter the site in a forward gear via Club Street and safely turn within the proposed turning areas.
 - The proposed development includes a total of 72no. parking spaces which complies with Manchester City Council's adopted parking standards. Secure cycle parking is also provided.
 - The proposed development is expected to generate 17 two-way trips during the AM peak hour and 23 two-way trips during the PM peak hour. In terms of traffic impact on the local highway network, the proposed development is expected to generate 1 trip every 3 minutes when averaged over the AM and PM peak hours.
 - Overall, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

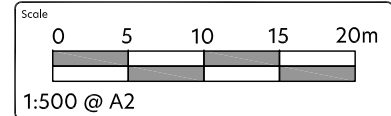
7.2 Conclusion

- 7.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

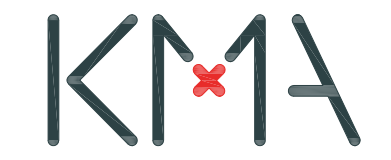
APPENDIX A

Site Layout Plan



Revision Notes				
Rev	Date	Revision Description	Drawn	Checked
P6	16.05.24	Landscaping amendment to Blocks 1 and 8	CTW	AT
P7	29.02.24	Site boundary amendment	CTW	AT
P6	05.02.24	Site boundary amendment	CTW	AT
P5	22.01.24	Plot 1 amendment	CTW	AT
P4	07.12.23	Site boundary amendment	CTW	AT
P3	28.11.23	Amendments to shared driveway/ site boundary interfaces	CTW	AT
P2	02.11.23	Parking to Plots 22-25 amended	CTW	AT
P1	20.10.23	Initial Issue	CTW	AT

Revision Notes				
Rev	Date	Revision Description	Drawn	Checked
P6	16.05.24	Landscaping amendment to Blocks 1 and 8	CTW	AT
P7	29.02.24	Site boundary amendment	CTW	AT
P6	05.02.24	Site boundary amendment	CTW	AT
P5	22.01.24	Plot 1 amendment	CTW	AT
P4	07.12.23	Site boundary amendment	CTW	AT
P3	28.11.23	Amendments to shared driveway/ site boundary interfaces	CTW	AT
P2	02.11.23	Parking to Plots 22-25 amended	CTW	AT
P1	20.10.23	Initial Issue	CTW	AT



