

Residential Development
Land at Ryebank
Chorlton
Transport Assessment
250107/SK22386/TA01(-05)
Volume 1

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1 Introduction

Background

- 1.1 This Transport Assessment (TA) has been prepared by SK Transport Planning Ltd (SK) on behalf of Step Places, Southway Housing Trust and Manchester Metropolitan University (the Applicants) in support of a full planning application for a residential development on Land at Ryebank in Chorlton.
- 1.2 A full application is being submitted with detailed layout, appearance, access and landscaping for 120 residential units. The description of the development is:
- “Construction of a residential development comprising 120 dwellings (including a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, access arrangements, cycleway and pedestrian linkages, vehicular accesses and highways, parking provision and other associated works.”
- 1.3 The proposed landscape layout is attached as Appendix A.

Report Structure

- 1.4 The TA has been prepared in line with standard appraisal methods and is structured as follows:
- Baseline context setting out the existing situation, including the location of the site and details of the current transport network characteristics.
 - Proposed development details including strategies for multimodal access, parking, servicing and mitigation measures.
 - Accessibility assessment setting out a review of active and public transport provision, assessment of the accessibility of the site, and mitigation measures proposed to support sustainable travel movements.
 - Trip forecast setting out details of multimodal trip generation method and traffic forecasts for the assessment year base and with development scenarios.
 - Impact assessment setting out details of the effects of the development on the agreed study area, with junction modelling assessments.
 - Parking assessment setting out baseline parking characteristics, future parking demand assessments, parking policy requirements, and management measures.
 - Policy assessment that considers the proposal in the context of local, regional and national transport policy.

Pre-Application Discussions

- 1.5 The site mainly sits in the Manchester City Council (MCC) authority area, though the application boundary straddles the MCC and Trafford Metropolitan Borough Council (TMBC) boundary and takes in a small parcel of land within Trafford next to the northern access to the site. Given this the planning application will be submitted jointly to MCC and TMBC.
- 1.6 Based on the above, the Local Highway Authority is both MCC and TMBC. The other stakeholder is Transport for Greater Manchester (TfGM).
- 1.7 Extensive pre-application discussions have been held with all three authorities since September 2023. During these discussions the following survey and assessment methods have been agreed with all three authorities:
- Junctions forming the study area
 - Traffic and parking survey methods
 - Traffic and parking survey dates and times
 - Development trip forecast
 - Committed development traffic flows
 - Future assessment year and growth factors

- Parking and traffic assessment methods

- 1.8 In addition, discussions have been held with the Local Highway Authority regarding layout aspects of the proposal to reach agreement on the vehicle access arrangements, parking levels, sustainable access provision, and off-site interventions.

2 Baseline Situation

Site Location

- 2.1 Figure 2.1 shows the red line boundary for the planning application. Figure 2.2 shows the location of the site in the context of the surrounding area.
- 2.2 The site is situated adjacent to Longford Park to the northwest of the centre of Chorlton and to the east of Stretford. In addition to the retail facilities available in Chorlton, local amenities are available close by including a library, local schools, open space, and health facilities.
- 2.3 The site is predominantly grassland with trees and a small area of hardstanding in the south.
- 2.4 The land to the north, south and east comprises residential development. To the west lies Longford Park, within which lies the Trafford Athletic Club. To the southeast of the site lies St Johns RC Primary School.
- 2.5 Access to the site is provided from Rye Bank Road and Longford Road. The nearest tram stop to the site (Firwood) is located to the northeast of the site, a distance of circa 750m from the centre of the site.



Figure 2.1: Red Line Boundary
[source: 5 Plus]

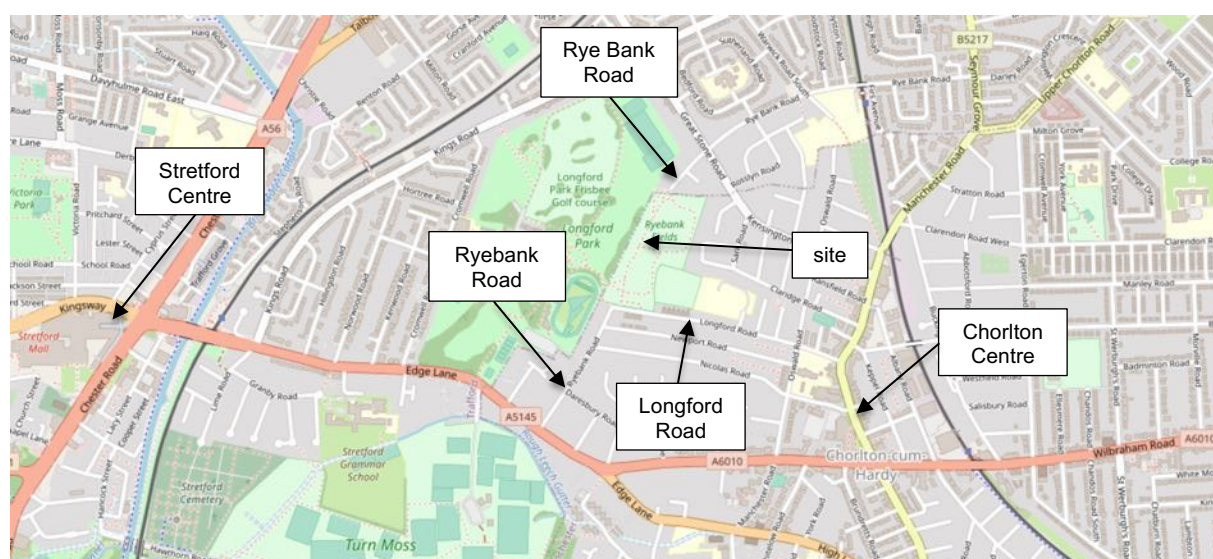


Figure 2.2: Site Location
[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

2.6 The extents of highway adoption plans are attached as Appendix B.

- 2.7 The roads to the south of the site sit in the MCC Local Highway Authority area and the roads to the north of the site sit in the TMBC Local Highway Authority area.
- 2.8 Longford Road routes west-east along the southern boundary of the site and will form the main vehicle access to the site. Near the site, Longford Road is 7.3m wide with footways of between 2.5m-3m width on both sides of the carriageway. The road sits in a 20mph zone and street lighting is present.
- 2.9 Two gated vehicle accesses to the site are provided on the Longford Road frontage and to the west of the western access is a pedestrian and maintenance access to Longford Park. A recent planning application (ref: 110093/FUL/23) for Longford Park states that this is a secondary access to the park:

“The second access off Ryebank Road/Longford Road entrance is a secondary pedestrian access and maintenance events vehicle access.”

- 2.10 It is noted that on the site frontage, between the western site access and the Longford Park secondary access, a length of footway is missing.
- 2.11 The rest of Longford Road provides access to residential properties on its length, St Johns Primary School and side roads (Chepstow Road, Lynton Road and Hartley Road). Dropped kerbs with tactile paving are provided at the side road junctions.
- 2.12 At its eastern end, Longford Road meets Oswald Road at a crossroad junction with dropped kerbs and tactile paving. The junction has a raised table traffic calming feature. Travelling north at the junction provides access to Trafford, travelling south provides access to Oswald Road Primary School and Wilbraham Road and travelling east allows access to Manchester Road/Barlow Moor Road corridor and Chorlton District Centre. Manchester Road has been recently upgraded as part of the Chorlton Cycleway Scheme to provide improved active travel facilities. The junction of Longford Road/Manchester Road uncontrolled crossing features with dropped kerbs and tactile paving.
- 2.13 Longford Road is characterised by parking on both sides of the road relating to the residential properties fronting the road. At its western end, Longford Road turns south and becomes Ryebank Road. Ryebank Road provides access to residential properties along its length, the Longford Park Car Park, and provides a connection to Edge Lane (A5145). Ryebank Road also provides access to side roads (Newport Road, Nicolas Road, and Daresbury Road). Dropped kerbs with changes in surface material are provided at the side road junctions. Access can be gained via Longford Park Car Park to traffic-free shared footway/cycleway routes through Longford Park.
- 2.14 Ryebank Road has a carriageway width of 7.5m and 2.8m footways on both sides. The road is subject to a 20mph speed limit and traffic calming features (yellow humps) are in place.
- 2.15 To the south of the site Ryebank Road meets Edge Lane a priority junction with dropped kerbs. Edge Lane is an 11m wide road with footways generally between 2m-2.5m on both sides of the road. Edge Lane is subject to a 30mph speed limit and street lighting is present. The road is a bus route corridor with the nearest bus stops benefiting from shelters, seating, timetable information, and bus boarding facilities. An uncontrolled crossing is present providing access to westbound bus services. A marked cycle route is provided on both sides of the road. To the east, Edge Lane meets Wilbraham Road at a signalised junction with crossing facilities and advanced cycle stop lines.
- 2.16 Continuing east Wilbraham Road meets Barlow Moor Road at a signalised junction. The junction has recently been upgraded as part of the Chorlton Cycle Way Scheme works, which also includes improved active travel facilities on Manchester Road.
- 2.17 To the north of the site access can be gained from Rye Bank Road. Rye Bank Road is an 8m wide road with 2.3m-2.9m footways on both sides of the road. Rye Bank Road is a cul-de-sac with no vehicle access currently through to the site.

- 2.18 At its northern end Rye Bank Road meets Great Stone Road at a crossroad arrangement with dropped kerbs. The visibility at the junction has been reviewed and a standard 30mph visibility splay of 2.4m x 43m is comfortably achievable but Great Stone Road is tree-lined and there is a tree within the visibility splay on either side of the junction. Junction protection markings are in place, but these do not extend for the full length of the visibility splay on either side, so parking is also permitted within part of the splay on either side. Manual for Streets advises that this is quite common in urban areas but does not appear to create significant problems in practice. If cars parked in the permitted on-street space are treated as an obstacle, oncoming vehicles will be visible at a distance of 22.7m to the south-east and 35.5m to the north-west.
- 2.19 Great Stone Road routes north-south past Rye Bank Road providing access to Old Trafford (north) and Chorlton District Centre (south).

Traffic Regulation Order Review

- 2.20 Parking is uncontrolled on Longford Road other than 'Keep Clear' markings outside the pedestrian access to the school, 'School Keep Clear' markings at the junction with Chepstow Road and three white lined disabled parking bays. Junction protection zone markings (double yellow lines) are present at the Oswald Road and Manchester Road junctions.
- 2.21 Parking is uncontrolled on Ryebank Road other than junction protection zone markings (double yellow lines) at the junction with Edge Lane.
- 2.22 Junction protection zone markings (double yellow lines) at the Rye Bank Road junction with Great Stone Road. Rye Bank Road sits in Trafford's Parking Permit Zone PPG which is in operation on match days restricting parking to resident permit holders only.

Road Safety Data

- 2.23 TfGM has provided personal injury collision data for the most recent five-year period available for the links providing direct access to the site and junctions forming the TA study area agreed with the three authorities during scoping discussions:
- Longford Road
 - Rye Bank Road
 - Ryebank Road
 - Longford Road/Oswald Road
 - Longford Road/Manchester Road
 - Ryebank Road/Edge Lane
 - Rye Bank Road /Great Stone Road
- 2.24 The collision data is attached as Appendix C, with a summary provided below.

Ref	Description/Cause	Severity					Year/Time of Day										Involved Pupil/Child
		Fatal	Very Serious	Moderately Serious	Less Serious	Slight	2019	2020	2021	2022	2023	2024	Peak	Off-Peak			
Ryebank Road S Link																	
A1218274	Taxi driver hit pedestrian crossing Ryebank Rd. Driver failed to stop at the scene.						x		x							x	
Edge Lane/Ryebank Road Junction																	
A1179273	Driver turned right into Ryebank Rd across the path of a cyclist travelling ahead on Edge Lane. Driver failed to stop at the scene.						x				x					x	
Longford Road/Oswald Road Junction																	
A1412235	Cyclist travelling on Oswald Rd is hit by driver who fails to stop at the junction with Longford Rd. Attributed a failure of the driver to look/observe.					x								x		x	
E3078415	Cyclist travelling south on Oswald St is hit by driver turning right into road. Driver failed to stop at the scene.						x		x							x	
Rye Bank Road/Great Stone Road Junction																	
M1411121	Vehicle turns out of Rye Bank Rd into path of vehicle travelling on Great Stone Rd. It was attributed to failing to look properly						x							x		x	
Edge Lane Link																	
A1272411	Driver pulls out of Alderfield Rd onto Edge Ln into path of vehicle. Attributed to poor turning manoeuvre.						x						x				x
E2071687	Driver on Edge Ln hits crossing pedestrian. Driver fails to stop at scene.						x		x							x	
Total																	

Table 2.1: Road Safety Data Summary

- 2.25 The data shows that there have been seven collisions during the most recent five years available, of which six were classified as 'slight' and one was classified as 'less serious'. Two collisions involved a pedestrian, and three collisions involved a cyclist. None of the collisions involved a child or school pupil.
- 2.26 A single collision occurred on Ryebank Road in 2020 and was classified as slight. The collision is described as a driver hitting a crossing pedestrian. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.
- 2.27 A single collision occurred at the junction of Edge Lane/Ryebank Road in 2022 and was classified as slight. The collision involved a driver turning right into Ryebank Road across the path of a cyclist travelling ahead on Edge Lane. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.
- 2.28 Two collisions occurred at the Longford Road/Oswald Road junction. The first occurred in 2020 and was classified as slight. It involved a driver turning into the path of a cyclist travelling ahead. The driver failed to stop at the scene. The second occurred in 2024 and was classified as 'less' serious. It involved a driver failing to stop at the junction and hitting a cyclist travelling ahead. The collision was attributed to the driver's failure to look and observe surroundings.
- 2.29 A single collision occurred at the junction of Rye Bank Road/Great Stone Road in 2024 and was classified as slight. It involved a driver pulling out into the path of an oncoming vehicle. The collision was attributed to the driver failing to look properly.
- 2.30 A single collision has occurred to the west of the Edge Lane junction with Ryebank Road in 2023 and was classified as slight. The collision was caused by a driver pulling out of Alderfield Road into the path of an oncoming vehicle. The collision was attributed to the driver performing a poor turning manoeuvre.
- 2.31 A single collision has occurred to the east of the Edge Lane junction with Ryebank Road in 2020. The collision was caused by a driver hitting a pedestrian crossing Edge Lane. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.
- 2.32 While all collisions are regrettable, the data shows that there have been seven collisions during the five-year period assessed, most of which were classified as slight. A DfT analyses collision data in terms of 'Killed and Seriously Injured' (KSI), the data for the study area shows that there has been only a single serious collision included in the data, and this was classified as 'less' serious rather than 'moderately' serious or 'very' serious. The KSI rate for the study area is 0.1 per year.
- 2.33 The data does not show frequently occurring collisions at the same location with most collisions occurring in isolation and only one location (Longford Road/Oswald Road) having two collisions. Though the two collisions occurred four years apart and the junction has an average collision rate

of 0.4 per year only. The measures proposed by the development will assist in improving the environment on Longford Road.

