J000532-HTN01c
September 2024

Proposed Residential Development of 20 New Residential Dwellings

Longsight Bowling Club

Highways Technical Note

Prepared on behalf of:

Views Holdings Limited

FOCUS TRANSPORT PLANNING

Pentland House,
Village Way
Wilmslow, SK9 2GH
Company no: 11465973

0161 8264631
www.focustp.co.uk

CONTENTS

1.0 INTRODUCTION
1.1 Overview
1.2 Report Structure

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY
2.1 Site Location & Existing Access
2.2 Existing Land Use & Planning History
2.3 Relevant Planning Policy
2.4 Description of Local Highway Network Conditions
2.5 Road Safety: Review of Personal Injury Accidents

3.0 SITE ACCESSIBILTY AUDIT
3.1 Introduction
3.2 Access to Public Transport
3.3 Accessibility to Local Facilities (Walking and Cycling)
3.4 Accessibility Summary

4.0 REVIEW OF THE PROPOSAL SCHEME
4.1 Scheme Principles
4.2 Proposed Highway Access Arrangements
4.3 Parking & Manoeuvring
4.4 Site Servicing

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

6.0 SUMMARY AND CONCLUSIONS

FIGURES

Figure HTN1 Site Location: Map View
Figure HTN2 Site Location: Aerial View
Figure HTN3 Location of Recorded Personal Injury Accident Incidents 2017 – 2022
Figure HTN4 Local Public Transport Connections to the Application Site
Figure HTN5 Illustrative 2km Local Walk Catchment to / from the Application Site
Figure HTN6 Illustrative 5km Cycle Catchment to / from the Application Site
Figure HTN7 Local Cycle Connections to the Application Site
Figure HTN8 Plan of GMAL Accessibility Index Zones
Figure HTN9 Key Highway Features

APPENDICES

Appendix HTN1 Personal Injury Accident Data
Appendix HTN2 Site Proposals
Appendix HTN3 Vehicle Swept Path Assessment
Appendix HTN4 TRICS Output: Private Residential Development

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Views Holdings Limited to consider relevant highways and transport matters associated with proposals for the redevelopment of Longsight Bowling Club, East Road, Longsight, Manchester, for the delivery of 20 new residential terraced properties (20 * 4-bedroom units). The new dwellings would include for in-curtilage (1 space per dwelling) parking to the front and individual private garden space to the rear.

1.1.2 The scope and nature of matters considered within this HTN report reflects the extent of highways issues that are anticipated as being of material interest to officers of the local planning & highway authority, Manchester City Council (MCC), based on a review of prevailing highway conditions and the experience of the preparation of technical statements to support similar small residential schemes. The HTN report therefore includes a review of existing / anticipated future highway operational conditions including the accessibility of the site to alternative travel modes to the private car, a technical audit of the site proposals in terms of site access arrangements & internal layout, and the consideration of future anticipated development related traffic levels.

1.2 Report Structure

1.2.1 The structure of the remainder of this HTN is therefore as follows:

- Section 2 considers the location and historical use of the site, including a review of existing local baseline highway network conditions.

- Section 3 sets out an audit of the site's accessibility by alterative travel modes to the private car and the nature of local shops and services available within a local travel catchment.

- Section 4 provides a review of the key elements of the application scheme, including an audit of the proposed vehicle access arrangements and site layout.

- Section 5 provides an estimate of the traffic levels anticipated to be generated by the proposals.

- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY

2.1 Site Location & Existing Access

2.1.1 The application site represents a bowling green at land to the south of East Road, Longsight. The location of the application site is illustrated in **Figure HTN1** to this report. This plan identifies the site within the context of the surrounding urban area of Longsight and the key local road routes of East Road, A6010 / Stanley Grove and A6 Stockport Road.

2.1.2 **Figure HTN2** includes for an aerial image of the application site and its immediate context, including surrounding residential properties and Crowcroft Park.

2.1.3 Review of **Figure HTN2** demonstrates that the site is a broadly square shaped land parcel bordered by East Road to the north and the Longsight Cricket Club to the south. To the east the site is bordered by a residential apartment block and associated car parking, and to the west by residential properties of Northmoor Road.

2.1.4 The bowling green is fenced at its border with East Road, with pedestrian gate to East Road available. Main vehicle and pedestrian access to the site currently taken via the Longsight Cricket Club car park off Armitage Avenue.

2.2 Existing Land Use & Planning History

2.2.1 As outlined above the site currently represents a bowling green, which is utilised by members of Longsight Cricket Club.

2.3 Relevant Planning Policy

National Planning Policy

2.3.1 December 2023 National Planning Policy Framework (NPPF) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Key policy objectives stated in the NPPF are as follows:

> ***"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:***
>
> ***a) the potential impacts of development on transport networks can be addressed;***
>
> ***b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;***
>
> ***c) opportunities to promote walking, cycling and public transport use are identified and pursued;***
>
> ***d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and***
>
> ***e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places." (Para 108)***
>
> ***"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health... (para 109)***
>
> ***"…Applications for development should:***
>
> ***a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that***

maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles…"(Para 116)

2.3.2 Paragraphs 110 and 117 of NPPF also provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals:

Planning policies should:

- ***a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;***
- ***b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;***
- ***c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;***
- ***d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);***
- ***e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and***
- ***f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy (Para 110)***

> ***"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."(Para 117)***

2.3.3 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

> ***"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." (Para 115)***

2.3.4 The above is typically understood to mean situations where development is likely to result in a material detrimental 'step change' in circumstances when compared to predicted Baseline 'Do-Nothing' conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

2.3.5 Whilst the NPPF does not seek to define the nature of what is considered to represent a 'severe' impact, thereby allowing for some flexibility to reflect site specific circumstances, it is clear that the guidance has the effect of setting a 'high-bar' for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 115 inherently suggests that some measure of highways impact must be viewed as being 'acceptable' and that it is only when a 'severe' detrimental highways position is identified that a refusal of planning permission on such grounds is appropriate.

Local Planning Policy: Local Development Framework Core Strategy

2.3.6 The adopted development plan for Manchester is the Local Development Framework Core Strategy (July 2012), which covers the period 2012 - 2027.