Drawing Number
OCS-KMA-XX-XX-DR-A-7002

Drawn by CTW	Authorised by AT	Date 16.05.24
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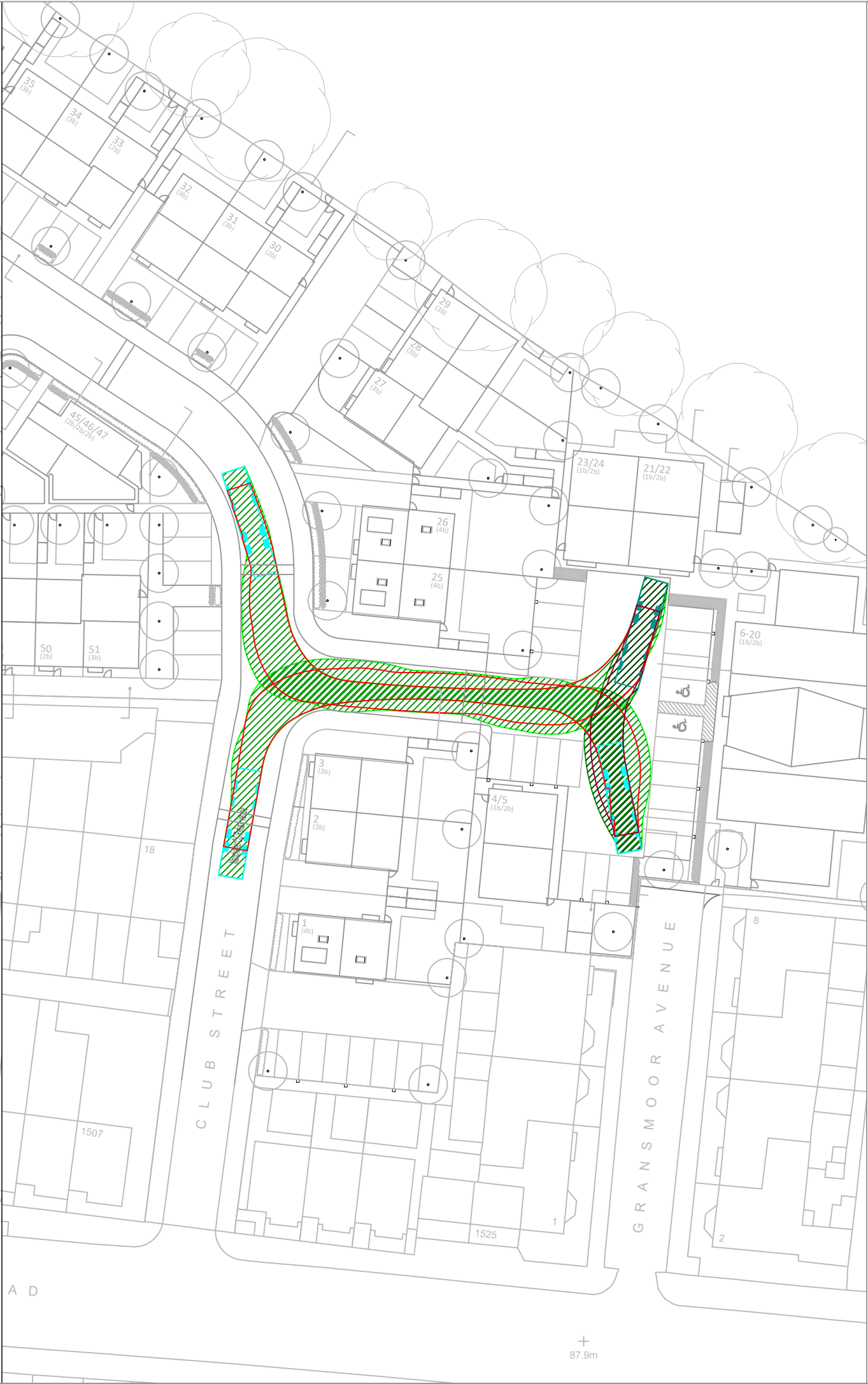
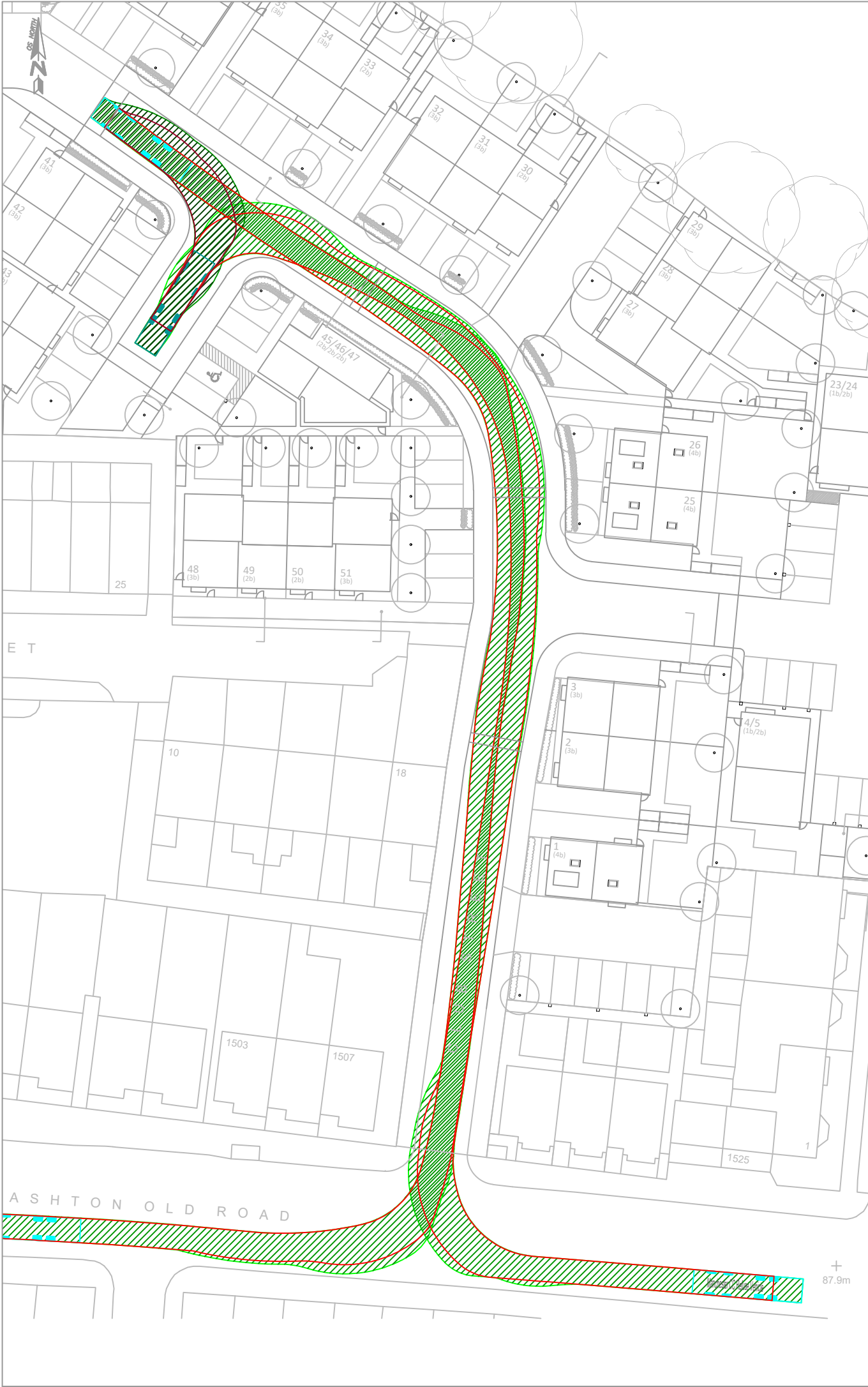
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APPENDIX B