3 Development Proposal

Development Description

- 3.1 A full application is being submitted by the Applicants with detailed layout, scale, appearance, access and landscaping for 120 residential units. The description of the development is:

“Construction of a residential development comprising 120 dwellings (including a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, access arrangements, cycleway and pedestrian linkages, vehicular accesses and highways, parking provision and other associated works.”

- 3.2 The current layout is attached as Appendix A.

Land Use Schedule

- 3.3 Table 3.1 provides a summary of the land uses included in the layout and the site access location

	Longford Road	Rye Bank Road	Total
Market Sale Houses	42	10	52
Supported Living for Autistic Adults	8	0	8
Co-Housing Flats	12	0	12
Co-Housing Houses	6	0	6
Age Friendly North	0	22	22
Age Friendly South	20	0	20
Total Dwellings	88	32	120

Table 3.1: Land Use Schedule & Access Location

Access Layouts

- 3.4 The access arrangements are shown on the plan in Appendix D.
- 3.5 The vehicle access strategy is based on dual access provision which was identified as the preferred option in line with the Ryebank Road Development Framework requirements approved by MCC.¹
- 3.6 The dual access arrangement provides one access to the south of the site off Longford Road and the other access from the north of the site off Rye Bank Road. There will be no vehicle through route between the two access points, other than for emergency vehicles.
- 3.7 The Longford Road access is a priority junction with a 5.5m wide carriageway, 6m corner radii and 2m footways on both sides. Tactile paving and dropped kerbs and a raised table will be provided at the junction. The proposed junction layout includes provision of a section of footway at the corner of Longford Road and Ryebank Road at which footway is currently absent. The works are shown in Appendix D.

¹ Manchester Metropolitan University (2019), Ryebank Road Chorlton Manchester – Development Framework

- 3.8 Segregated pedestrian access points are also provided from Longford Road just to the west of the vehicle access junction and to the east of the age friendly block. The western segregated access route is 3m wide and provides a direct connection to the active travel route that provides a continuous connection between the Longford Road and Rye Bank Road on the western edge of the site. The eastern segregated access is 2m wide and connects to the footways on the vehicle route through the site with a crossing point provided.
- 3.9 The Rye Bank Road access is a continuation of the existing Rye Bank Road into the site. The carriageway is 5.5m wide with 2m footways on both sides. A segregated active travel access is provided just to the north of the two proposed villas which allows access to the north-south active travel route on the western edge of the site. A raised table crossing is provided across the vehicle access road to provide a connection to north-south active travel route. While the vehicle access and the northern access road will not be offered for adoption, both have been designed to adoptable standards. The northern access road and Rye Bank Road access will be privately maintained.
- 3.10 A traffic calming scheme is proposed for Longford Road, as requested by MCC. The access junction treatment will form part of the traffic calming scheme. The scheme will be delivered by Section 278 works. The proposed layout is shown in Appendix D.

Road Safety Audit

- 3.11 MCC requires a Road Safety Audit (RSA1) to be undertaken on all roads that will be offered up for adoption (Section 38 Agreement) or will be the subject of a Section 278 Agreement. An RSA1 has been undertaken and is attached as Appendix G with the Designer's Response.

On-Site Circulation

- 3.12 The layout in Appendix D shows the areas of the site that will be offered up for highway adoption and the areas that will remain in private ownership.
- 3.13 The layout has been designed based on people-first principles with appropriate provision for active modes to ensure the site is fully permeable. Vehicle routes are designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures are incorporated across the site, including raised table treatments to reduce vehicle speeds and assist pedestrian crossings.
- 3.14 A 3m wide traffic free/segregated active travel route is provided on the western edge of the site to allow a connection north south. Connections between the residential areas of the site are provided at regular intervals to allow residents and the wider community to move around.
- 3.15 The main site roads have been designed to provide a 5.5m carriageway on circulation routes. 2m footways are generally provided to both sides, or on one side only with a 500mm strip on the opposite side where no direct access to properties is needed. The proposed arrangements provide high quality routes across the site that meet desire lines and provide access to all properties, whilst also maximising the opportunity to incorporate landscaping and greenspaces within the development. The access roads from the north and south effectively provide cul-de-sac arrangements. Appropriately sized turning heads are provided at the end of the main routes.
- 3.16 As noted earlier, no vehicle connection is provided between the two vehicle access points. Demountable bollards will be included as shown in Appendix A to enforce this strategy.
- 3.17 The residential dwellings closest to the bollards will be accessed via private streets that will be de-engineered to provide a more informal arrangement. Segregated pedestrian routes will be provided alongside sensitively designed vehicle routes that include traffic calming features embedded in the landscaping.
- 3.18 Following advice from MCC that the authority will not typically accept driveway provision within 10m of a junction, instances in which this arises within the site have been reviewed and discussed further with MCC. There is one location within the site at which there is driveway provision within 10m of a junction and, as requested, a review has been undertaken of the manoeuvres required and associated visibility for and of approaching vehicles. This review

information and details of other internal junction visibility has been provided to MCC and is replicated in Appendix D. These locations have been reviewed as part of the RSA and the comments and Designer's Response is attached in Appendix G.

Refuse Collection Strategy

- 3.19 As no connection is provided for general traffic between the two areas, the arrangement requires the roads to be laid out in a manner that will allow service and delivery vehicles to turn. Turning heads are provided at the end of each main access road as shown in Appendix A.
- 3.20 The largest vehicle type that would typically be expected to require regular access to the site will be a refuse vehicle. Swept path analysis has been undertaken for the refuse collection vehicle of the specification set out in MCC Waste Guidance.² The swept path analysis is attached as Appendix E.
- 3.21 Bin storage areas are provided in curtilage for the houses, and these will be provided with 240l bins for the four waste streams required. For low rise housing, Manual for Streets states that residents should not be required to carry waste more than 30m and that waste collection vehicles should be able to get within 25m of a storage point.³ Temporary storage points are provided in the landscape strategy for the houses accessed off the private streets. The eastern private street has two temporary storage points located 10m-15m from each turning head. The western private street has two temporary storage points located 25m from the highway to be adopted.
- 3.22 As noted, Manual for Streets guidance recommends a maximum bin drag distance for waste operatives for low rise housing of 25m. The document recommends a different drag distance for communal bin stores (10m), this is because the communal bins are larger (1,100l eurobins) and are heavier and more difficult to manoeuvre.
- 3.23 Bin storage for the co-housing, supported living and age friendly apartments will be collected from kerbside. The bin stores for these elements of the development will be provided within 10m of the vehicle collection location. 1,100l eurobins will be provided in these bin stores.

Parking Strategy

- 3.24 Table 3.2 provides a summary of the parking provided at the development. The resident parking is provided in a combination of driveway and parking court arrangements across the site, with some additional parking provided for use by the community, such as visitors.

² Manchester City Council (2023), Waste Storage & Collection Guidance for New Developments GD04 v7

³ Department for Transport (2007), Manual for Streets

Type	Spaces	Rate	Parking Location
Market – Houses	42	100%	Driveway/Curtilage – includes 1 EV charger per dwelling
Market – Villas	20	200%	Driveway/Curtilage – includes 1 EV charger per dwelling
Co-Housing Apartments	9	75%	2 larger/disabled spaces and 1 standard space in private courtyard to south of co-housing houses, including 1 EV charger and 1 for future adaption. 6 standard spaces in community car park next to supported living, including 20% EV charger and remainder of allocation for future adaption.
Co-Housing Houses	6	100%	6 spaces in private courtyard to south of co-housing houses all to EV standard.
Age Friendly North	11	50%	2 disabled and 9 standard in private courtyard to east of building. 20% to EV standard with remainder with ducting for future adaption.
Age Friendly South	10	50%	2 disabled and 8 standard in private courtyard to east of building. 20% to EV standard with remainder with ducting for future adaption.
Supported Living for Autistic Adults	5	63%	1 disabled and 4 standard in community car park next to building. 20% EV with ducting for remainder of allocation.

Table 3.2: Parking Summary

- 3.25 In line with the Ryebank Road Development Framework, an assessment has been undertaken of the suitability of the parking level against local policy and research and market evidence, and this is set out in Section 7. The method of assessment and level of parking resulting has been agreed with MCC.
- 3.26 The community car park located next to the supported living block will provide a total of 17 parking spaces, including one disabled space. As noted above, 11 of the spaces will be allocated to the co-housing apartments and supported living for autistic adult block. The remainder (six spaces) will be short-stay spaces that will be available for use by visitors and other members of the community.
- 3.27 Visitor parking is also sensitively provided across the layout on street. A total of 13 spaces is provided in these locations for use by visitors and other members of the community. Two of the street parking spaces will be allocated to car club vehicles for use by residents and the surrounding community.
- 3.28 The layout therefore provides a total of 19 community parking spaces in the community car park and streetside for use by visitors and other members of the community (including two car club spaces). The total parking across the development is shown in Table 3.3.

Type	Spaces
Total Allocated Parking	103
Total Community Parking	19
Total Site Parking	122

Table 3.3: Site Parking Summary

- 3.29 Table 3.4 provides the number of parking locations that will be accessed from Rye Bank Road and Longford Road.

Access Location	Resident Spaces	Community Spaces	Total Spaces	% Spaces
Rye Bank Road	22	4	26	21%
Longford Road	81	15	96	79%
Total	103	19	122	100%

Table 3.4: Parking Spaces by Access Location

Parking Dimensions

- 3.30 For the properties with driveways, minimum driveway dimensions of 3m x 6m are provided, with the width increased to 3.3m in cases where no separate pathway is provided alongside the drive.
- 3.31 The parking courts have spaces that are 2.4m x 4.8m (standard) and 3.6m x 6m (disabled). Aisle widths are 6mm minimum.

Parking Management

- 3.32 Resident parking is focused on the private streets and private courtyards. Appropriate signage and markings will be used in the spaces to make clear whether these can be used by residents or as community short-stay spaces. A private management company will be engaged by the Applicant's to enforce the parking controls. This will include appropriate controls on a match day.
- 3.33 There is no resident parking on kerbside on the adopted highway network. Double yellow line and short-stay TRO controls will be used on kerbside to remove opportunities for street parking in areas of adoption. The Applicants will fund the costs of the TRO as part of the Section 278 package.

Cycle Parking

- 3.34 All of the market houses have sufficient space to accommodate cycle parking within curtilage, with space for one bike per dwelling (52 spaces).
- 3.35 The co-housing group has confirmed that it requires a total of 29 cycle parking spaces for the apartments. This will be accommodated in a dedicated store in the co-housing area. The co-housing houses will have sufficient space to accommodate cycle parking within curtilage, with space for one bike per dwelling (six spaces).
- 3.36 The age friendly apartments will be provided with bike storage space at a rate of 73% (16 spaces) for the northern block and at a rate of 80% (16 spaces) for the southern block.
- 3.37 The supported living for autistic adult apartments will be provided with eight bike parking spaces in a covered location.
- 3.38 Sheffield stands will be provided in the landscape scheme for use by visitors providing capacity for 14 bikes.

Travel Plan

- 3.39 The development will be underpinned by a Travel Plan that sets out measures that will be adopted to support sustainable living practices. A Framework version has been prepared for the planning application and is attached as Appendix F.

4 Sustainability Connectivity

Active Travel Routes

- 4.1 Figure 4.1 shows the [active travel network serving the site](#) from the TfGM website.⁴

⁴ <https://tfgm.pindarcreative.co.uk>

Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

- 4.2 Near the site, Longford Lane has 2.5m-3m footways on both sides of the carriageway. The road sits in a 20mph zone which is a suitable speed for cycle trips. The side roads accessed off Longford Road have dropped kerbs and tactile paving.
- 4.3 At its eastern end, Longford Road meets Oswald Road at a crossroad junction with dropped kerbs and tactile paving. The junction has a raised table traffic calming feature. Continuing east access is gained to Chorlton District Centre and Manchester Road. Active travel facilities on Manchester Road have recently been upgraded as part of the Chorlton Cycleway Scheme.
- 4.4 Ryebank Road has 2.8m footways on both sides. The road is subject to a 20mph speed limit and traffic calming features (yellow humps) are in place. The side roads accessed from Ryebank Road have dropped kerbs and changes in surface material to denote crossing points. Access can be gained to the Longford Park Car Park which connects to traffic-free shared footway/cycleway routes through Longford Park that allows access to residential areas to the north and west of the site.
- 4.5 Dropped kerbs are provided at the Ryebank Road/Edge Lane junction. Edge Lane has 2m-2.5m wide footways on both sides of the road. An uncontrolled crossing is present to the east of the junction providing access to westbound bus services. A marked cycle route is provided on both sides of the road. To the east, Edge Lane meets Wilbraham Road at a signalised junction with crossing facilities and advanced cycle stop lines.
- 4.6 To the north of the site access can be gained from Rye Bank Road. Rye Bank Road is an 8m wide road with 2.3m-2.9m footways on both sides of the road. Rye Bank Road is a cul-de-sac with no vehicle access currently through to the site. A footpath is provided between Rye Bank Road to the north of the site and Longford Road to the south of the site.
- 4.7 At its northern end Rye Bank Road meets Great Stone Road at a crossroad arrangement with dropped kerbs.

- 4.8 Figure 4.1 shows that the streets surrounding the site are 20mph roads which create a suitable environment for pedestrians and cyclists. To the east of the site access can be gained to the recently introduced Chorlton Cycleway which provides enhanced pedestrian and cycle facilities, including physical segregation. The Chorlton Cycleway provides a continuous route between Chorlton and Manchester city centre. Access can also be gained to Route 55 of the National Cycle Network which provides a connection to Trafford and Salford. The traffic free route through Longford Park also provides a connection to cycling facilities on Edge Lane.
- 4.9 Figure 4.2 shows the [Bee Network](#) close to the site.⁵ This shows that Rye Bank Road, Ryebank Road, Nicolas Road, Edge Lane, Oswald Road and Manchester Road are all part of the Bee Network.