2.3.7 Policy SP1 'Spatial Principles' to the Core Strategy sets out the key matters that will guide development in the City during the plan period to 2027. One of these core spatial principles is to ensure that:

> ***'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'***

2.3.8 In addition, Policy SP1 goes on to state that developments in all parts of the city should create well designed places that:

> ***'…improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.***

2.3.9 The key transport related policy in the Core Strategy to the consideration of the application scheme is Policy T1 'Sustainable Transport' which states that the Council will support proposals that improve choice by development alternatives to the car, in order to encourage a modal shift away from car travel. Policy T1 in full states:

> ***"T1 Sustainable Transport***
>
> ***To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:***
>
> - ***Improve choice by developing alternatives to the car.***
> - ***Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.***
> - ***Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.***
> - ***Improve pedestrian routes and the pedestrian environment.***
> - ***Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).***
> - ***Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.***

- ***Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.***
- ***Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.***
- ***Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.***
- ***Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:***

  1. ***pedestrians and disabled people***
  2. ***cyclists, public transport,***
  3. ***commercial access,***
  4. ***general off-peak traffic,***
  5. ***general peak time traffic."***

2.3.10 In addition to Policy T1, Core Strategy Policy T2 'Accessible Areas of Opportunity & Need' identifies that the Council will actively manage pattens of development to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

2.3.11 Policy T2 also states that all new developments in District Centres will provide 'appropriate; parking facilities, taking into account the guidance in Appendix B. Appendix B does not provide residential parking standards, and it is noted that individual site circumstances should be taken into account to establish what level of parking is appropriate.

Local Planning Policy: Guide to Development in Manchester Supplementary Planning Document (SPD) & Planning Guidance (April 2007)

2.3.12 The key accessibility matters highlighted above and the need for appropriate assessment and supporting management of travel, are further reinforced by the April 2007 'Planning Guidance' SPD. This document sets out the core development principles that apply to new developments in Manchester. Paragraph 2.22 and 2.23 of the document note that:

> ***"In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.'***
>
> ***….hierarchy of road users which gives priority to pedestrians, disabled people and then cyclists… the aim will be to cater for the needs of those who use the area, rather than pass through it."***

Local Planning Policy: Greater Manchester Transport Strategy 2040

2.3.13 The Greater Manchester Transport Strategy 2040 has been developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). This document sets out a plan to establish a fully integrated, high-capacity transport system across Greater Manchester, including both short-term and long-term infrastructure objectives and to achieve a 'Right Mix Target' of a minimum of 50% of all journeys across Greater Manchester being undertaken by walking, cycling & public transport. The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:

- Supporting Sustainable Economic Growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

2.3.14 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.3.15 Chapter 3 to this HTN report clearly sets out that the site is located in an accessible location, close to existing residential areas and with access to a range of education, employment, retail, leisure and public transport/active travel options.

2.4 Description of Local Highway Network Conditions

2.4.1 As noted in section 2.2 to this report, the application site is currently accessed via the Longsight Cricket Club's car park (vehicular and pedestrian), with gated pedestrian access also available at East Road, which forms the site's northern boundary.

2.4.2 East Road is of circa 8.8m carriageway width in the vicinity of the application site frontage, with segregated (kerbed) footways of 2.5m width available to the site side and northern (opposite) side of the route. The route is street lit and operates under a 20mph urban speed limit. To the west, East Road forms a priority T-junction with the primary local distributor road route of the A6 Stockport Road. To the east, the route terminates in a turning head bordering Nutsford Vale Park.

2.4.3 East Road is residential in nature with predominately terraced properties to the north and block of flats, semi-detached dwellings and public open space to the south.

2.4.4 At its junction with Northmoor Road, to the west of the application site, East Road benefits from zebra crossings with zig-zag road markings, tactile paving and dropped kerbs available to both sides of Northmoor Road.

2.4.5 No formal parking restrictions are in place along East Road, with double yellow lines present around its junction with Pink Bank Lane and the A6 Stockport Road, only. An on-street parking layby is provided for the section to the north of East Road between the A6 and Northmoor Road. In the vicinity of the application site, informal on-street parking occurs to both sides of the route reducing the effective carriageway width to 5.5m, which remains suitable for two-way traffic movements.

2.4.6 To the northwest the A6 Stockport Road provides onward links to Manchester City Centre, whilst to the southeast the route provides links to Levenshulme and onward connections to the M60 motorway (J27), Stockport town centre and Reddish.

2.5 Road Safety: Review of Personal Injury Accidents

2.5.1 An appraisal of the operational safety of East Road, comprising the application site frontage and the section between the application site and its junction with the A6 Stockport Road, has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 5-year search period, 2018 - 2022 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 5-year search period is in accordance with the search criteria required by NPPG good practice guidance.

2.5.2 This highway safety review exercise identifies that 8 accident events took place within the study area, including one at the East Road / Northmoor Road junction, one at East Road on approach to the A6 Stockport Road and six at the East Road / A6 Stockport Road junction. A summary of accident events is provided below, with a plan of the search area and accident locations provided at **Figure HTN3** and output reports attached at **Appendix HTN1**:

East Road / Northmoor Road

- 05/08/18, slight, 22.37, fine without high winds, dry, accident involving a car proceeding normally along the carriageway, a car parked in the carriageway and a cyclist proceeding normally along the carriageway.

East Road

- 02/04/22, slight, 13:30, fine without high winds, dry, incident involving a car proceeding normally along the carriageway and a car parked in the carriageway.

East Road / A6 Stockport Road

- 26/04/2018, slight, 15:15, fine without high winds, dry, accident involving a car proceeding normally along the carriageway and a pedestrian crossing from the driver's offside.

- 19/11/2019, slight, 18:20, fine without high winds, dry, accidental involving a car in the act of turning right and a cyclist proceeding normally along the carriageway.
- 11/12/2019, slight, time unknown (Dark), raining without high winds, wet or damp, incident involving a van or goods vehicle 3.5t & under in the act of turning right and a pedestrian crossing from the driver's nearside.
- 25/06/2020, slight, 16:37, fine without high winds, dry, incident involving a car and cyclist, both proceeding normally along the carriageway.
- 04/10/2020, slight, 20:10, fine without high winds, dry, incident involving a car and a cyclist proceeding normally along the carriageway.
- 02/10/2021, serious, 06:40, raining without high winds, wet or damp, incident involving a car passing another car and a pedestrian in the carriageway, crossing from the driver's offside.