Swept Path Analysis

File name: C:\Users\WINDOWS1\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J327725 CLUB STREET, OPENSHPAW\5. GRAPHICS\2. CAD\2. SHEETS\J327725-PS-001 REV A.DWG
Last saved by: WINDOWS1 Last Potted: 2024-02-14

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



mode

transport planning

t

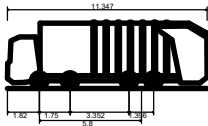
0161 464 9495

e

info@modetransport.co.uk

w

www.modetransport.co.uk



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

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on os mapping and site plan prepared by kma architects.

issue/revision		
A	14/02/2024	issued
-	11/12/2023	issued
i/r	date	description

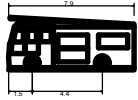
client: kmm homes
project: club street, openshaw
project number: J327725

scale: 1:500@A3
drawing title:
swept path analysis
large refuse vehicle
drawing number:
J32-7725-PS-001



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.50s
Kerb to Kerb Turning Radius 7.750m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of manchester city council.
 5. drawing based on os mapping and site plan prepared by kma architects.

issue/revision		
A	13/02/2024	issued
-	11/12/2023	issued
l/r	date	description

client: kmm homes
project: club street, openshaw
project number: J327725
scale: 1:500@A3
drawing title:
swept path analysis
fire tender
drawing number:
J32-7725-PS-002

APPENDIX C TRICS Outputs

Calculation Reference: AUDIT-754101-231103-1123

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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: 22 to 66 (units:)
Range Selected by User: 6 to 467 (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: 01/01/15 to 16/05/22

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:

Tuesday 2 days
Wednesday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of 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 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 X days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

C3 3 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:

15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	1 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	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-03-D-02	FLATS	LINCOLNSHIRE
	ADDISON DRIVE		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	01/07/15	Survey Type: MANUAL
2	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM
	WATCOMBE ROAD		
	NOTTINGHAM		
	CARRINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	23/06/15	Survey Type: MANUAL
3	SP-03-D-01	BLOCKS OF FLATS	SOUTHAMPTON
	HANNAY RISE		
	SOUTHAMPTON		
	THORNHILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	66	
	Survey date: TUESDAY	24/11/15	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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	3	37	0.018	3	37	0.055	3	37	0.073
08:00 - 09:00	3	37	0.091	3	37	0.155	3	37	0.246
09:00 - 10:00	3	37	0.100	3	37	0.173	3	37	0.273
10:00 - 11:00	3	37	0.118	3	37	0.127	3	37	0.245
11:00 - 12:00	3	37	0.118	3	37	0.109	3	37	0.227
12:00 - 13:00	3	37	0.064	3	37	0.064	3	37	0.128
13:00 - 14:00	3	37	0.118	3	37	0.091	3	37	0.209
14:00 - 15:00	3	37	0.136	3	37	0.209	3	37	0.345
15:00 - 16:00	3	37	0.191	3	37	0.164	3	37	0.355
16:00 - 17:00	3	37	0.218	3	37	0.091	3	37	0.309
17:00 - 18:00	3	37	0.127	3	37	0.182	3	37	0.309
18:00 - 19:00	3	37	0.082	3	37	0.036	3	37	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.381			1.456			2.837

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:	22 - 66 (units:)
Survey date range:	01/01/15 - 16/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-754101-231103-1136

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
13	MUNSTER	
	TI TIPPERARY	2 days
15	GREATER DUBLIN	
	DL DUBLIN	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: 8 to 68 (units:)
 Range Selected by User: 8 to 516 (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: 01/01/15 to 13/05/22

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	1 days
Tuesday	2 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
------------------------------------	---

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	7
------------------	---

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	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 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:

5,001 to 10,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 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	3 days

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

Travel Plan:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DL-03-B-03	SEMI-DETACHED & TERRACED	DUBLIN
	HOME PARK ROAD		
	DUBLIN		
	DRUMCONDRA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: TUESDAY	22/11/16	Survey Type: MANUAL
2	DU-03-B-01	TERRACED BUNGALOWS	DUNDEE CITY
	307-441 BALUNIE DRIVE		
	DUNDEE		
	DOUGLAS & ANGUS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	68	
	Survey date: FRIDAY	21/04/17	Survey Type: MANUAL
3	LR-03-B-01	SEMI-DETACHED & TERRACED	LEICESTER
	COLEMAN ROAD		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/10/21	Survey Type: MANUAL
4	NN-03-B-01	SEMI-DETACHED HOUSES	NORTH NORTHAMPTONSHIRE
	OCCUPATION ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: WEDNESDAY	13/10/21	Survey Type: MANUAL
5	TI-03-B-01	MIXED HOUSES	TIPPERARY
	LIMERICK ROAD		
	NENAGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	43	
	Survey date: FRIDAY	27/05/16	Survey Type: MANUAL
6	TI-03-B-02	BUNGALOWS	TIPPERARY
	STRADAVOHER		
	THURLES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	20/11/17	Survey Type: MANUAL
7	WL-03-B-01	TERRACED HOUSES	WILTSHIRE
	BUTTERFIELD DRIVE		
	AMESBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	18/09/18	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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	7	40	0.082	7	40	0.182	7	40	0.264
08:00 - 09:00	7	40	0.164	7	40	0.261	7	40	0.425
09:00 - 10:00	7	40	0.171	7	40	0.254	7	40	0.425
10:00 - 11:00	7	40	0.161	7	40	0.168	7	40	0.329
11:00 - 12:00	7	40	0.168	7	40	0.146	7	40	0.314
12:00 - 13:00	7	40	0.179	7	40	0.139	7	40	0.318
13:00 - 14:00	7	40	0.161	7	40	0.175	7	40	0.336
14:00 - 15:00	7	40	0.189	7	40	0.218	7	40	0.407
15:00 - 16:00	7	40	0.271	7	40	0.196	7	40	0.467
16:00 - 17:00	7	40	0.296	7	40	0.143	7	40	0.439
17:00 - 18:00	7	40	0.346	7	40	0.275	7	40	0.621
18:00 - 19:00	7	40	0.175	7	40	0.175	7	40	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.363			2.332			4.695

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:	8 - 68 (units:)
Survey date range:	01/01/15 - 13/05/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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