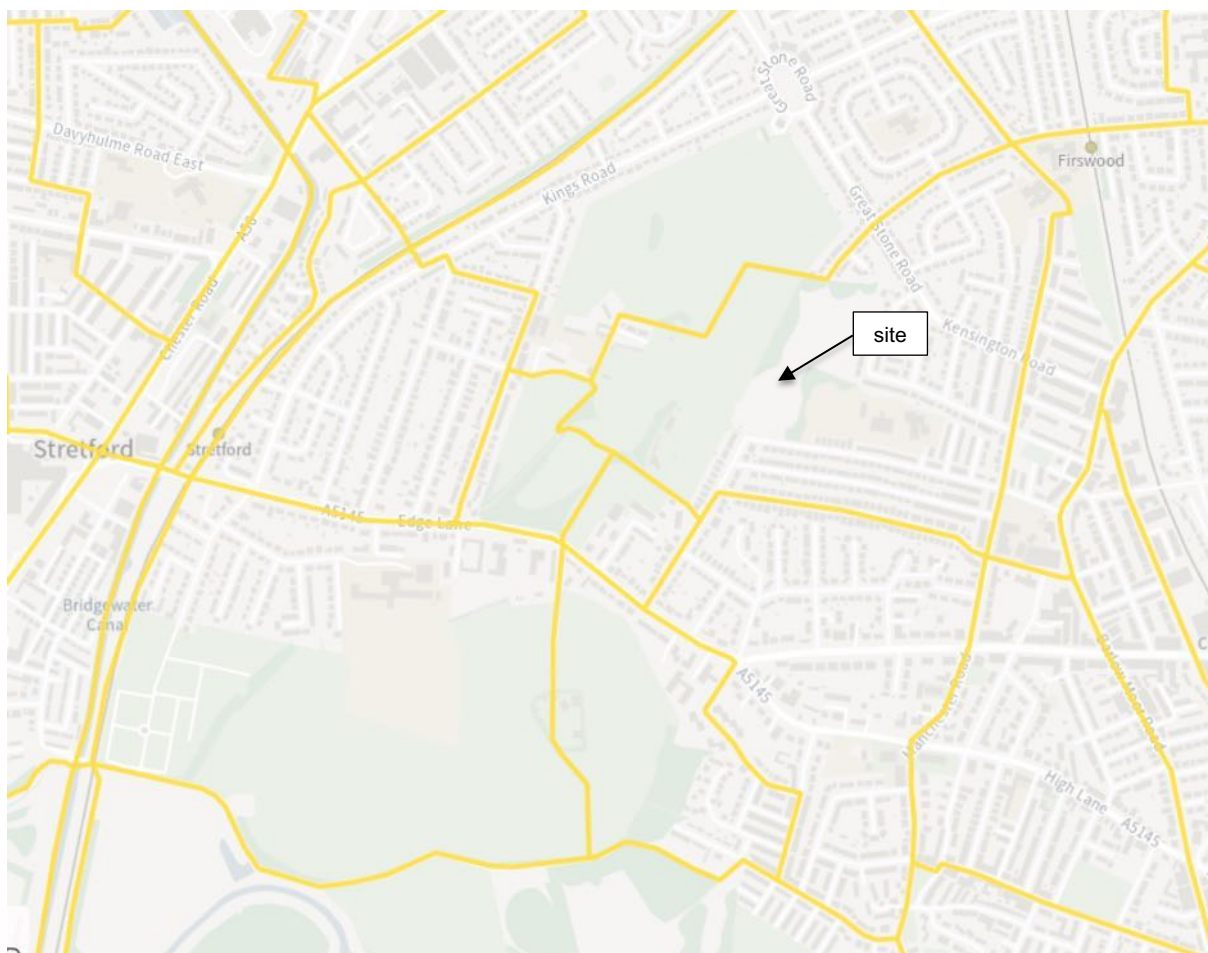


Figure 4.2: Bee Network
[source: Mapping GM]

Public Transport Routes

- 4.10 Figure 4.3 shows [TfGM's public transport network map](#) for the local area.⁶
- 4.11 The nearest bus route corridors to the site are located on Edge Lane, Manchester Road and Kings Road. The nearest bus stops have shelters and timetable information.
- 4.12 Details of the bus services stopping at the nearest bus stops are provided in Table 4.1. The service details have been replicated from timetables available from the [TfGM website](#) at the time of writing this Report.⁷

⁵ <https://mappinggm.org.uk/bee-network/>

⁶ <https://tfgm.com/maps>

⁷ <https://tfgm.com/bus/timetables>

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		AM Peak	Day	Evening	Saturday Day	Sunday Day
15	Flixton – Urmston – Stretford – Manchester	5	3	1	3	1
23	Stockport – Stretford – Trafford Centre	3	3	1	3	2
25	Stockport – Stretford – Trafford Centre	2	2	1	2	2
86	Chorlton – Whalley Range – Manchester	5	5	4	5	3
150	Trafford Centre – Trafford Park – Stretford – Abbey Hey	2	2	1	2	1

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

4.13 Service 86 also operates as a night bus service routing on Edge Lane and Manchester Road.



Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

4.14 The closest tram stop to the site is Firswood (800m from the centre of the site). [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁸

⁸ <https://tfgm.com/public-transport/tram>

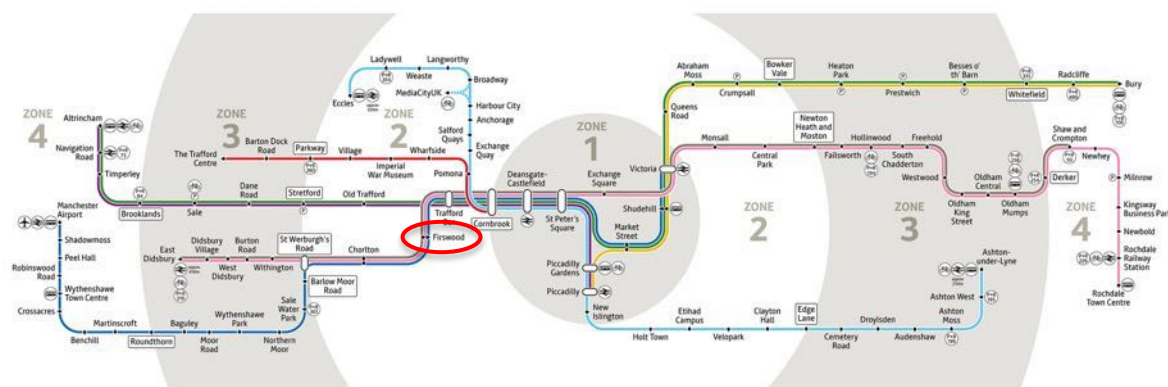


Figure 4.4: Tram Network
[source: Transport for Greater Manchester]

Car Club Network

- 4.15 There may be occasions when residents at the site require the use of a car or a second car. Car clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car. Membership of such schemes has proved particularly useful in reducing multiple car ownership households.
- 4.16 [Enterprise Car Club](#) has vehicles parked across the country, including numerous locations in Greater Manchester.⁹ Two vehicles are located close to the site on Nicolas Road.

Accessibility Assessment

- 4.17 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km. The Chartered Institution of Highways and Transportation (CIHT) provides further advice on suitable walking distances these are set out in Table 4.2.¹⁰

Destination Type	Walk Distance (m)	Walk Time (mins)
Commuting/Education	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

Table 4.2: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

- 4.18 Table 4.1 shows that people will walk up to 2km to access work or education facilities, up to 800m minutes to access local retail facilities and up to 1.2km to other facilities. Figure 4.5 shows a 2km walk catchment from the centre of the site.

⁹ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

¹⁰ Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

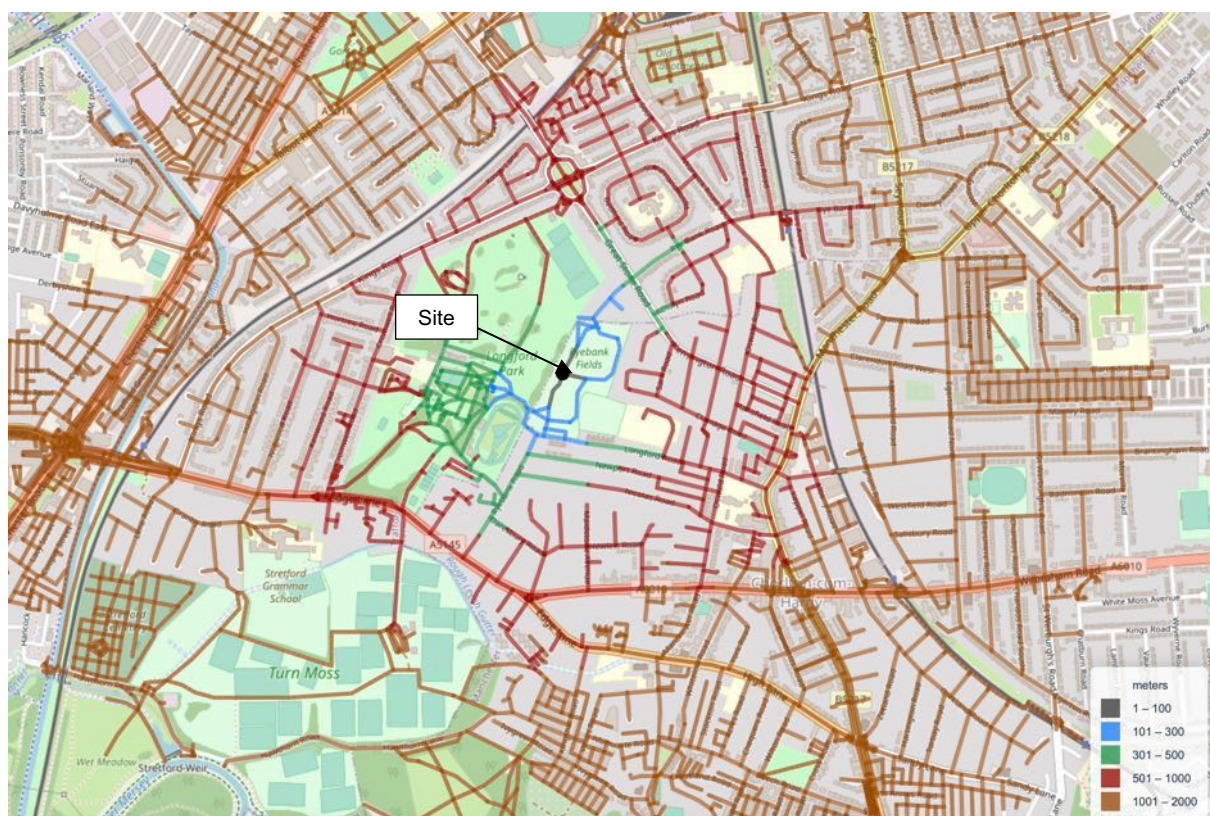


Figure 4.5: 2km Walking Catchment

[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

- 4.19 Table 4.3 provides examples of the types of amenities close to the site and the walking times/distances to these measured from the centre of the site.

	Distance (m)	Walk Time (mins)
Longford Park	200	3
Longford Park School	1900	24
St Johns Primary School	420	5
Oswald Road Primary School	700	9
St Teresa's Primary School	600	8
Stretford Grammar School	1200	15
Chorlton Library	820	10
Chorlton Health Centre	900	11
Chorlton District Centre	800	10
Kings Road Primary School	1000	13
Brookburn Primary School	1700	21
Manchester Islamic Grammar School	1400	18

Table 4.3: Examples of Local Amenities Accessible from the Site

- 4.20 Table 4.3 shows that the site is well located for access to local amenities at the district centre, including various shops, banking facilities, food and beverage outlets, library, and health facilities. Access can also be gained to local schools.
- 4.21 Chorlton High School, CHS South and Loreto High School are over a 2km walk distance from the site and can be accessed by bus services 23 and 25. Other dedicated school bus services operate across the area.
- 4.22 Younger residents at the site would qualify for TfGM's free bus travel scheme, [Our Pass](#).¹¹ The scheme is available for students who live in Greater Manchester who are between 16 and 18 and costs an initial £10 fee.
- 4.23 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility found in the city centre.
- 4.24 Figure 4.6 shows that most of the site has a GMAL of between 5 and 6, which is a good level of accessibility in a suburban area.
- 4.25 The assessment confirms that the site has a good level of accessibility by active and public transport modes.