2.5.3 From the brief description available it appears that the recorded accidents are the result of road user error. Whilst any accident is regrettable, it can be concluded that there are no clear & substantive prevailing road safety issues that would call the proposed redevelopment proposals into question or require direct additional highway safety mitigation measures funded by the proposals.

3.0 SITE ACCESSIBILTY AUDIT

3.1 Introduction

3.1.1 Re-development of the application site for residential land use would need to satisfy the key planning and transport related sustainability objectives of:

a. Reducing the need to travel, especially by private car;
b. Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

3.2 Access to Public Transport

Bus Services

3.2.1 Closest bus stops to the application site are situated on Northmoor Road and are located as follows:

- South-eastbound – 110m walking distance from the site to the north of Northmoor Road / East Road junction;
- North-westbound – 160m walking distance from the site to the south of Northmoor Road / East Road junction.

3.2.2 Both of these local stops are characterised by a flag-post style stop and service information panel. The south-eastbound bus stop also has carriageway 'bus cage' road markings.

3.2.3 **Figure HTN4** provides an extract of the Transport for Greater Manchester (TfGM) public transport route map for Longsight. This plan identifies that the above stops are served by the route number 150 bus service, which offers a 30-minute daytime Mon-Sat frequency (hourly on Sunday) between Abbey Hey – Gorton – Belle Vue –

Crowcroft Park – Longsight – Levenshulme – Birchfields – Owens Park - Fallowfield – Whalley Range - Chorlton – Longford Park – Stretford – Trafford Park – The Trafford Centre.

3.2.4 In addition to these immediately accessible bus stops, further high frequency bus connections are available at stops on A6 Stockport Road (circa 350m walk to the west of the site and served by bus services 150, 191, 192, 197, 742 & 797). The stops at Stockport Road provide an extremely high level of service, with effective 'turn up and go' frequency connections to Stockport Town Centre and Manchester City Centre (via Levenshulme & Longsight).

Rail Services

3.2.5 Local rail connections are available at Levenshulme station (circa 1.4km walk to the south of the application site), which provides four trains per hour between Manchester & Stockport. Southbound, one train per hour runs to each Crewe, Alderley Edge, Hazel Grove and Buxton.

3.3 Accessibility to Local Facilities (Walking and Cycling)

3.3.1 In addition to the above identified local public transport connections, the application site also provides the opportunity for easy access to a range of local shops and services by foot or cycle. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has also been identified as a suitable walk distance for regular commuting trips or journeys to / from school / college.

Walk Catchment

3.3.2 As noted in chapter 2 to this report, local footways on immediate sections of East Road & Northmoor Road to the application site and via onward links using the A6 Stockport Road are of generally good quality (typically over 2.0m width) and provide links to formal pedestrian crossing opportunities at Stockport Road at its junction with A5079 Slade Lane (walking direction to Longsight Market). **Figure HTN5(a&b)** to this report illustrates suitable walking catchments from the site and demonstrates that a wide range of 'everyday' type destinations lie within a convenient and practical walking distance 1.2km, including:

- Primary and secondary schools;
- Food retail (ASDA / Lidl supermarkets);
- Longsight local shops & restaurants (including Longsight Market);
- Employment zones (Longsight Business Park off Hamilton Road);
- Dentist, medical practices & pharmacies;
- Community Facilities (community centres / places of worship);
- Leisure facilities & parks.

3.3.3 In addition, the A6 Stockport Road corridor between Levenshulme and Longsight is lined with shops and commercial properties, offering access to a range of 'high street' retail stores, leisure and community facilities.

Cycle Catchment

3.3.4 National Planning Guidance notes that cycling has the potential to substitute for short car trips – particularly those journeys of less than 5km or which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access to a wide range of local residential areas such as Ancoats, Droylsden, Fairfield, Reddish, the Heatons, Burnage, Withington, Moss Side and the eastern areas of Manchester City Centre (see **Figure HTN6**).

3.3.5 Key cycle infrastructure and connecting links available within the immediate local travel catchment of the application site are illustrated in **Figure HTN7**. Review of

this plan demonstrates that a good range of on-street and quiet street cycle routes are available within the vicinity of the site, along with marked cycle lane facilities on nearby A6 Stockport Road (north of this junction with A6010) heading towards Manchester City Centre and the key signed cycle routes of NCR60 towards Clayton and NCR6, linking to North Reddish to the north-east and Fallowfield to the west.

3.4 Accessibility Summary

3.4.1 Overall, it is concluded that the application site represents a suitable location for new residential development, forming part of a mature residential area and within a practical walking distance of existing good frequency public transport services and a wide range of everyday local shops / services & facilities. This good accessibility is reflected in the GMAL (Greater Manchester Accessibility Level) index score for the site, which demonstrates an accessibility level of 5 (out of 8) – see **Figure HTN8** to this report, however it is worth noting that the site lies immediately adjacent to an GMAL 6 area, which covers Northmoor Road and the A6 Stockport Road.

3.4.2 Such locational characteristics should assist in meeting the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing the traffic impact associated with new development and overall car parking demand.

4.0 REVIEW OF THE PROPOSAL SCHEME

4.1 Scheme Principles

4.1.1 The application scheme comprises the redevelopment of Longsight Bowling Club, East Road, Longsight, Manchester, to deliver 20 new residential dwellings. Plans of the scheme principles are included as **Appendix HTN2** to this report, with the scheme delivering 20 * 4-bed properties.

4.2 Proposed Highway Access Arrangements

4.2.1 Twelve of the proposed residential units would be served by a private driveway / parking area serving the property frontage to East Road. Each property frontage would include a 2.4m by 4.8m parking bay, with landscaping / planting of 1m width between dwelling and parking space. A 1.2m pathway is proposed alongside all parking spaces providing access to front doors. Vehicle access to the driveway areas would be facilitated by a continuous section of dropped kerb footway, effectively running the length of the site frontage.

4.2.2 The layout of the site frontage area provides excellent visibility to East Road, noting that a 2.5m footway is available for the length of the application site frontage, with East Road also being of a straight horizontal alignment. Accordingly, visibility from each parking space in excess of 2.0m x 25m is available (i.e. in excess of standards for access to a 20mph route such as East Road.

4.2.3 The continuous dropped kerb frontage would also provide access to a private road, located approximately central to the site, serving a further 8 residential units. These units would also be provided with a parking space of 2.4m x 4.8m, along with 6m aisle. A turning head is also proposed to be provided central to the site, to accommodate cars / small delivery vehicles. A plan of key highway features is provided at **Figure HTN9**.

4.2.4 In addition to direct frontage access, Plots 1-12 benefit from additional rear access via a shared pedestrian passageway accessed from the proposed new private road.

This passageway allows for access to rear gardens which would also be used for bin storage.

4.3 Parking & Manoeuvring

4.3.1 As noted in section 4.2, each dwelling would be served by a single frontage in-curtilage parking space. It is considered that this level of off-street parking is appropriate for new residential development this location, given the excellent opportunities for use of sustainable travel modes for a range of everyday journeys.

4.3.2 Additionally, local census data indicates that car ownership amongst residents locally to the application site is low. **Table HTN4.1** provides car or van availability for the super output area – mid layer (reference: E02006985, Manchester 063) within which the application site lies, for houses (i.e. car ownership of flats / maisonettes excluded).

4.3.3 Review of **Table HTN4.1** identifies that 32% of households within the local area do own a car or van. It is therefore considered that the proposed level of parking is entirely appropriate, given the application site's excellent locational sustainability and local car ownership levels.

Table HTN4.1: Census Statistics: Car/Van Availability (houses)

Car or van availability	Count	Percentage
No cars or vans in household	699	32%
1 car or van in household	1,039	47%
2 cars or vans in household	466	21%

4.3.4 The relatively generous dimension nature of East Road operating carriageway (6.4m width, with 2.0+m footways), in combination with the site design, would allow for efficient private car access to / from plot driveways, even including for retained parking to the opposite side of the road. **Appendix HTN3** to this report illustrates example vehicle swept path runs for typical family vehicle movements to / from driveways at the site.

4.3.5 Dedicated secure and covered cycle parking would be provided within the rear gardens of each of the properties.

4.4 Site Servicing

4.4.1 Given the nature of the low intensity residential nature of the application scheme, it is anticipated that the majority of deliveries generated by residents would be undertaken via private car / van or cycle, with very limited requirements for large service vehicle access. Such temporary van / car-based movements could be accommodated by a short-stay stop on East Road direct to the site frontage, or within the site utilising the internal turning facility. A swept path assessment of the key manoeuvres is provided **Appendix HTN3**.

4.4.2 Waste servicing of the site can be expected to be undertaken on street in line with the servicing arrangements of other residential properties on East Road.

4.4.3 Bin stores would be provided within the curtilage of each dwelling (within the garden area or site frontage), along with communal bin store areas (for the storage of refuse bins on designated bin collection days). Access to the rear gardens would be taken via a private footway connections at each edge of the site.

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

5.1 This section of the report seeks to identify the levels of traffic demand anticipated to be generated by the application scheme. Estimates have been calculated based on example trip rates extracted from the TRICS database, a nationally regarded source of historical trip demand data containing observed traffic data for a large number of development-type sites. Data was extracted based on private residential sites selected with similar locational factors to the application site locality and development design, viz:

- Not including sites in Greater London or the Republic of Ireland.
- Small development sites;
- No town centre or edge of town locations; and,
- No 'detached only' site.

5.2 A copy of the TRICS database output is includes as **Appendix HTN4** to this report for reference.

5.3 It should be noted that the reference sites utilised to generate the TRICS trip rates demonstrated an average car parking provision of in excess of 2 spaces per dwelling, therefore well in excess of the parking supply proposed at the application site (more than double that proposed at the East Road). In order to best reflect future traffic demand associated with the application site, a manual 50% reduction adjustment has therefore been applied to the calculated base TRICS vehicle trip rates.

5.4 Average trip rates per dwelling for the traditional weekday AM & PM 'rush hour' time periods and 12-hour core weekday daytime are illustrated in the table below. These trip rates have been applied to the total new residential development size proposed at the application site (20 dwellings), with the results set out in **Table HTN5.1**.

Table HTN5.1 – Residential Development Traffic (Average Trip Rates)

	Trip Rates (per dwelling)			Trip Demand for 20 dwellings		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.267	0.393	0.660	3	5	9
PM Peak (17:00-18:00)	0.244	0.170	0.414	4	2	6
12h (07:00-19:00)	2.512	2.637	5.149	29	30	58

5.5 The above analysis demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand associated with the application scheme not typically anticipated to exceed 9 vehicles, or one vehicle trip every 6-7 minutes. Indeed, traffic demand over the whole core 12-hour weekday daytime period (07:00-19:00) is predicted to be less than 60 vehicles (in + out).

5.6 Such predicted traffic demand levels demonstrate the general low intensity nature of the proposals and would not be expected to result in a material change in existing baseline highway network operational conditions. Furthermore, it should be recognised that redevelopment of the site for residential purposes would remove the potential for trip movements to / from the site associated with the existing bowling green site usage.

6.0 SUMMARY AND CONCLUSIONS

6.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Views Holdings Limited to consider relevant highways and transport matters associated with proposals for the redevelopment of Longsight Bowling Club, East Road, Longsight, Manchester, for the delivery of 20 new residential terraced properties. The new dwellings would include for in-curtilage (1 space per dwelling) parking to the front and individual private garden space to the rear.

Existing Site Conditions & Land Use

6.2 The application site represents a bowling green at land to the south of East ROAD, Longsight. The site is bordered by East Road to the north, Longsight Cricket Club to the south, with an apartment block / associated car parking to the east and residential properties of Northmoor Road to the west.

6.3 The site itself represents a bowling green, and is fenced at its border with East Road, with pedestrian gate to East Road available. Main vehicle and pedestrian access to the site currently taken via the Longsight Cricket Club car park off Armitage Avenue.

Local Highway Network Conditions & Safety Records

6.4 East Road, which forms the application site's northern boundary, represents an 8.8m carriageway, with segregated (kerbed) footways of 2.5m width available to both sides. The route is street lit and operates under a 20mph urban speed limit. To the west, East Road forms a priority T-junction with the primary local distributor road route of the A6 Stockport Road which provides onward links to Manchester City Centre, whilst to the southeast the route provides links to Levenshulme and onward connections to the M60 motorway (J27), Stockport town centre and Reddish.