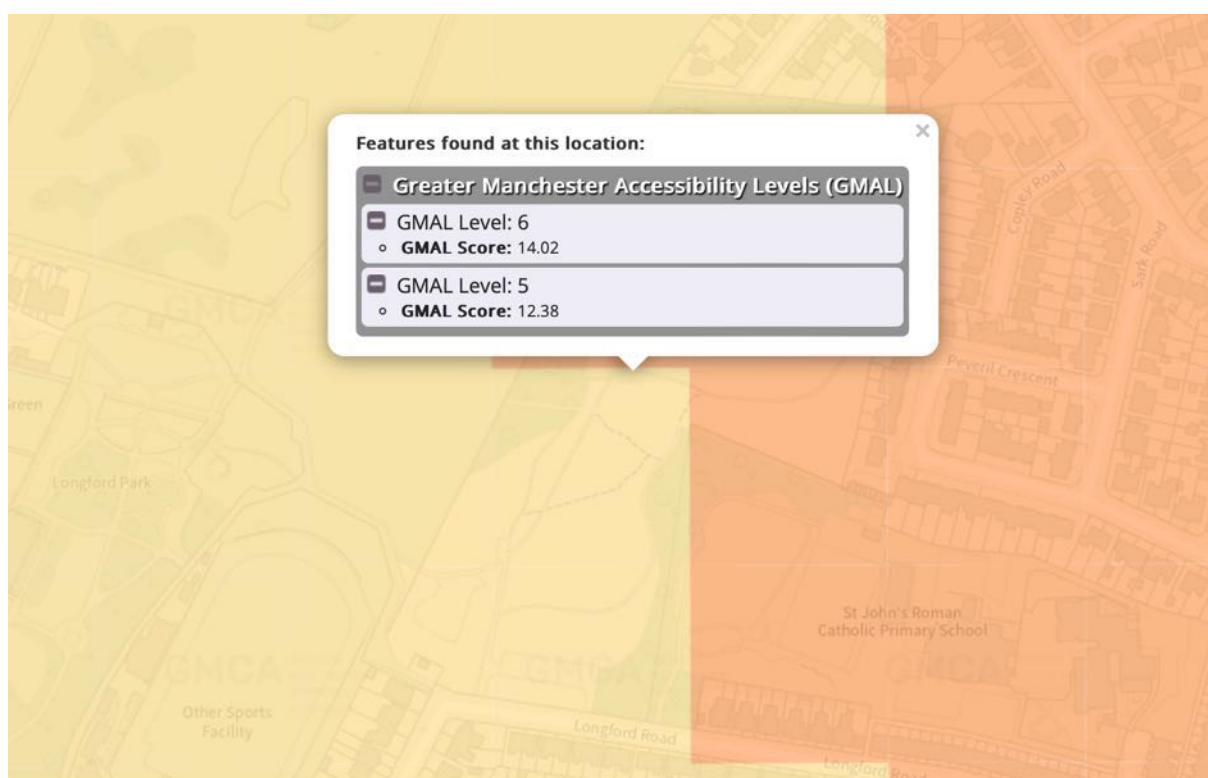


Figure 4.6: Greater Manchester Accessibility Level
[source: Transport for Greater Manchester]

Summary

- 4.26 The assessment shows that the site relates well to existing active and sustainable transport infrastructure and is well located to enable access by such modes to numerous local amenities and centres of employment in the city centre, Trafford and Salford.
- 4.27 The following measures are proposed as part of the development to support these types of movements from the site:

¹¹ <https://ourpass.co.uk>

- Landscape strategy that creates a pleasant and inviting environment that will encourage people to travel actively and linger
- Permeable development layout that provides connections to external routes that can be used by all age groups and mobility levels
- North-south shared footway/cycleway link connecting Longford Road to Rye Bank Road
- Development vehicle routes that have been designed to encourage slow speeds
- Parking level that meets the needs of the development without encouraging over car use
- Localised improvements to existing pedestrian routes
- Traffic calming measures on Longford Road
- Suitable level of cycle parking for all residents
- Car club
- EV parking
- Travel Plan

5 Trip Forecast

Assessment Mode Share

- 5.1 Census mode share data for the local area (Manchester 029) has been reviewed and is attached as Appendix H, with a summary in Table 5.1.

	2011	2021
Working from Home	4.7%	50.2%
Public Transport	24.6%	9.2%
Motorcycle	0.4%	0.1%
Car Driver	49.7%	27.5%
Car Passenger	4.1%	1.7%
Walking	9.0%	5.9%
Cycling	6.9%	4.6%
Other	0.5%	0.8%
Total	100.0%	100.0%

Table 5.1: Census Mode Share Data – Manchester 029

- 5.2 The 2021 Census was undertaken during the Covid Pandemic period and the Office for National Statistics (ONS) warns that this may impact on the reliability of the data due to the number of people working from home and uncertainty regarding how furloughed people responded to the survey. A comparison of 2011 and 2021 does show some unusual patterns, such as the substantial increase in home working and also the substantial reduction in public transport use.
- 5.3 However, a further study undertaken by ONS reported in 2023 shows that levels of homeworking have remained high since the Pandemic, as people and companies adjust to different working patterns.¹² The ONS research shows that in 2019, 12% of people reported working from home and this has risen to 44% of respondents stating that between 2022 and 2023 they worked from home all the time or worked hybrid working patterns (some days at home/some days in work). This, and other research, shows that homeworking is here to stay, and this clearly will have an impact on how residential developments should be modelled in future as these patterns of homeworking will not be reflected in current TRICS survey data, which often pre-dates the Covid period.

¹² ONS (2023), Characteristics of Homeworkers, Great Britain

- 5.4 Notwithstanding the above, it is considered more prudent to utilise the 2011 Census data for the TA as the other mode patterns in the 2021 data appear to also have been affected by the Covid Pandemic. The 2011 Census data is therefore considered to provide a robust means of assessing the impact of the development as it does not allow for sustained increases in home working patterns, and also does not include the effects of the opening of the Firswood tram stop in July 2011 (the Census was undertaken in March 2011).
- 5.5 For the purposes of the assessment and to provide further robustness, the Census mode share has been adjusted to remove the homeworking share as this does not represent a trip on the network. Table 5.2 shows the mode share that is used in the assessment (highlighted in red).
- 5.6 The same mode share has been used for all dwelling types, even though affordable accommodation and apartment dwellers tend to make fewer car trips than those in private houses.

	With Home Workers	Without Home Workers
Car Driver	49.7%	52.2%

Table 5.2: Assessment Car Driver Mode Share

TRICS Method

- 5.7 In line with standard appraisal methods, the TRICS database has been used as the basis for the trip generation for the assessment. Table 5.3 shows the TRICS land uses that have been used to derive the trips associated with the different land uses proposed at the site.

Development Dwelling Type		TRICS Use Class	
Market Housing	Houses	03 – Residential/A	Houses Privately Owned
Co-Housing	Apartments	03 – Residential/C	Flats Privately Owned
Co-Housing	Houses	03 – Residential/A	Houses Privately Owned
Age Friendly	Apartments	03 – Residential/N	Retirement Flats
Supported Living for Autistic Adults	Apartments	03 – Residential/N	Retirement Flats

Table 5.3: Assessment TRICS Land Uses

- 5.8 For the market and co-housing dwellings privately owned accommodation has been used. This provides a robust assessment, as the affordable elements will generate less trips than market housing.
- 5.9 The TRICS database does not contain any data for supported living for autistic units. To provide a robust assessment, the retirement trip rates have been used which will increase the traffic flows per unit associated with this element as the residents in the supported living units will not own their own cars.
- 5.10 The TRICS output is attached as Appendix I, with a summary provided below. The summary tables have not been corrected for rounding errors.

Trip Generation: Houses

- 5.11 A total of 58 houses are proposed, of which 48 will access the site from the south (42 market houses and six co-housing houses) and 10 will access the site from the north (10 market houses).
- 5.12 Table 5.4 presents the houses person trip rates and vehicle trip rates for the AM peak hour, PM school peak hour and PM peak hour.

	Person Trip Rates (per dwelling)			Vehicle Trip Rates		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.227	0.939	1.166	0.139	0.411	0.550
PM School Peak Hour	0.685	0.366	1.051	0.276	0.191	0.467
PM Peak Hour	0.612	0.303	0.915	0.359	0.168	0.527

Table 5.4: Houses Trip Rates

- 5.13 The trip rates have been reviewed to establish the car driver mode share associated with them and to check how the TRICS car driver mode share calibrates against the assessment mode share.

Dwelling Type	TRICS Mode Share			Census Mode Share
	AM Peak	PM School Peak	PM Peak	
Houses	47.17%	44.43%	57.60%	52.18%

Table 5.5: Mode Share Calibration

- 5.14 Table 5.5 shows that the TRICS data results in a lower car driver mode share than found in the Census. The time periods where this is found to be the case, the vehicle trips have been factored so that the assessment will be based on the Census car driver mode share set out previously.

	Person Trips			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	2	9	12	1	4	6	1	5	6
PM School Peak Hour	7	4	11	3	2	5	4	2	5
PM Peak Hour	6	3	9	4	2	5	4	2	5

Table 5.6: Market Houses Trip Generation North Access – 10 Dwellings

	Person Trips			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	10	39	49	6	17	23	5	21	26
PM School Peak Hour	29	15	44	12	8	20	15	8	23
PM Peak Hour	26	13	38	15	7	22	15	7	22

Table 5.7: Market Houses Trip Generation South Access – 42 Dwellings

	Person Trips			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	1	6	7	1	2	3	1	3	4
PM School Peak Hour	4	2	6	2	1	3	2	1	3
PM Peak Hour	4	2	5	2	1	3	2	1	3

Table 5.8: Co-Housing Houses Trip Generation South Access – 6 Dwellings

Trip Generation: Apartments

- 5.15 A total of 12 co-housing apartments are proposed, all of which will access the site from the south.
- 5.16 Table 5.9 presents the apartment person trip rates and vehicle trip rates for the AM peak hour, PM school peak hour and PM peak hour.

	Person Trip Rates (per dwelling)			Vehicle Trip Rates		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.087	0.541	0.628	0.051	0.193	0.244
PM School Peak Hour	0.262	0.13	0.392	0.108	0.054	0.162
PM Peak Hour	0.393	0.172	0.565	0.154	0.08	0.234

Table 5.9: Apartment Trip Rates

- 5.17 Again, the trip rates have been reviewed to establish the car driver mode share associated with them.

Dwelling Type	TRICS Mode Share			Census Mode Share
	AM Peak	PM School Peak	PM Peak	
Houses	38.85%	41.33%	41.42%	52.18%

Table 5.10: Mode Share Calibration

- 5.18 Table 5.10 shows that the TRICS data results in a lower car driver mode share than found in the Census. This is not unsurprising as apartments tend to generate fewer car trips than houses. Notwithstanding this, the vehicle trips have been factored so that the assessment will be based on the Census car driver mode share.

	Person Trips			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	1	6	8	1	2	3	1	3	4
PM School Peak Hour	3	2	5	1	1	2	2	1	2
PM Peak Hour	5	2	7	2	1	3	2	1	4

Table 5.11: Co-Housing Apartment Trip Generation South Access – 12 Dwellings

Trip Generation: Age Friendly Apartments

- 5.19 A total of 42 age friendly apartments are proposed, of which 20 will be accessed from the south and 22 will be accessed from the north.
- 5.20 Table 5.12 presents the person trip rates and vehicle trip rates for the AM peak hour, PM school peak hour and PM peak hour.

	Person Trip Rates (per dwelling)			Vehicle Trip Rates		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.119	0.107	0.226	0.074	0.057	0.131
PM School Peak Hour	0.180	0.160	0.340	0.102	0.098	0.2
PM Peak Hour	0.143	0.164	0.307	0.09	0.09	0.18

Table 5.12: Age Friendly Trip Rates

- 5.21 Again, the trip rates have been reviewed to establish the car driver mode share associated with them.

Dwelling Type	TRICS Mode Share			Census Mode Share
	AM Peak	PM School Peak	PM Peak	
Houses	57.96%	58.63%	58.63%	52.18%

Table 5.13: Mode Share Calibration

- 5.22 Table 5.13 shows that no adjustment is required to replicate the Census car driver mode share.

	Person Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	3	2	5	2	1	3
PM School Peak Hour	4	4	7	2	2	4
PM Peak Hour	3	4	7	2	2	4

Table 5.14: Age Friendly Apartment Trip Generation North Access – 22 Dwellings

	Person Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	2	2	5	1	1	3
PM School Peak Hour	4	3	7	2	2	4
PM Peak Hour	3	3	6	2	2	4

Table 5.15: Age Friendly Apartment Trip Generation South Access – 20 Dwellings

Trip Generation: Supported Living for Autistic Adults

- 5.23 A total of eight supported living for autistic adult units are proposed, all of which will be accessed from the south.
- 5.24 Table 5.16 presents the person trip rates and vehicle trip rates for the AM peak hour, PM school peak hour and PM peak hour.

	Person Trip Rates (per dwelling)			Vehicle Trip Rates		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.119	0.107	0.226	0.074	0.057	0.131
PM School Peak Hour	0.180	0.160	0.340	0.102	0.098	0.2
PM Peak Hour	0.143	0.164	0.307	0.09	0.09	0.18

Table 5.16: Supported Living Trip Rates

- 5.25 Again, the trip rates have been reviewed to establish the car driver mode share associated with them.

Dwelling Type	TRICS Mode Share			Census Mode Share
	AM Peak	PM School Peak	PM Peak	
Houses	57.96%	58.63%	58.63%	52.18%

Table 5.17: Mode Share Calibration

- 5.26 Table 5.17 shows that no adjustment is required to replicate the Census car driver mode share.

	Person Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	1	1	2	1	0	1
PM School Peak Hour	1	1	3	1	1	2
PM Peak Hour	1	1	2	1	1	1

Table 5.18: Supported Living Apartment Trip Generation South Access – 8 Dwellings

Residual Traffic Generation – Total Development

- 5.27 Table 5.19 shows the total traffic generated by the development.

	Vehicle Trips		
	In	Out	Total
AM Peak Hour	11	35	46
PM School Peak Hour	27	17	44
PM Peak Hour	28	15	43

Table 5.19: Total Development Vehicle Trips

- 5.28 Table 5.20 shows the total development traffic flows by access location.

	Vehicle Trips – South Access			Vehicle Trips – North Access		
	In	Out	Total	In	Out	Total
AM Peak Hour	8	29	37	3	6	9
PM School Peak Hour	22	13	34	6	4	10
PM Peak Hour	22	12	34	6	4	9

Table 5.20: Development Vehicle Trips by Access Location

Trip Distribution

- 5.29 It was agreed with all three authorities that origin-destination data from the 2011 Census would be used to distribute traffic associated with the development.
- 5.30 The origin (home location) is set as Manchester 029, and the destination is set as all the Northwest. Two separate distributions have been undertaken for the north and south access points. The Census output is attached as Appendix J.
- 5.31 The Census data has been used to establish the places people will travel to/from that live at the site. The trips have been assigned to the network based on quickest routes from the site and access location, as shown in Appendix J.
- 5.32 The flow charts in Appendix K show the distribution of development vehicle trips.

Study Area

- 5.33 The agreed study area for the TA includes the following junctions:
1. Site Access/Longford Road
 2. Longford Road/Oswald Road
 3. Longford Road/Manchester Road
 4. Ryebank Road/Edge Lane
 5. Rye Bank Road/Great Stone Road
- 5.34 A number of dates for the surveys were discussed with the authorities, with the original dates set for November 2024. After extensive discussions with the authorities and various dates from November considered, it was finally agreed with the authorities to undertake the surveys in April 2024. The surveys undertaken at junctions 2. to 5. on Wednesday 17 April 2024 at the request of the authorities. The surveys were timed to occur after the school holidays for both authorities.
- 5.35 As agreed with the authorities, the AM peak period survey will be undertaken between 7.30am and 9.30am and 3pm and 7pm. The surveys were timed to capture activity associated with peak network periods and school drop-off and collection times.
- 5.36 An Automatic Traffic Count (ATC) survey was also undertaken outside the site on Longford Road for use in the site access/Longford Road assessment. The ATC survey was undertaken for seven days, between Tuesday 16 April 2024 and Monday 22 April 2024, and was timed to cover the turning count survey day.
- 5.37 The survey data is attached as Appendix L.