6.5 An appraisal of the operational safety of immediate streets, including the local section of East Road up to and including its junction with the A6 Stockport Road, demonstrates that 8 accident events have taken place within a 5-year search period. This includes one incident at the East Road / Northmoor Road junction, one at East Road on approach to the A6 Stockport Road and six at the East Road / A6 Stockport Road junction.

6.6 Whilst any accident is regrettable, from the review of available data it can be concluded that there are no clear & substantive prevailing road safety issues that would call the proposed redevelopment proposals into question or require direct additional highway safety mitigation measures funded by the proposals.

Site Accessibility

6.7 It is considered that the application site represents a suitable location for new residential development, forming part of a mature residential area and within a practical walking distance of existing good frequency public transport services and a wide range of everyday local shops / services & facilities. This good accessibility is reflected in the GMAL (Greater Manchester Accessibility Level) index score for the site, which demonstrates an accessibility level of 5 (out of 8) – see Figure HTN8 to this report, however it is worth noting that the site lies immediately adjacent to an GMAL 6 area, which covers Northmoor Road and the A6 Stockport Road. Such locational characteristics can be expected to assist in meeting the sustainable residential planning objectives of promoting opportunities for the use of alternative travel modes to the private car and thereby managing the traffic impact associated with new development and overall car parking demand.

Development Proposals

6.8 The application scheme comprises the redevelopment of Longsight Bowling Club, East Road, Longsight, Manchester, to deliver 20 new residential dwellings.

Site Access

6.9 Twelve of the proposed residential units would be served by a private driveway / parking area serving the property frontage to East Road. Vehicle access to the driveway areas would be facilitated by a continuous section of dropped kerb footway, effectively running the length of the site frontage.

6.10 The layout of the site frontage area provides excellent visibility to East Road, noting that a 2.5m footway is available for the length of the application site frontage, with East Road also being of a straight horizontal alignment. Accordingly, visibility from each parking space in excess of 2.0m x 25m is available (i.e. in excess of standards for access to a 20mph route such as East Road.

6.11 The continuous dropped kerb frontage would also provide access to a private road, located approximately central to the site, serving a further 8 residential units, each of which would be provided with a parking space. A turning head is also proposed to be provided central to the site, to accommodate cars / small delivery vehicles.

Site Parking

6.12 Each dwelling would be served by a single in-curtilage parking space. It is considered that this level of off-street parking is appropriate for this location, given the excellent opportunities for use of sustainable travel modes for a range of everyday journeys. Furthermore, review of local census data indicates that car ownership amongst residents locally to the application site is low, with 32% of households locally not owning a car or van. Dedicated secure and covered cycle parking would be provided within the rear gardens of each of the properties.

Site Servicing

6.13 Given the low intensity residential nature of the application scheme, it is anticipated that the majority of deliveries generated by residents would be undertaken via private car / van or cycle, with very limited requirements for large service vehicle access. Such temporary van / car-based movements could be

accommodated by a short-stay stop on East Road to the site frontage or within the site using the internal turning facility.

6.14 Waste servicing can be expected to be undertaken on street in line with the servicing arrangements of residential properties on East Road. In order to assist bin collections, the scheme includes for communal bin storage areas where bins can be stored on collection days.

Development Traffic Demand

6.15 It is not anticipated that the proposed residential scheme would generate a significant level of traffic demand, with maximum rush hour two-way (in + out) operation not anticipated to exceed 9 vehicles per hour, or one vehicle trip every 6-7minutes. Indeed, traffic demand over the core 12-hour weekday daytime period (07:00-19:00) is predicted to be only circa 58 vehicles (in + out).

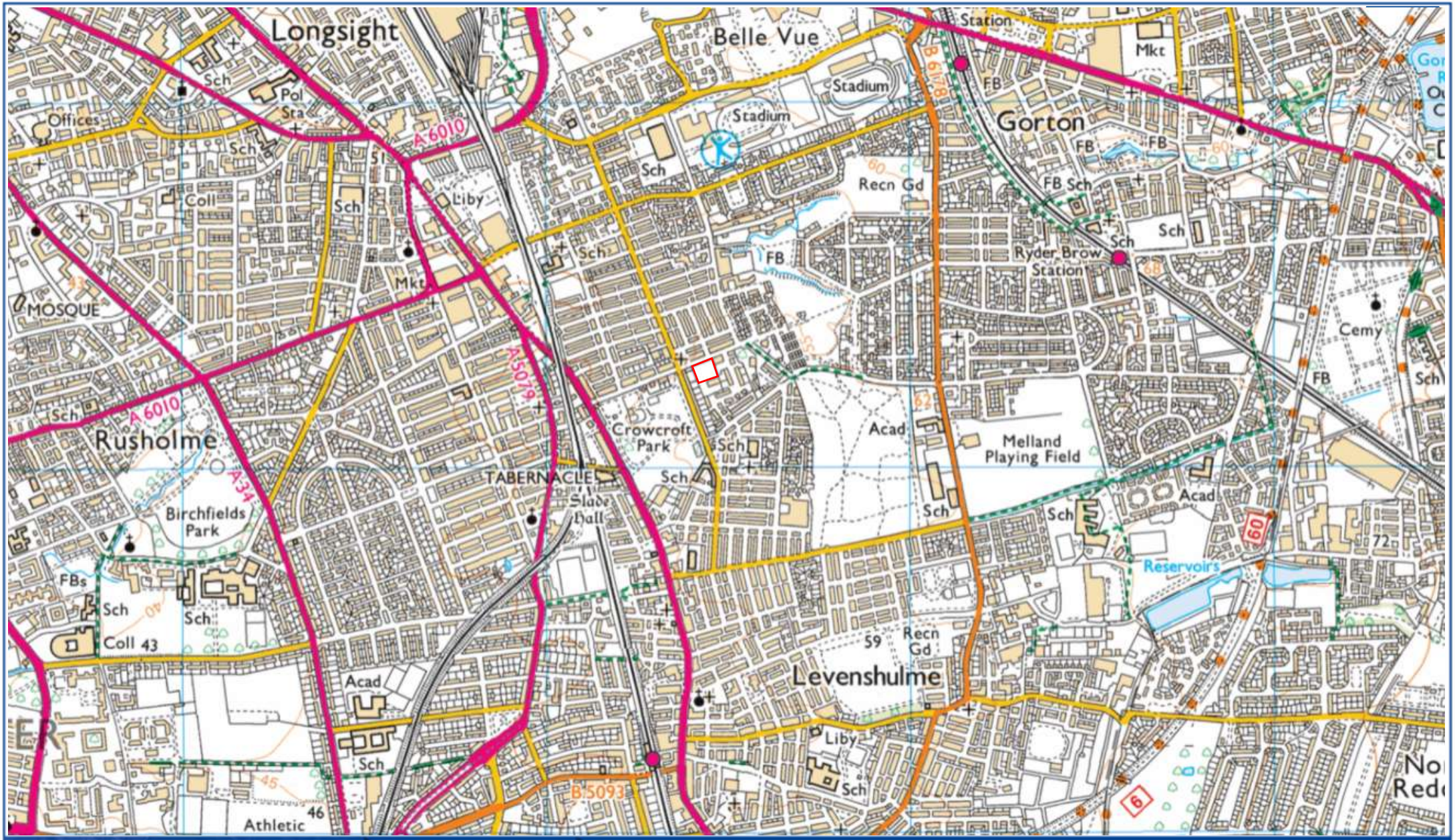
6.16 Such predicted traffic demand levels demonstrate the general low intensity nature of the proposals and would not be expected to result in a material change in existing baseline highway network operational conditions. Furthermore, it should be recognised that redevelopment of the site for residential purposes would remove the potential for trip movements to / from the site associated with the existing bowling green use.