Observed Traffic Flow Data

- 5.38 The survey data shows that the network peaks occur as follows:
- AM Peak: 08:00-09:00 (network and school peak)
 - PM Peak: 15:00-16:00 (school peak)
 - PM Peak: 17:00-18:00 (network peak)

- 5.39 The peak hour survey data for the site access junction has been converted to Passenger Car Units (pcu) based on the following factors:
- Cycle: 0.2
 - Motorcycle: 0.4
 - Car/LGV: 1.0
 - OGV1: 1.5
 - OGV2: 2.3
 - Bus: 2.0
- 5.40 The surveyed peak hour traffic flows are shown on the flow charts attached in Appendix K.

2029 Base Traffic Flow Data

- 5.41 In line with standard appraisal methods, the assessment considers a future year of five years post-data collection (2029). The surveyed traffic flows have been growthed using TEMPRO for the location in which the site sits (Manchester 029). The latest version of TEMPRO has been used in the assessment ([version 8.1](#) released in December 2023).¹³
- 5.42 TEMPRO growth includes forecasts of background traffic growth associated with changes in population and car ownership, and also forecasts of committed and allocated housing and employment development.
- 5.43 The following TEMPRO growth rates have been used:
- AM Peak: 1.0524
 - Inter Peak: 1.0587
 - PM Peak: 1.0524
- 5.44 The growth has been applied to the surveyed traffic flows to form the 2029 background traffic growth scenario as shown in Appendix K.
- 5.45 The authorities were asked to provide information on any committed developments that will require inclusion in base forecast. MCC confirmed that there are no committed developments in the Manchester authority area that require inclusion in the base traffic flows. TMBC advised that two committed developments require consideration, namely:
- St John Vianney SEN School (110192/PSI/23)
 - Longford Park (110092/FUL/23)
- 5.46 The planning applications for both schemes have been reviewed and commentary on these is provided below.

St John Vianney SEN School

- 5.47 The Transport Statement and Construction Management Plan submitted with the planning application shows that the existing school building has capacity for 160 students and there are currently 120 students on the roll. The new school building will retain the existing capacity level (160 students).
- 5.48 The Construction Management Plan confirms that the existing school building has been kept operational during the construction period. This means that the traffic flows associated with the operation of the 120-student school is already on the highway network and will have been captured in the traffic surveys.
- 5.49 The Transport Statement provides details of the traffic flows associated with the full capacity of the school, replicated in Table 5.21.

¹³ <https://www.gov.uk/government/publications/tempro-downloads>

	Staff			Students			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
0630-0800	75	0	75	0	0	0	75	0	75
0800-0900	0	0	0	160	27	187	160	27	187
1515-1615	0	0	0	27	160	187	27	160	187
1615-1715	0	75	75	0	0	0	0	75	75

Table 5.21: 160 Student School Traffic Flows

- 5.50 The data in Table 5.22 has been used to calculate the school traffic flows (120-students) already on the highway network and the additional traffic flows (40-students) that will be generated when the new building is operational.

	120 Students - Already On the Network			40 Students - Additional Following the Development		
	In	Out	Total	In	Out	Total
0630-0800	0	0	0	0	0	0
0800-0900	120	20	140	40	7	47
1515-1615	20	120	140	7	40	47
1615-1715	0	0	0	0	0	0

Table 5.22: Existing School Traffic & Future School Traffic

- 5.51 The traffic associated with the additional 40-students is therefore included as a committed development. This method has been agreed with TMBC.
- 5.52 The Transport Statement does not include a school traffic distribution and so it has been agreed with TMBC that 50% of the traffic will be distributed to the Rye Bank Road/Great Stone Road junction and then will be distributed through the study area in line with the proposed development distribution. The distributed development traffic flows are attached as Appendix K.

Longford Park

- 5.53 The Longford Park application has also been reviewed and this shows that no Transport Statement or Transport Assessment was prepared for the planning application because the proposal is not expected to generate a significant change in traffic flows during the peak periods. Given this there are no committed development traffic flows to include in the assessment. This has been agreed with TMBC.
- 5.54 The committed development flows shown in Appendix K have been combined with the 2029 background flows for the assessment.

2029 Base & Development Traffic Flow Data

- 5.55 The distributed development traffic flows have been combined with the 2029 base traffic flows to form the with development scenario. The flows are shown in Appendix K.

6 Impact Assessment

Net Impact

- 6.1 Table 6.1 provides a summary of the change in traffic flows at the junctions in the study area for each peak hour.

Study Area Junction	AM Peak Hour	PM School Peak Hour	PM Peak Hour
Site Access/Rye Bank Road	9	10	10
Site Access/Longford Road	37	34	34
Ryebank Road/Edge Lane	20	18	18
Rye Bank Road /Great Stone Road	17	17	17
Longford Road/Oswald Road	18	17	17
Longford Road/Manchester Road	10	12	12

Table 6.1: Development Impact

- 6.2 Table 6.1 shows that the development will not result in a significant change in traffic flows at any of the junctions forming the study area. Notwithstanding this, junction assessment modelling has been undertaken and is set out below.

Site Access/Longford Road

- 6.3 The southern area of the development will be accessed via a priority junction on Longford Road. PICADY has been used to model the operation of the junction and the output is attached as Appendix M with a summary below.

Movement	2029 AM Peak with Development		2029 PM School Peak with Development		2029 PM Peak with Development	
	RFC	Queue	RFC	Queue	RFC	Queue
From site	0.053	0.1	0.025	0.0	0.025	0.0
Right turn to site	0.007	0.0	0.018	0.0	0.018	0.0

Table 6.2: Longford Road Site Access Junction Operation

- 6.4 The junction assessment shows that the site access junction will operate well within capacity.

Rye Bank Road/Great Stone Road

- 6.5 The northern area of the development will be accessed via an extension of Rye Bank Road into the site. Therefore, the site access junction is considered to be Rye Bank Road/Great Stone Road. PICADY has been used to model the operation of the junction and the output is attached as Appendix N with a summary below.

Movement	2029 AM Peak Base		2029 PM School Peak Base		2029 PM Peak Base	
	RFC	Queue	RFC	Queue	RFC	Queue
Rye Bank Road N left/ahead	0.119	0.1	0.064	0.1	0.057	0.1
Rye Bank Road N right turn	0.049	0.0	0.187	0.2	0.109	0.1
Great Stone Road N right turn	0.0	0.0	0.007	0.0	0.009	0.0
Rye Bank Road S left/ahead	0.006	0.0	0.011	0.0	0.007	0.0
Rye Bank Road S right turn	0.015	0.0	0.008	0.0	0.012	0.0
Great Stone Road S right turn	0.069	0.1	0.046	0.0	0.447	0.8
Movement	2029 AM Peak With Development		2029 PM School Peak With Development		2029 PM Peak With Development	
	RFC	Queue	RFC	RFC	Queue	RFC
Rye Bank Road N left/ahead	0.049	0.0	0.065	0.1	0.058	0.1
Rye Bank Road N right turn	0.120	0.1	0.189	0.2	0.102	0.1
Great Stone Road N right turn	0.004	0.0	0.014	0.0	0.015	0.0
Rye Bank Road S left/ahead	0.013	0.0	0.015	0.0	0.014	0.0
Rye Bank Road S right turn	0.020	0.0	0.011	0.0	0.016	0.0
Great Stone Road S right turn	0.069	0.1	0.047	0.0	0.041	0.0

Table 6.3: Rye Bank Road/Great Stone Road Junction Operation

- 6.6 The assessment shows that the junction operates well within capacity levels in both the baseline and with development scenarios.

Oswald Road/Longford Road

- 6.7 The development will increase traffic at the junction by a maximum of 18 vehicles in a peak hour. This level of change is not considered significant from a traffic perspective and is considered to not have an impact on highway operation or road safety.
- 6.8 Notwithstanding PICADY has still been used to model the operation of the Oswald Road/Longford Road junction and the output is attached as Appendix O with a summary below.

Movement	2029 AM Peak Base		2029 PM School Peak Base		2029 PM Peak Base	
	RFC	Queue	RFC	Queue	RFC	Queue
Longford Road E	0.321	0.5	0.233	0.3	0.275	0.4
Oswald Road N	0.048	0.1	0.022	0.0	0.022	0.0
Longford Road W	0.172	0.2	0.136	0.2	0.156	0.2
Oswald Road S	0.192	0.3	0.146	0.2	0.165	0.2
Movement	2029 AM Peak With Development		2029 PM School Peak With Development		2029 PM Peak With Development	
	RFC	Queue	RFC	RFC	Queue	RFC
Longford Road E	0.326	0.5	0.244	0.3	0.287	0.4
Oswald Road N	0.052	0.1	0.031	0.0	0.031	0.0
Longford Road W	0.201	0.3	0.150	0.2	0.168	0.2
Oswald Road S	0.193	0.3	0.147	0.2	0.166	0.2

Table 6.4: Oswald Road/Longford Road Junction Operation

- 6.9 The assessment shows that the junction is operating well within capacity levels in the base and that the addition of the development traffic flows will not cause a significant change in operation.

Ryebank Road/Edge Lane

- 6.10 The development will increase traffic at the junction by a maximum of 20 vehicles in a peak hour. This level of change is not considered significant from a traffic perspective and is considered to not have an impact on highway operation or road safety.
- 6.11 Notwithstanding PICADY has still been used to model the operation of the Ryebank Road/Edge Lane junction and the output is attached as Appendix P with a summary below.

Movement	2029 AM Peak Base		2029 PM School Peak Base		2029 PM Peak Base	
	RFC	Queue	RFC	Queue	RFC	Queue
Ryebank Road S	0.312	0.4	0.251	0.3	0.212	0.3
Edge Lane E right turn	0.051	0.1	0.061	0.1	0.087	0.2
Movement	2029 AM Peak With Development		2029 PM School Peak With Development		2029 PM Peak With Development	
	RFC	Queue	RFC	RFC	Queue	RFC
Ryebank Road S	0.370	0.6	0.275	0.4	0.238	0.3
Edge Lane E right turn	0.051	0.1	0.067	0.1	0.091	0.2

Table 6.5: Ryebank Road/Edge Lane Junction Operation

- 6.12 The assessment shows that the junction is operating well within capacity thresholds in the baseline scenario and with the addition of the development traffic the junction continues to operate well within capacity.

Longford Road/Manchester Road

- 6.13 The development will increase traffic at the junction by a maximum of 12 vehicles in a peak hour. This level of change is not considered significant from a traffic perspective and is considered to not have an impact on highway operation or road safety.

- 6.14 Notwithstanding PICADY has still been used to model the operation of the Longford Road/Manchester Road junction and the output is attached as Appendix Q with a summary below.

Movement	2029 AM Peak Base		2029 PM School Peak Base		2029 PM Peak Base	
	RFC	Queue	RFC	Queue	RFC	Queue
Longford Lane	0.335	0.5	0.266	0.4	0.275	0.4
Manchester Road S right turn	0.550	1.2	0.205	0.3	0.253	0.3
Movement	2029 AM Peak With Development		2029 PM School Peak With Development		2029 PM Peak With Development	
	RFC	Queue	RFC	RFC	Queue	RFC
Manchester Road N right turn	0.352	0.5	0.274	0.4	0.283	0.4
Longford Lane	0.554	1.2	0.212	0.3	0.261	0.3

Table 6.6: Longford Road/Manchester Road Junction Operation

- 6.15 The assessment shows that the junction is operating below capacity thresholds in all scenarios. The inclusion of the development traffic is shown to have a minimal impact when compared to the baseline situation.

Parking Policy

- 6.16 MCC's parking standards are set out in the Core Strategy. This document notes that MCC does not maintain any parking standards for residential land uses, but Appendix B of the Core Strategy does state that:

"Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of particular site."¹⁴

- 6.17 Further MCC guidance on parking is provided within the document "Manchester Residential Quality Guidance".¹⁵ This document is also referenced in the Ryebank Road Development Framework. It states that:

"...there is no 'one size fits all' approach to car parking and it should be considered on a site-by-site basis."

- 6.18 The document goes on to state that 100% parking provision should be a starting point, but that reduced on-site provision may be justified on that basis of factors such as cycle parking in excess of 50% provision, and evidence demonstrating that lower levels of parking demand would be appropriate.
- 6.19 MCC has advised that in line with the above guidance, that a provision of 100% would be required for the houses. Acknowledging the apartment dwellers and other dwelling type residents generally have a lower car ownership level, MCC advised that a reduction for the other types of dwellings at the site may be acceptable, subject to this being justified with evidence.
- 6.20 The assessment therefore focuses on analysing appropriate market evidence and research to determine a suitable parking level that will meet the operational needs of the development, while acknowledging the sustainable ethos of the development and removing any adverse effects on

¹⁴ Manchester City Council (2012), Manchester's Local Development Framework

¹⁵ Manchester City Council (2017), Manchester Residential Design Guidance

the surrounding network. The method used to assess the parking requirements has been agreed with MCC.

Market Housing Parking Level

- 6.21 MCC advises that at least one space per dwelling for the market housing. In line with this, the development proposes two spaces for each villa and one space for the other types of market housing.

	Total Dwellings	Parking Rate	Total Parking Spaces
Villas	10	2 per dwelling	20
Houses	42	1 per dwelling	42
Total	52	-	62

Table 6.7: Market Houses Parking Level

- 6.22 Parking for the market housing is either provided in curtilage or at kerbside on the private streets.
- 6.23 Each property will be provided with an EV charger.

Co-Housing Apartments & Co-Housing Houses Parking Level

- 6.24 Co-housing accommodation is different to standard dwelling types as the residents form a community who live together following an agreed sustainable ethos and sharing facilities, amenities, and resources, including cars.
- 6.25 To allow an understanding of the level of parking demand typically associated with these types of dwellings reference has been made to The Forge in Lancaster and LILACS in Leeds. Table 6.8 provides a summary of the accommodation types and parking levels provided at these schemes.