Summary

6.17 Based on the above review of issues, which demonstrates that the application site can be accessed safely by vehicles, and which would result in only limited development related traffic levels over the immediate local highway network, Focus TP would commend the scheme to the Council, when considered with respect to highways and transport matters.

FOCUS
TRANSPORT PLANNING

FIGURES



FOCUS TRANSPORT PLANNING

Figure HTN1 **Site Location: Map View**

J000532 Longsight Bowling Club, 84 East Road, Longsight September 2024



FOCUS TRANSPORT PLANNING

Figure HTN2 **Site Location: Arial View**

J000532 Longsight Bowling Club, 84 East Road, Longsight September 2024



FOCUS TRANSPORT PLANNING

Figure HTN3 **Location of Recorded Personal Injury Accident Events (Jan 2017 - Dec 2022)**

J000532 Longsight Bowling Club, Longsight August 2024

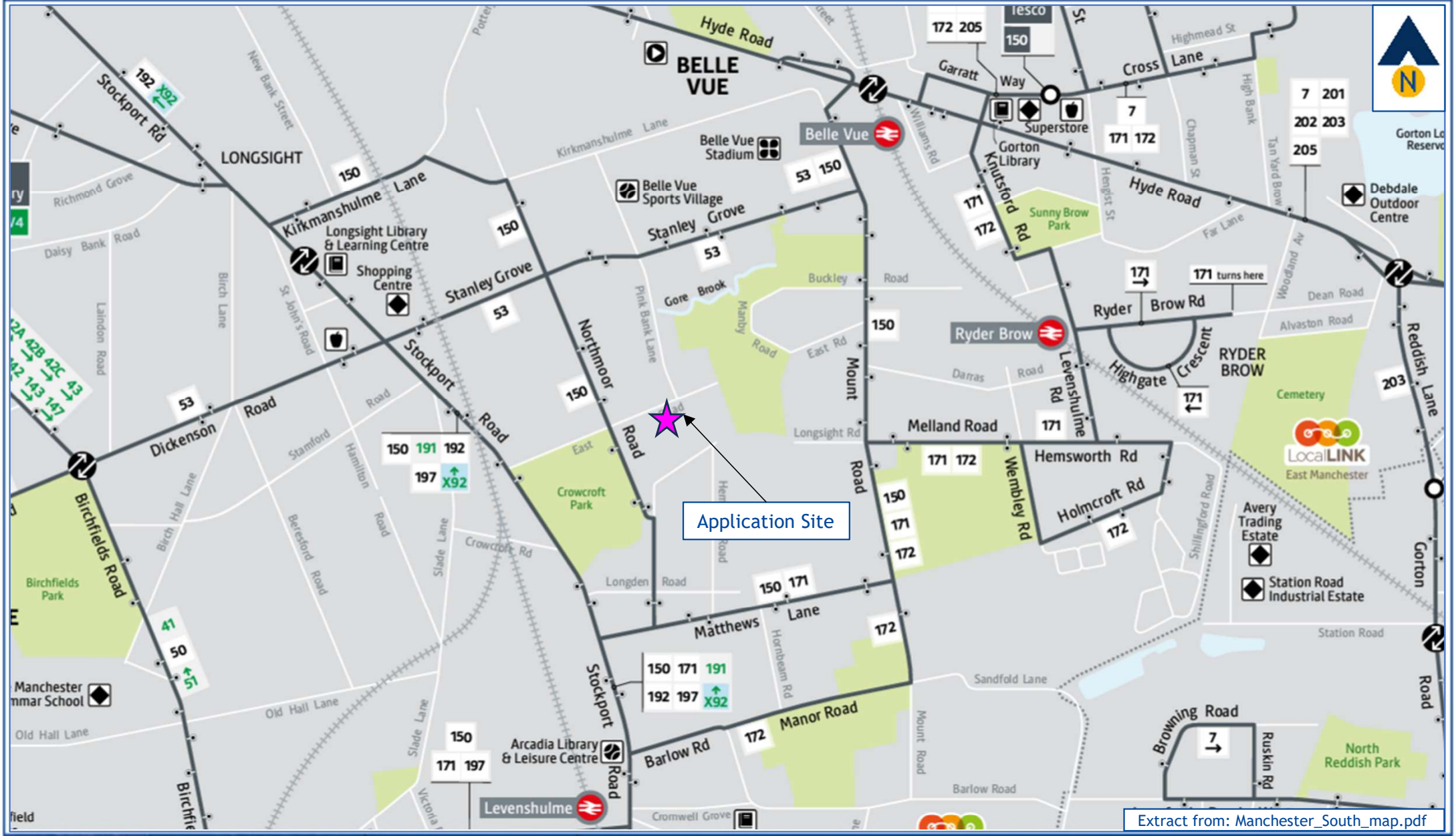
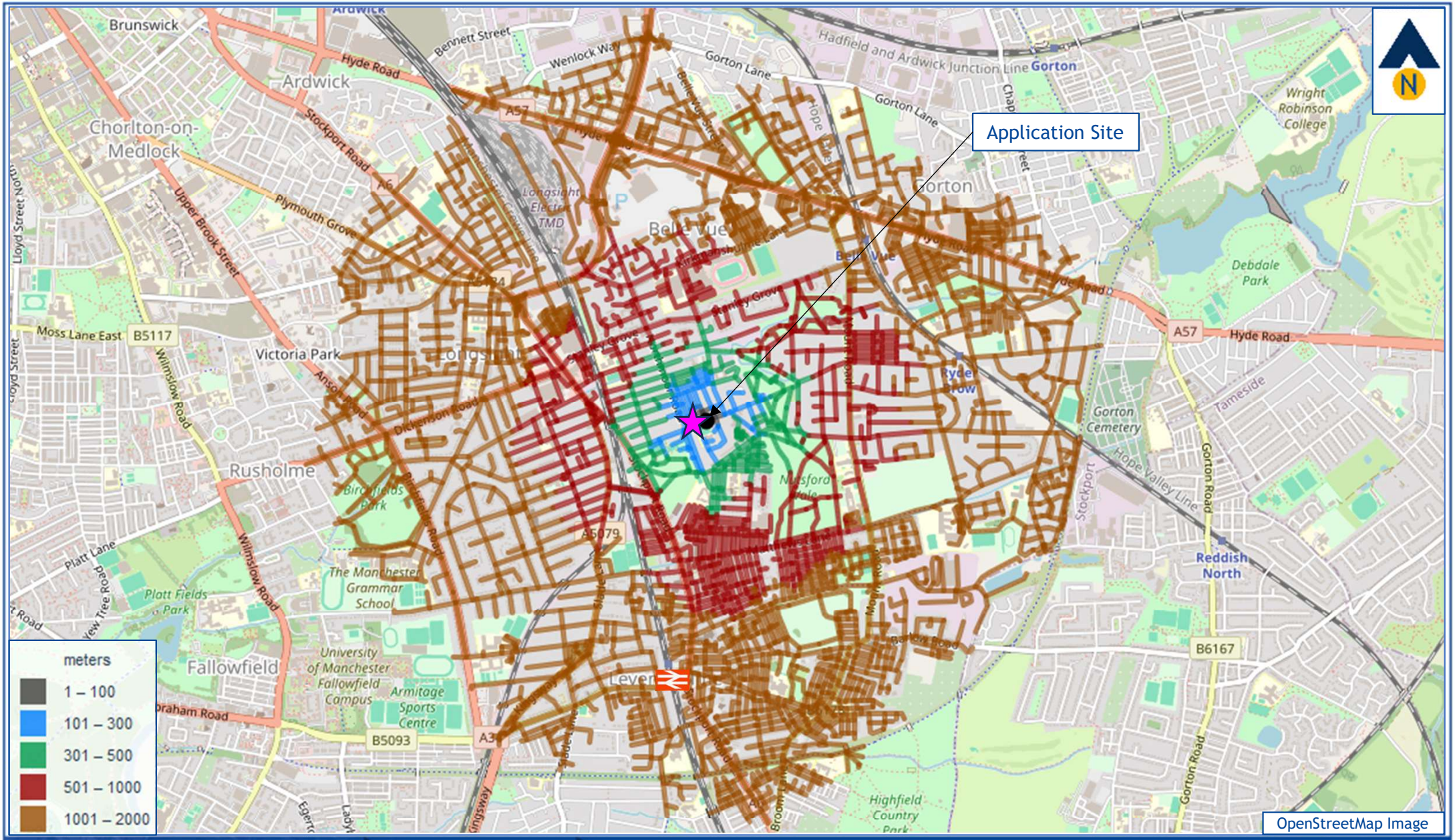


Figure HTN4 **Local Public Transport Connections to / from the Application Site**