	Apartments	Houses	Total Dwellings	Resident/ Visitor Spaces	Parking Rate
Lancaster The Forge Co-Housing	6	28	34	20	59%
Leeds LILAC Co-Housing	12	9	21	10	48%
Average	9	19	28	15	55%

Table 6.8: Co-Housing Examples

- 6.26 Table 6.8 shows that an average level of 55% has been provided at the two co-housing schemes reviewed.
- 6.27 The co-housing apartments will be provided with six parking spaces located in the community car park and two larger/disabled parking spaces and one standard parking space in the parking court to the south of the co-housing houses. The development provides a rate of 75%, which is in excess of the precedents indicate are required and is in line with the level requested by the co-housing group for the site.
- 6.28 The co-housing group has advised that it requires three EV charging points with the remainder being ducted for future adaption. Two of the EV chargers will be located in the community car park and one of the disabled bays will be EV standard.
- 6.29 The co-housing houses will either be co-housing dwellings or market housing. Each property is provided with a parking space to allow the flexibility of tenure. A total of six spaces is provided in the parking court to the south of the co-housing element. All of the spaces provided for the co-housing houses in the parking court will be to EV standard.

- 6.30 The parking courtyard spaces are 2.4m x 4.8m (standard) and 3.6m x 6m (disabled). Aisle widths are 6m minimum.

	Total Dwellings	Standard Spaces	Disabled Spaces	Total Spaces	Parking Rate
Co-Housing Apartments	12	7	2	9	75%
Co-Housing Houses	6	6	0	6	100%

Table 6.9: Co-Housing Apartments & Co-Housing Houses

Age Friendly Parking Level

- 6.31 To allow an understanding of the level of parking required reference is made to a study undertaken by Housing LIN and the University of Newcastle. Housing LIN is an independent knowledge hub that provides guidance on various aspects of housing development, including how to deliver successful retirement accommodation.
- 6.32 The Housing LIN parking advice is that a rate of 33% should be provided at retirement developments to accommodate resident cars and other visiting vehicles. This is in line with a recent planning consent for an over 55s scheme on the Chorlton Leisure Centre site which provided 38% parking for residents, visitors, and staff.
- 6.33 Southway Housing Trust has advised that 45% is typically required for its age friendly developments.
- 6.34 Table 6.10 shows the level of parking proposed for the age friendly apartments.

	Total Dwellings	Standard Spaces	Disabled Spaces	Total Spaces	Parking Rate
Age Friendly North	22	9	2	11	50%
Age Friendly South	20	8	2	10	50%

Table 6.10: Age Friendly Apartments

- 6.35 The age friendly dwellings in the north will be served by a car park accessed from Rye Bank Road which will provide a total of 11 parking spaces. Two disabled parking space will be provided. 20% of the spaces will be to EV standard with ducting for the rest for future adaptation.
- 6.36 The age friendly dwellings in the south will be served by a resident car park next to the building with space for 10 cars. Two parking spaces will be to disabled standard and two spaces will be to EV standard (with ducting for the rest for future adaptation).
- 6.37 The level of parking proposed for residents alone is higher than that shown to be required by the Parking LIN guidance and from Southway Housing Trust's own experience of its other developments.

Supported Living for Autistic Adults Parking Level

- 6.38 The residents of the supported living apartments will not hold driving licences, but there is still a requirement to provide space for visitors and staff. The level of parking required is based on a similar development use delivered by Step at Springfield Gardens at Alder Hey. This development also provides eight apartments and is served by five parking spaces (63%). Table 7.5 shows the level of parking proposed at the development is the same.

	Total Dwellings	Standard Spaces	Disabled Spaces	Total Spaces	Parking Rate
Supported Living for Autistic Adults	8	4	1	5	63%

Table 6.11: Supported Living Apartments

- 6.39 The parking will be accommodated outside the supported living block in the community car park. Five spaces will be allocated to the use and will include one disabled space (20%) and one EV space (20%).

Total Site Parking Levels

- 6.40 Table 6.12 provides a summary of the total parking provided across the site.

Type	Spaces	Rate	Locations
Market – Houses	42	100%	Driveway/Curtilage – includes 1 EV charger per dwelling
Market – Villas	20	200%	Driveway/Curtilage – includes 1 EV charger per dwelling
Co-Housing Apartments	9	75%	2 larger/disabled spaces and 1 standard space in private courtyard to south of co-housing houses, including 1 EV charger and 1 for future adaption. 6 standard spaces in community car park next to supported living for autistic adult block, including 20% EV charger and remainder of allocation for future adaption.
Co-Housing Houses	6	100%	6 spaces in private courtyard to south of co-housing houses all to EV standard.
Age Friendly North	11	50%	2 disabled and 9 standard in private courtyard to east of building. 20% to EV standard with remainder with ducting for future adaption.
Age Friendly South	10	50%	2 disabled and 8 standard in private courtyard to east of building. 20% to EV standard with remainder with ducting for future adaption.
Supported Living for Autistic Adults	5	63%	1 disabled and 4 standard in community car park next to building. 20% EV with ducting for remainder of allocation.

Table 6.12: Parking Summary

- 6.41 The community car park located next to the supported living for autistic adult block will provide a total of 17 parking spaces, including one disabled space. As noted above, 11 of the spaces will be allocated to the co-housing apartments and supported living apartments. The remainder (six spaces) will be short-stay spaces that will be available for use by visitors and other members of the community.
- 6.42 Visitor parking is also sensitively provided across the layout on street. A total of 13 spaces is provided in these locations for use by visitors and other members of the community. Two of the street parking spaces will be allocated to car club vehicles for use by residents and the surrounding community.
- 6.43 The layout therefore provides a total of 19 community parking spaces in the community car park and streetside for use by visitors and other members of the community (including two car club spaces). The total parking across the development is shown in Table 6.13.

Type	Spaces
Total Allocated Parking	103
Total Community Parking	19
Total Site Parking	122

Table 6.13: Site Parking Summary

Parking Study

- 6.44 It was agreed with MCC and TMBC that parking surveys would be undertaken on Longford Road and roads to the north of Rye Bank Road (N) in April 2024. The report setting out the agreed survey method and survey results is attached as Appendix R.
- 6.45 The survey shows that overall, the levels of parking demand can be accommodated in the legitimate capacity available in both the Longfield Road study area and northern study area.
- 6.46 On Longford Road school drop-off and collection activity causes fluctuations in demand and while there are stretches of the study area where clusters of vehicles parked exceed the capacity available, these vehicles could be readily accommodated if they parked in the legitimate space available. Greater enforcement during school activity periods would encourage more appropriate parking and less nuisance to other street users.
- 6.47 In the northern area the assessment shows that there is sufficient capacity to accommodate demand levels and that there are no stretches where capacity is exceeded.
- 6.48 The parking study shows that while there are fluctuations in parking demand on the streets surrounding the site, that the overall level of demand can be accommodated legitimately within street capacity.

Summary

- 6.49 The parameters of the study were agreed with the authorities in advance and the assessment has been undertaken using standard appraisal methods and industry standard software packages. This includes the trip rates, mode share and distribution for each land use proposed, and the survey locations and methods. The mode share and trip rates used provide a robust means of assessing the development impact.
- 6.50 Measures are proposed as part of the development to support and facilitate active and sustainable transport movements, including pedestrian routes to ensure permeability and to make it safe and easy to move around by active travel modes, cycle parking, EV parking and car club spaces. Footways are generally provided to both sides, or on one side only supplemented with segregated pedestrian access routes through areas of retained and enhanced landscape. The development will be underpinned by a Travel Plan.
- 6.51 The site access junctions/on-site vehicle layouts have been designed to required standards and to encourage slow vehicle speeds. Appropriate facilities are provided for large vehicle access. A traffic calming scheme for Longford Road has been developed.
- 6.52 The potential effects of these interventions in reducing vehicle movements associated with the proposed development have not been modelled in the assessment.
- 6.53 Even with the worst-case assessment used, the assessment confirms that the development will not result in a significant change in traffic at the study area junctions. This is corroborated by the junction modelling which shows that the development will not have an impact on highway operation in the study area. The assessment concludes that there is no requirement for intervention or mitigation at the study area junctions.
- 6.54 The parking provision at the development is based on market evidence and research and has been agreed with MCC. It will provide sufficient parking to meet resident needs and to allow for other occasional visitors. Therefore, the development will not cause an overspill parking on the surrounding highway network.

7 Policy Context

National Policy

- 7.1 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied.¹⁶ At the heart of NPPF is the presumption in favour of sustainable development.
- 7.2 Paragraph 115 states that it should be ensured that:
- “sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or any highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”
- 7.3 The development assessment shows that the site is well located for active and sustainable trip making. The layout has been designed to enhance connectivity to the surrounding community and to prioritise and provide suitable routes on-site for all ages and mobility levels to meet the vision for the development. The vehicle routes have been designed to encourage low speeds, with features to allow pedestrians to cross vehicular routes. Interventions are also proposed off-site to assist with enhancing the active travel environment. The proposed parking level on the site has been assessed against local policy and with regard to research.
- 7.4 Paragraph 116 goes on to state that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.”
- 7.5 The assessment has been undertaken using a worst-case forecast method and even with this the assessment shows that the study area junctions will operate within accepted capacity thresholds in the future year. The proposals include a traffic calming scheme for Longford Road, to mitigate the effects of additional traffic movements in this location.
- 7.6 Paragraph 117 states that development should:
- “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 maximum the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable the delivery of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”
- 7.7 Overall, the assessment confirms that the site provides suitable access arrangements for sustainable modes and provides appropriate infrastructure for pedestrians and cyclists. The layout is supported by a robust landscape strategy that will create an attractive environment. The

¹⁶ Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework

layout has also been designed to accommodate large vehicle movements and EV charging facilities are provided.

- 7.8 Based on the above, the development accords with the principles of NPPF.
- 7.9 Planning Practice Guidance (PPG) sets out planning practice guidance for the England and sits alongside NPPF.¹⁷ There is a specific section within PPG that sets out the overarching principles for Travel Plans, Transport Assessments and Transport Statements. PPG states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected and inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.”

- 7.10 PPG has been considered in the production of the TA and the Framework Travel Plan. The assessment shows that sustainable travel and safe and suitable access can be gained to the development. The development proposals therefore accord with the principles set out in PPG.

Regional Policy

- 7.11 In March 2024 nine Greater Manchester authorities adopted Places for Everyone Joint Development Plan Document (PfE), including MCC and TMBC.¹⁸
- 7.12 Section 9 (Sustainable Places) states that the strategy has the ambition that all parts of Greater Manchester will be neighbourhoods of choice, with good quality affordable homes in attractive communities that are well served by public transport, allowing the people that live there to be connected to jobs and opportunities with access to local amenities and green spaces. The proposed development seeks to reflect this ambition.
- 7.13 Policy JP-C1 (An Integrated Network) of PfE aims to help deliver an accessible, low carbon Greater Manchester by supporting developments that are located where trips can be made by walking, cycling and public transport. The assessment shows that the location of the site meets this requirement.
- 7.14 Policy JP-C3 (Public Transport) states that support will be given to improved public transport routes and services and Policy JP-C6 (Walking and Cycling) states that active travel routes should be of suitable standard to allow connections for the community and to ensure direct and easily navigable links to public transport nodes. The assessment confirms that the existing infrastructure serving the site provides such connections. The development includes measures to ensure connectivity to the wider active and public transport network, and the layout has been designed to create a permeable and active neighbourhood where active travel can be the natural choice for shorter journeys.
- 7.15 Policy JP-C5 (Streets for All) states that streets will be designed to make a positive contribution to the quality of place and to support walking, cycling and public transport use. The development layout has been designed to prioritise active travel trips and creates an attractive environment to support such trip making for all age groups and mobility levels, while still providing sufficient room for servicing and other vehicular traffic requirements.
- 7.16 Policy JP-C8 (Transport Requirements of New Development) states that new development is required to be located and designed to encourage active travel and public transport use, to reduce the negative effects of car dependency and to help deliver an attractive and liveable neighbourhood that is not dominated by highways. In line with JP-C8 car parking provision is well

¹⁷ Ministry of Housing, Communities & Government (2024), Planning Practice Guidance

¹⁸ Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 – 2039

integrated and levels are based on local policy and research, with EV, car club and disabled parking provision incorporated. Appropriate facilities are provided to allow the development to be serviced and to accommodate refuse collection.

- 7.17 Policy JP-C8 also states that a Transport Assessment and Travel Plan is required to assess the impact of the development, and that the scope of the assessment should be agreed with the relevant Local Highway Authority. In line with this, extensive discussions have been held with the three authorities (MCC, TMBC and TfGM) and the method of assessment has been agreed.
- 7.18 The assessment confirms that the development meets the requirements of PfE.

Local Policy

- 7.19 MCC adopted the Core Strategy in 2012.¹⁹ The document promotes comparable policies to NPPF and contains the following transport policies.
- 7.20 Objective 5 (Transport) seeks to improve connectivity across the city through the provision of sustainable transport networks that provide access to amenities and employment areas.
- 7.21 Policy T1 (Sustainable Transport) seeks to deliver a high quality and integrated transport network to encourage mode shift from the private car. Based on this support is given to developments that provide choice of travel, encourages improved access to jobs and services, provides suitable pedestrian infrastructure for use by all mobility levels, incorporates facilities for EV, and accords with a road hierarchy that puts pedestrians and cyclists first. The development layout has been designed in line with these requirements.
- 7.22 Policy T2 (Accessible Areas of Opportunities & Need) supports developments that are located to allow access to jobs and local amenities and provides suitable levels of parking in line with the policy in Appendix B of the Core Strategy. The assessment shows that the site is well located in relation to access to local amenities and public transport routes providing connections to employment areas. The level of parking has been determined based on local policy and research and has been agreed as appropriate with MCC.
- 7.23 The development accords with the local policies set out above.
- 7.24 As noted earlier, the site mainly sits in the Manchester City Council (MCC) authority area, though the application boundary straddles the MCC and Trafford Metropolitan Borough Council (TMBC) boundary and takes in a small parcel of land within Trafford next to the northern access to the site. Given this TMBC Local Policy requirements pertinent to access to the site have also been considered.
- 7.25 TMBC adopted the Core Strategy in 2012.²⁰ Policy relating to access is set out in Policy L4 (Sustainable Transport and Accessibility). The following are pertinent to access to the development site:
 - Policy L4.1(d): Sustainable Locations & Accessible Modes
 - Policy L4.4: Pedestrian & Cycle Network
 - Policy L4.7 & L4.8: Strategic & Local Highway Networks
- 7.26 Policy L4.1(d) states that developments will be prioritised that occupy sustainable locations that are accessible by a choice of modes of transport. The assessment confirms that the site is sustainably located by a range of modes of transport and that access can be gained using these modes to local amenities and key destinations.
- 7.27 Policy L4.4 states that developers should demonstrate how the development will contribute towards these types of linkages and how it will deliver quality cycle and walking infrastructure, where appropriate. The development layout has been designed to allow permeability for pedestrians and cyclists, meaning that it provides connectivity to the surrounding community. A traffic free connection will be provided through the site that can be used by residents and the

¹⁹ Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

²⁰ Trafford Metropolitan Borough Council (2012), Trafford Local Plan: Core Strategy

surrounding community to gain access to the wider area. Measures are provided within the site to prioritise pedestrian and cycle movements by reducing vehicle speeds and providing appropriate footway widths and crossings at desire line locations.

- 7.28 Policy L4.7 and L4.8 states that development will not be supported that will have a significant adverse impact on the safe and efficient operation of the road network without suitable mitigation. The assessment has been undertaken using standard appraisal methods that have been agreed in advance with the authorities. The assessment also confirms that the development will not have an adverse impact on road operation when compared to the base situation.
- 7.29 The development accords with the local policies set out above.

8 Conclusions

- 8.1 This TA has been prepared by SK in support of a full planning application for a residential development on Land at Ryebank in Chorlton. The development will deliver 120 residential units with a mix of tenures and accommodation types to create mixed housing type and tenure development
- 8.2 The TA has been prepared in line with standard appraisal methods and the scope of the assessment has been agreed with MCC, TMBC and TfGM.
- 8.3 A baseline assessment has been undertaken and this shows that there are no road safety hotspots or clusters in the study area and that the junctions in the study area are operating within capacity thresholds.
- 8.4 The layout has been designed based on people-first principles with appropriate provision for active modes to ensure the site is fully permeable. Vehicle routes are designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures are incorporated across the site, including raised table treatments to reduce vehicle speeds and assist pedestrian crossings.
- 8.5 A 3m wide traffic free/segregated active travel route is provided on the western edge of the site to allow a connection north south. Connections between the residential areas of the site are provided at regular intervals to allow residents and the wider community to move around.
- 8.6 In line with the Development Framework, two vehicle accesses are proposed to the site from Longford Road and Rye Bank Road, with no vehicular through-route across the site. Suitable provision is made within the site for large vehicle movements. The level of parking has been derived through reference to local policy and research, and includes provision for EV, disabled, cycles and car club vehicles. Off-site supportive measures are included.
- 8.7 Highway works proposals to be undertaken via Section 278 Agreement will include:
- Formation of highway access points to Rye Bank Road and Longford Road
 - Provision of section of footway at western end of Longford Road
 - Traffic calming scheme on Longford Road
- 8.8 A full accessibility assessment has been undertaken, and this shows that opportunities exist for access by active and sustainable modes of travel using existing routes. It is also shown that the site relates well to local amenities and public transport nodes. Measures are provided in the proposal to support access by active and sustainable modes, including a Travel Plan.
- 8.9 The study area junctions have been modelled with the development traffic, and this shows that there will not be significant change from baseline conditions.
- 8.10 The development has been considered in the context of local, regional and national transport policy, and it is concluded that the development meets these requirements.

Appendix A



LEGEND

SOFT LANDSCAPE

- Existing Trees
- Proposed Large Trees in Soft Landscape
- Proposed Large Trees in Hard Landscape
- Proposed Small Ornamental Trees
- Proposed Orchard Trees
- Proposed Lawn
- Proposed Ornamental Shrubs
- Proposed Hedgerow
- Proposed Wildflower Meadow
- Proposed Ornamental Grass Swathe
- Proposed Rain Garden
- Proposed Native Scrubs
- Proposed Bulbs
- Proposed Existing Vegetation
- Proposed Ecological Basin/Nico Ditch

HARD LANDSCAPE

- Proposed Asphalt for Adopted Vehicle Road
- Proposed Asphalt for Adopted Footpath
- Proposed Color Asphalt for Unadopted Road
- Proposed Color Asphalt for Car Parking
- Proposed Block Paving for Footpath
- Proposed Color Homogeneous Asphalt for Shared Pedestrian and Cycle Path
- Proposed Color Asphalt for Community Space
- Proposed Grass Grid Car Parking
- Proposed Private Back Gardens
- Proposed Tactile Paving
- Existing/Proposed Informal Footpath

FURNITURE

- Proposed Grow Planters
- Proposed Patio Furniture Sets (Specification to Residents)
- Proposed Pergola
- Proposed Social Picnic Sets
- Proposed Picnic Sets
- Proposed Wildlife Interventions and Interpretation
- Proposed Seating
- Proposed Informal Play

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- This drawing is to be read in conjunction with detail landscape drawings, details and specification.
- This drawing is to be read in conjunction with all relevant Architects', Engineer's, Specialists, Bills of Quantities and Specifications.
- The insertion of any firm or proprietary brand on this drawing is an indication of the class or quality required and does not exclude the use of alternative materials that are equal in performance, quality and appearance, provided that they have been approved in writing by the Landscape Architect.
- The Contractor is responsible for accurately ascertaining the position of underground services and responding to all relevant service easement requirements.
- All dimensions are in millimetres unless stated otherwise, for the purposes of construction this drawing must not be scaled and only written dimensions used. Written and scaled dimensions to be checked on site, any discrepancies reported prior to work commencing. IF IN DOUBT PLEASE ASK.
- All work and materials are to be in accordance with the relevant British Standards and Code of Practice.
- All Proprietary products are to be used strictly in accordance with the manufacturer's instructions and details.

REVISION NOTES

Rev	By	Description	Date
B	JS	Autism block design added	18.12.24
A	JS	First Issue	06.12.24

Client

Step Places & Southway Housing

Project

Ryebank Fields

Description

Landscape Layout

Status

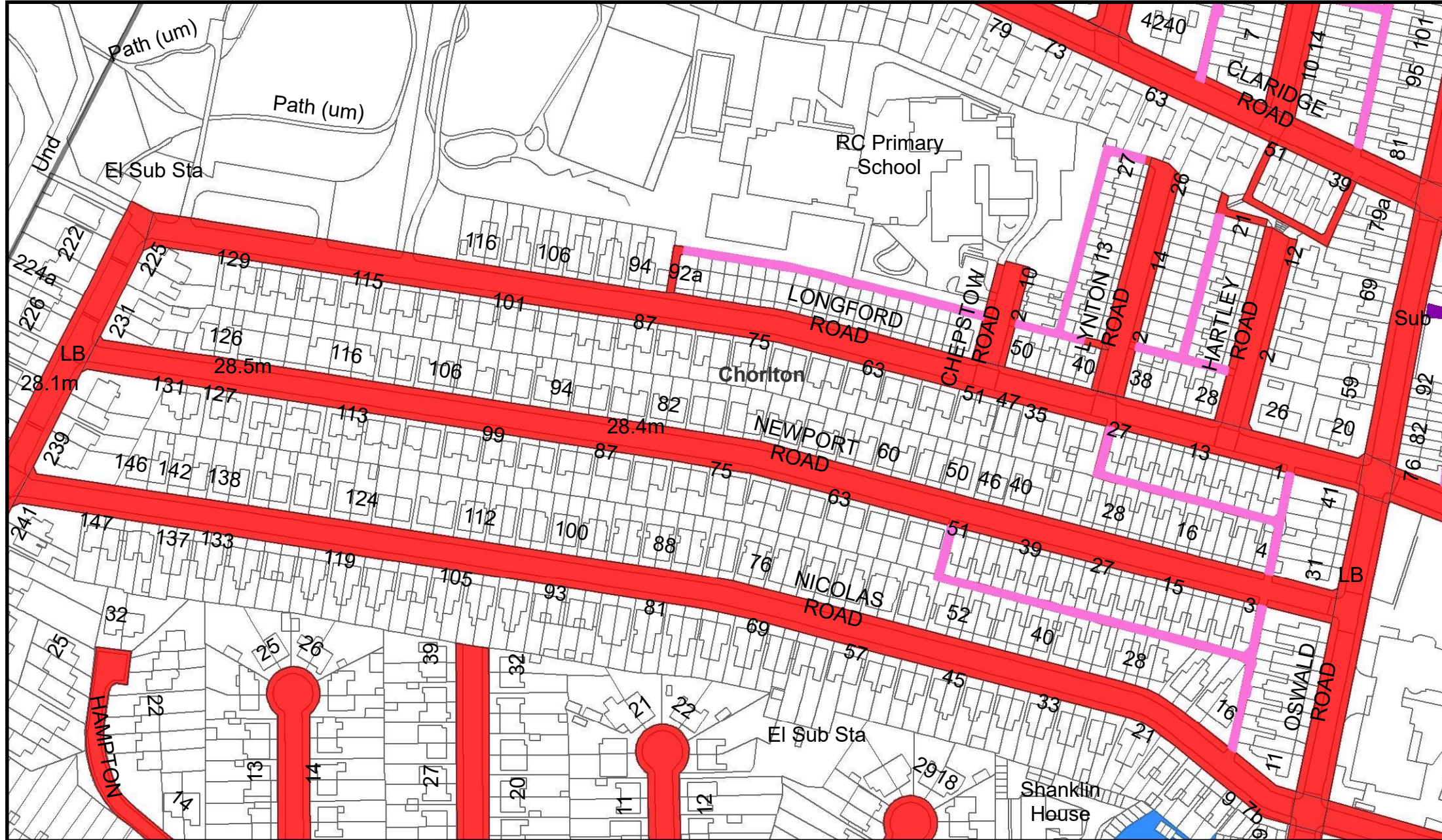
For Planning

Scale @ A1	Drawn	Checked	Date
1:500	JS	KH	06.12.2024
Job number	Drawing number	Revision	
4343	101	B	

tpm landscape
chartered landscape architects

address: 4th Floor Studio 10 Little Lever St Manchester M1 1HR
tel: 0161 235 0600 fax 0601 email info@tpmlandscape.co.uk

Appendix B



MANCHESTER CITY COUNCIL

Please note that the highways maintained at public expense revealed in your report are an indicative status that has been captured onto our business system and is not the definitive adoption

Highway Status	■ Adopted	■ Unadopted	■ Maintained	Scale: 1:2,000
Highway Closures	■ Proposed	■ Legal	■ Diversion	
Alley Gating	■ Adopted	■ Unadopted	■ Maintained	
Proposed Schemes	■ Rail	■ Road	■ Traffic Orders	
Private Developments	■ Field Footpaths	~ Live Rail Schemes		



Appendix C

TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

SK Transport Planning Ltd

**Reported Road Injury Collisions in Specified Area of Ryebank Road,
Longford Road and Great Stone Road, Chorlton-cum-hardy,
Manchester.
01/10/2019 to 30/09/2024**

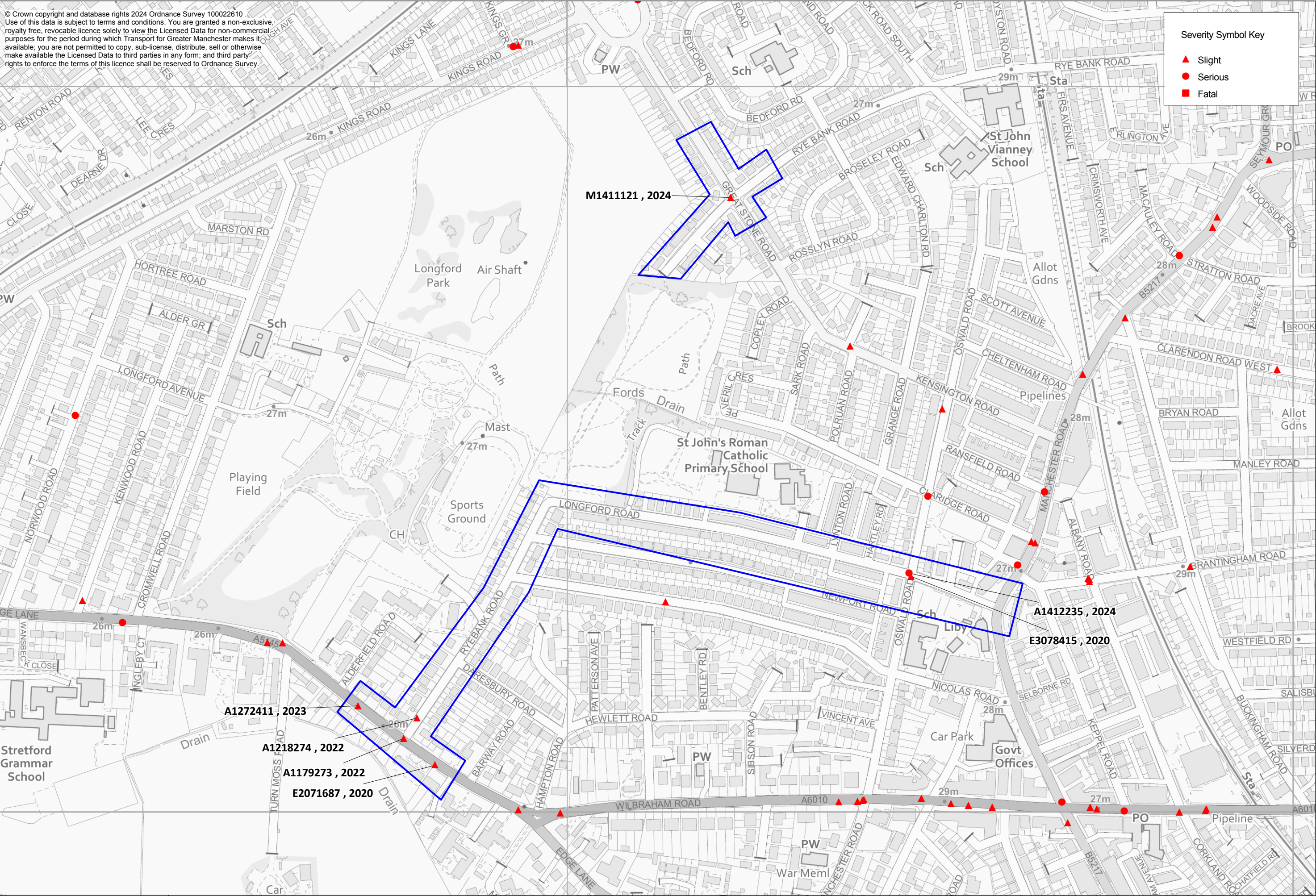
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Severity Symbol Key

▲ Slight

● Serious

■ Fatal



TRANSPORT FOR GREATER MANCHESTER



**Reported Road Injury Collisions in Specified Area of Ryebank Road, Longford Road and
Great Stone Road, Chorlton-cum-hardy, Manchester.
01/10/2019 to 30/09/2024**

Injury Collisions	Oct - Dec 2019	2020	2021	2022	2023	Jan - Sep 2024	Total
Fatal	0	0	0	0	0	0	0
Less Serious	0	0	0	0	0	1	1
Slight	0	2	0	2	1	1	6
Total	0	2	0	2	1	2	7

Standard Totals Report : Reported Road Injury Collisions in Specified Area of Ryebank Road, Longford Road and Great Stone Road, Chorlton-cum-hardy, Manchester. 01/10/2019 to 30/09/2024

Accidents

Less serious	1
Slight	6
Total Accidents	7

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Slight	0	2	2
Total	0	2	2
Car (Passenger)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Pedestrian	0-15	16+	Total
Slight	0	2	2
Total	0	2	2
Cyclist (Rider)	0-15	16+	Total
Less serious	0	1	1
Slight	0	2	2
Total	0	3	3
Total	0	8	8

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Less serious					
Male	0	1	0	0	1
Total	0	1	0	0	1
Slight					
Male	0	2	0	0	2
Female	0	4	1	0	5
Total	0	6	1	0	7
Total Casualties	0	7	1	0	8

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Less serious					
Driver or rider	0	1	0	0	1
Total	0	1	0	0	1
Slight					
Driver or rider	0	3	1	0	4
Veh or pillion pas	0	1	0	0	1
Pedestrian	0	2	0	0	2
Total	0	6	1	0	7
Total Casualties	0	7	1	0	8

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Less serious	0	1	0	0	1
Slight	0	4	0	0	4
Total Casualties	0	5	0	0	5

Standard Report - Reported Road Injury Collisions in Specified Area of Ryebank Road, Longford Road and Great Stone Road, Chorlton-cum-hardy, Manchester. 01/10/2019 to 30/09/2024

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

This information is provided for the sole use of the recipient. It may not be sold, lent, hired out, or in any other way disclosed to a third party nor may it be reproduced in any form which may be obtained by a third party.

Accident Reference Number: A1272411				Day: Saturday		Contributory Factors				Date: 04/02/2023				Time: 18:26				
Place Reported: Scene				District: Manchester														
Location: Edge Lane 30 metres SE Of Alderfield Road						Factor Conf Ref				Vehicle Details				Casualty Details				
Description: V2 & V3 Trav Nw Edge La, V1 Trav Sw Alderfield Rd T/L Onto Edge La, Goes Into Opp Lane & Front Colls With O/s Of V2, V1 Then Colls With Front Of V3						DITurn VLike V1				Type Move From To Skid				Type Sex Age Sev Pupil				
										Car TurnL NE SE				1 Drv F 69 SI Un				
										Car Stopg SE NW								
										Car Stopg SE NW								
Locational Details				Conditions		Accident Details												
Road:	A5145		Junction Details:		Road Surface: Wet		Severity: Slight											
OSGR:	380712	394147	Junction Control: n/a		Light Conditions: Dark		No. of Vehicles: 3											
Speed Limit:	30		Ped Crossing:		Weather Conditions: Rain		No. of Casualties: 1											

Accident Reference Number: A1179273				Day: Wednesday		Contributory Factors				Date: 11/05/2022				Time: 22:00				
Place Reported: Self				District: Manchester														
Location: Edge Lane at junction with Ryebank Road						Factor Conf Ref				Vehicle Details				Casualty Details				
Description: V2 (Pedal Cycle) Trav Se Edge La, V2 Trav Nw Edge La Turns Right Onto Ryebank Rd & Across Path Of V2, Front Of V2 Collides With Front Of V2. V2 Fts										Type Move From To Skid				Type Sex Age Sev Pupil				
										p/c Ahead NW SE				1 Rid M 27 SI Un				
										Car TurnR SE NE								
Locational Details				Conditions		Accident Details												
Road:	A5145/U		Junction Details: Tjun		Road Surface: Dry		Severity: Slight											
OSGR:	380775	394102	Junction Control: GW		Light Conditions: Dark		No. of Vehicles: 2											
Speed Limit:	30		Ped Crossing:		Weather Conditions: Fine		No. of Casualties: 1											

Accident Reference Number: A1218274				Day: Thursday		Contributory Factors			Date: 01/09/2022				Time: 13:10				
Place Reported: Self				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Ryebank Road 30 metres NE Of Edge Lane										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V1 (Taxi) Trav Ne Ryebank Rd, C1 (Pedestrian) Crossing Road From Drivers O/s But Dir Unknown. C1 Hit By O/s Of V1. V1 Fts										Taxi Ahead SW NE				1 Ped F 58 Sl Un			
Locational Details				Conditions		Accident Details											
Road:		U		Junction Details:		Road Surface:		Dry		Severity: Slight							
OSGR:		380793 394130		Junction Control: n/a		Light Conditions:		Light		No. of Vehicles: 1							
Speed Limit:		30		Ped Crossing:		Weather Conditions:		Fine		No. of Casualties: 1							
Accident Reference Number: E2071687				Day: Saturday		Contributory Factors			Date: 30/05/2020				Time: 17:04				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Edge Lane 50 metres NW Of Barway Road										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V1 Trav Nw Edge La, C1 (Pedestrian) Crossing Road But Movement & Dir Unknown. V1 Collides C1. V1 Fts										Car Ahead SE NW				1 Ped F 51 Sl			
Locational Details				Conditions		Accident Details											
Road:		A5145		Junction Details:		Road Surface:		Dry		Severity: Slight							
OSGR:		380818 394065		Junction Control: n/a		Light Conditions:		Light		No. of Vehicles: 1							
Speed Limit:		30		Ped Crossing: Ref		Weather Conditions:		Fine		No. of Casualties: 1							
Accident Reference Number: M1411121				Day: Friday		Contributory Factors			Date: 16/02/2024				Time: 08:46				
Place Reported: Scene				District: Trafford		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Great Stone Road at junction with Rye Band Road										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V1 Trav Ne Rye Band Rd Turns Left Onto Great Stone Rd, V2 Trav Nw Great Stone Rd, Front Of V1 Colls With N/s Of V2, V2 Turns Into O/s Of V3 Trav Se Great Stone Rd							Dpoor Poss V1			Car TurnL SW NW				1 Pas F 23 Sl Un			
							FObs VLike V1			Car Ahead SE NW							
							Slip Poss V1			Car Ahead NW SE				2 Drv F 31 Sl Un			
Locational Details				Conditions		Accident Details											
Road:		C/U		Junction Details: Xrds		Road Surface:		Wet		Severity: Slight							
OSGR:		381226 394848		Junction Control: GW		Light Conditions:		Light		No. of Vehicles: 3							
Speed Limit:		30		Ped Crossing:		Weather Conditions:		Fine		No. of Casualties: 2							
Accident Reference Number: A1412235				Day: Friday		Contributory Factors			Date: 02/02/2024				Time: 08:30				
Place Reported: Self				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Oswald Road at junction with Longford Road										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V2 (Pedal Cycle) Trav N Oswald Rd. V1 Trav E Longford Rd, Fails To Give Way At Crossroads & Front Collides With N/s Of V2							FObs VLike V1			Car Ahead W E							
										p/c Ahead S N				1 Rid M 42 LS Un			
Locational Details				Conditions		Accident Details											
Road:		U/U		Junction Details: Xrds		Road Surface:		Dry		Severity: Less serious							
OSGR:		381472 394330		Junction Control: GW		Light Conditions:		Light		No. of Vehicles: 2							
Speed Limit:		20		Ped Crossing:		Weather Conditions:		Fine		No. of Casualties: 1							

Accident Reference Number: E3078415				Day: Wednesday		Contributory Factors			Date: 25/11/2020			Time: 17:40				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details			Casualty Details				
Location: Oswald Street, outside number 41, at junction with Longford Road				Type	Move				From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V2 (Pedal Cycle) Trav S Oswald St, V1 Trav W Longford Rd Turns Right Onto Oswald St & Across Path Of V2. O/s Of V1 Collides With Front Of V2. V1 Fts				Car	TurnR				E	N						
								p/c	Ahead	N	S		1 Rid	M	30	SI
Locational Details				Conditions		Accident Details										
Road:	U/U		Junction Details:	Xrds		Road Surface:	Dry		Severity: Slight							
OSGR:	381475	394325	Junction Control:	GW		Light Conditions:	Dark		No. of Vehicles: 2							
Speed Limit:	20		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties: 1							

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -

Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT

Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced

Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	Pllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	301	Disobeyed automatic traffic signal	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	302	Disobeyed 'Give Way' or 'Stop' sign or markings	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	304	Disobeyed pedestrian crossing facility	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	305	Illegal turn or direction of travel	V
B	B2	Driver/rider disobeyed double white lines	300	Injudicious action	303	Disobeyed double white lines	V
B	B3	Driver / rider overshoot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	401	Junction overshoot	V
B	B3	Driver / rider overshoot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	403	Poor turn or manoeuvre	V
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	405	Driver/Rider failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	406	Driver/Rider failed to judge other person's path or speed	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	802	Pedestrian failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	803	Pedestrian failed to judge vehicle's path or speed	VCU
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	603	Driver/Rider nervous, uncertain or panic	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	605	Learner or inexperienced driver/rider	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	606	Inexperience of driving on the left	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	607	Unfamiliar with model of vehicle	V
B	B6	Driver/rider passing too close to another road user or pedestrian	400	Driver/Rider error or reaction	407	Too close to cyclist, horse rider or pedestrian	V
B	B7	Vehicle door opened into path of another road user or pedestrian	900	Special codes	904	Vehicle door opened or closed negligently	V
B	B8	Sudden braking or braking in a way unsuitable for conditions	400	Driver/Rider error or reaction	408	Sudden braking	V
D	D1	Affected by alcohol	500	Impairment or distraction	501	Driver/Rider impaired by alcohol	VCU
D	D1	Affected by alcohol	800	Pedestrian only (casualty or uninjured)	806	Pedestrian impaired by alcohol	VCU
D	D2	Affected by drugs	500	Impairment or distraction	502	Driver/Rider impaired by drugs (illicit or medicinal)	VCU
D	D2	Affected by drugs	800	Pedestrian only (casualty or uninjured)	807	Pedestrian impaired by drugs (illicit or medicinal)	VCU
D	D3	Driver/rider too tired to drive/ride safely	500	Impairment or distraction	503	Fatigue	V
D	D4	Driver/rider had uncorrected or defective eyesight	500	Impairment or distraction	504	Uncorrected, defective eyesight	V
D	D5	Illness or disability	500	Impairment or distraction	505	Driver/Rider illness or disability, mental or physical	VCU
D	D5	Illness or disability	800	Pedestrian only (casualty or uninjured)	810	Pedestrian disability or illness, mental or physical	VCU
D	D6	Using mobile device	500	Impairment or distraction	508	Driver using mobile phone	VCU
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	509	Distraction in vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	510	Distraction outside vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	700	Vision affected by external factors	705	Dazzling headlights	V
P	P1	Incorrect use of crossing facility by person crossing the road	800	Pedestrian only (casualty or uninjured)	804	Pedestrian wrong use of pedestrian crossing facility	VCU
P	P2	Vehicle entering road from pavement	300	Injudicious action	310	Cyclist entering road from pavement	V
P	P3	Pedestrian showing risk taking behaviour in carriageway	800	Pedestrian only (casualty or uninjured)	805	Dangerous action in carriageway (eg. playing)	CU
P	P4	Pedestrian careless or in a hurry	800	Pedestrian only (casualty or uninjured)	808	Pedestrian careless, reckless or in a hurry	CU
P	P5	Pedestrian, cyclist, equestrian hard to see	500	Impairment or distraction	507	Rider wearing dark clothing	VCU
P	P5	Pedestrian, cyclist, equestrian hard to see	800	Pedestrian only (casualty or uninjured)	809	Pedestrian wearing dark clothing at night	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	101	Poor or defective road surface	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	102	Deposit on road (eg. oil, mud, chippings)	VCU
R	R2	Road surface was slippery due to weather	100	Road environment contributed	103	Slippery road (due to weather)	VCU
R	R3	Driver/riders view obscured by stationary or parked vehicles	700	Vision affected by external factors	701	Stationary or parked vehicle(s)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	702	Vegetation	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	703	Road layout (eg. bend, winding road, hill crest)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	704	Buildings, road signs, street furniture	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	706	Dazzling sun	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	707	Rain, sleet, snow, or fog	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	708	Spray from other vehicles	V
S	S1	Driver/rider exceeding speed limit	300	Injudicious action	306	Exceeding speed limit	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	300	Injudicious action	307	Travelling too fast for conditions	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	409	Swerved	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	410	Loss of control	V
S	S3	Vehicle used in course of crime	900	Special codes	902	Vehicle in course of crime	V

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
S	S4	Driver/rider being aggressive, dangerous or reckless	300	Injudicious action	308	Following too close	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	601	Aggressive driving	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	602	Driver/Rider careless, reckless or in a hurry	V
S	S5	Driver/rider moving too slowly for conditions	600	Behaviour or inexperience	604	Driving too slow for conditions or slow veh (eg tractor)	V
V	V1	Vehicle defective tyres	200	Vehicle defects	201	Tyres illegal, defective or under inflated	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	203	Defective brakes	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	204	Defective steering or suspension	V
V	V3	Vehicle or trailer was overloaded or poorly loaded	200	Vehicle defects	206	Overloaded or poorly loaded vehicle or trailer	V
V	V4	Driver/Rider view obscured by blind spot	700	Vision affected by external factors	710	Vehicle blind spot	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	200	Vehicle defects	202	Defective lights or indicators	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	500	Impairment or distraction	506	Not displaying lights at night or in poor visibility	V