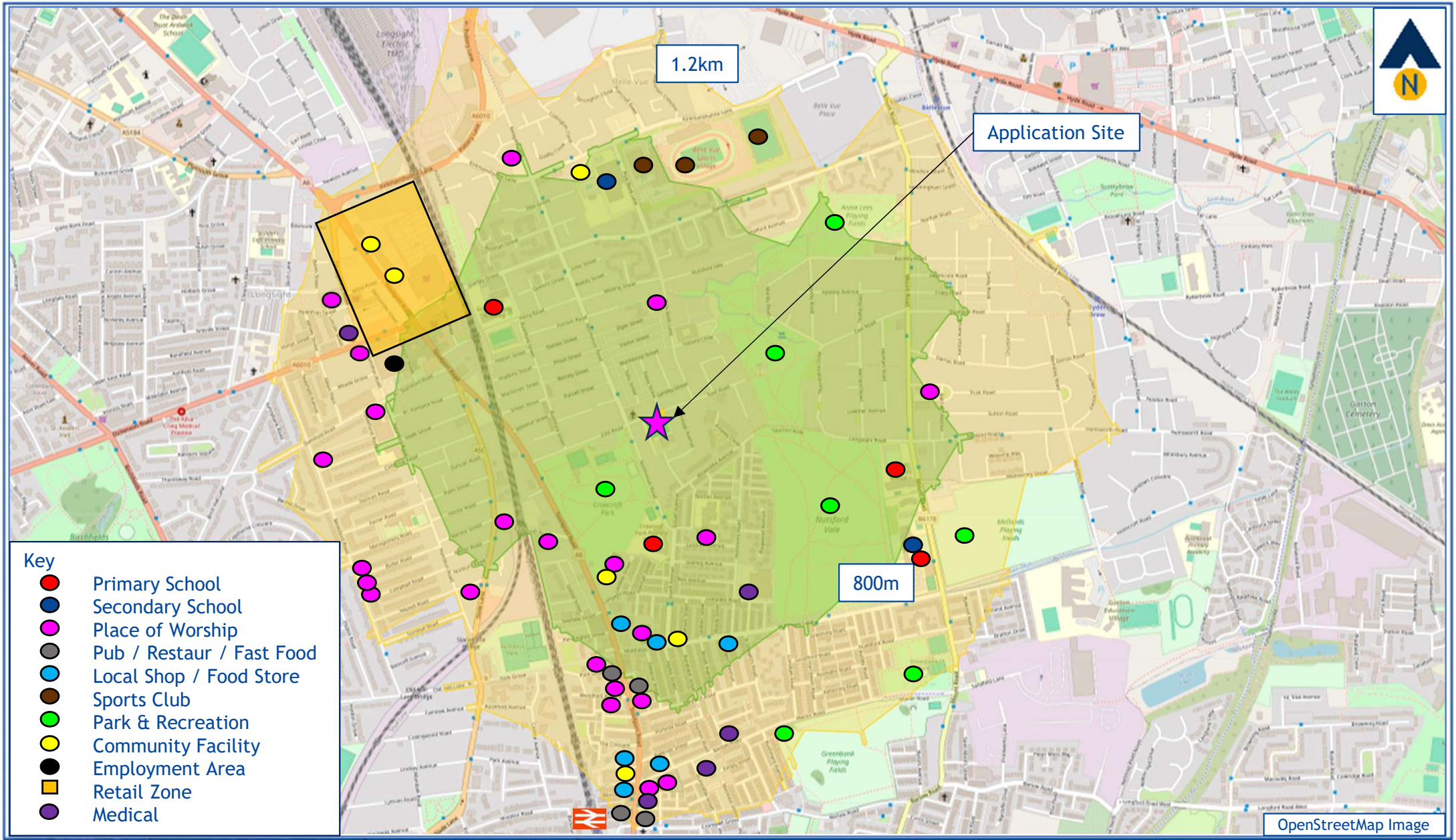
J000532 Longsight Bowling Club, East Road September 2024



FOCUS TRANSPORT PLANNING

Figure HTN5a **Illustrative 2km Walk Catchment to / from the Application Site**

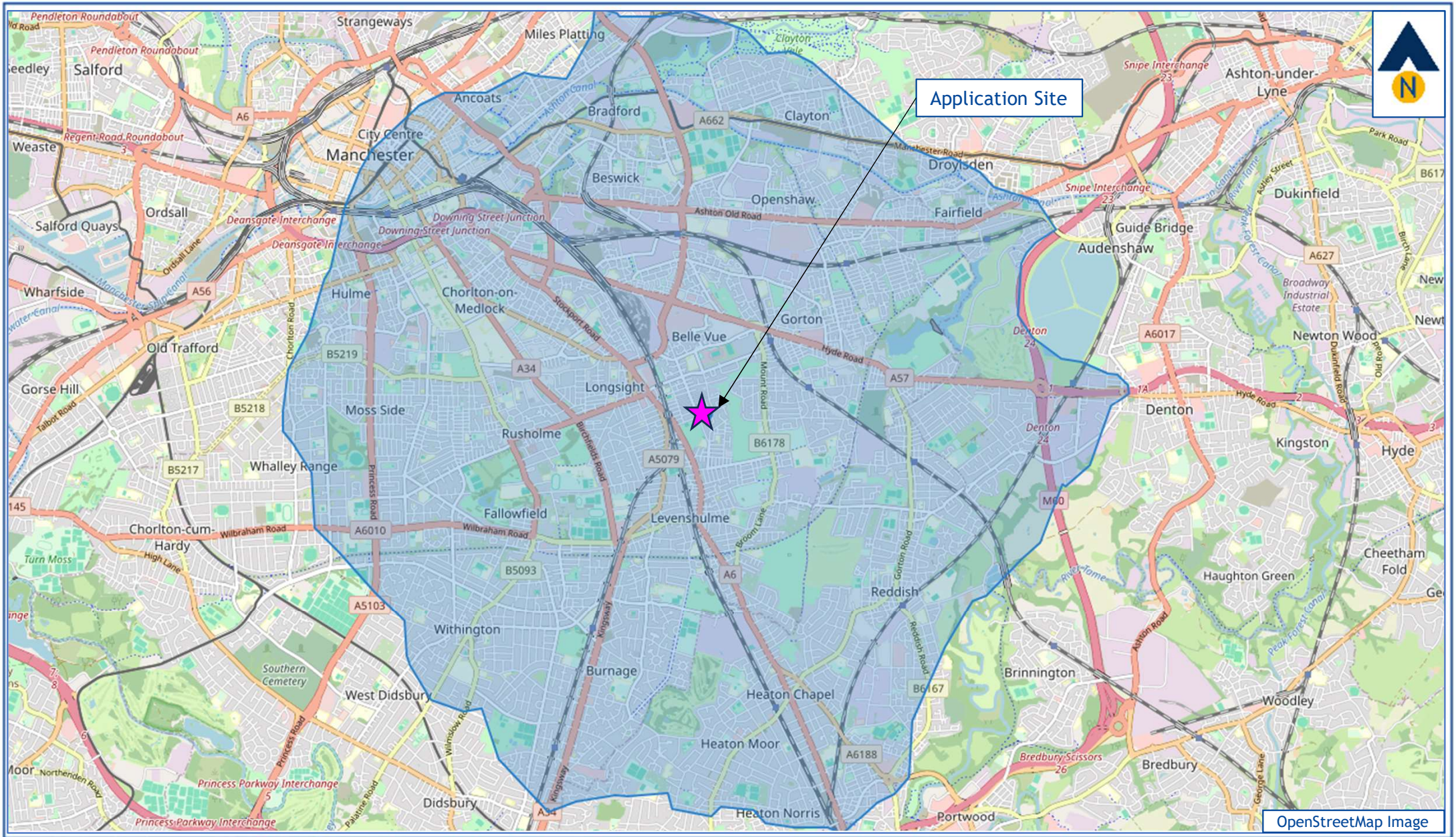
J000532 Longsight Bowling Club, East Road September 2024



FOCUS TRANSPORT PLANNING

Figure HTN5b **Local Amenities Within 800m & 1.5km Walk Catchments of the Application Site**

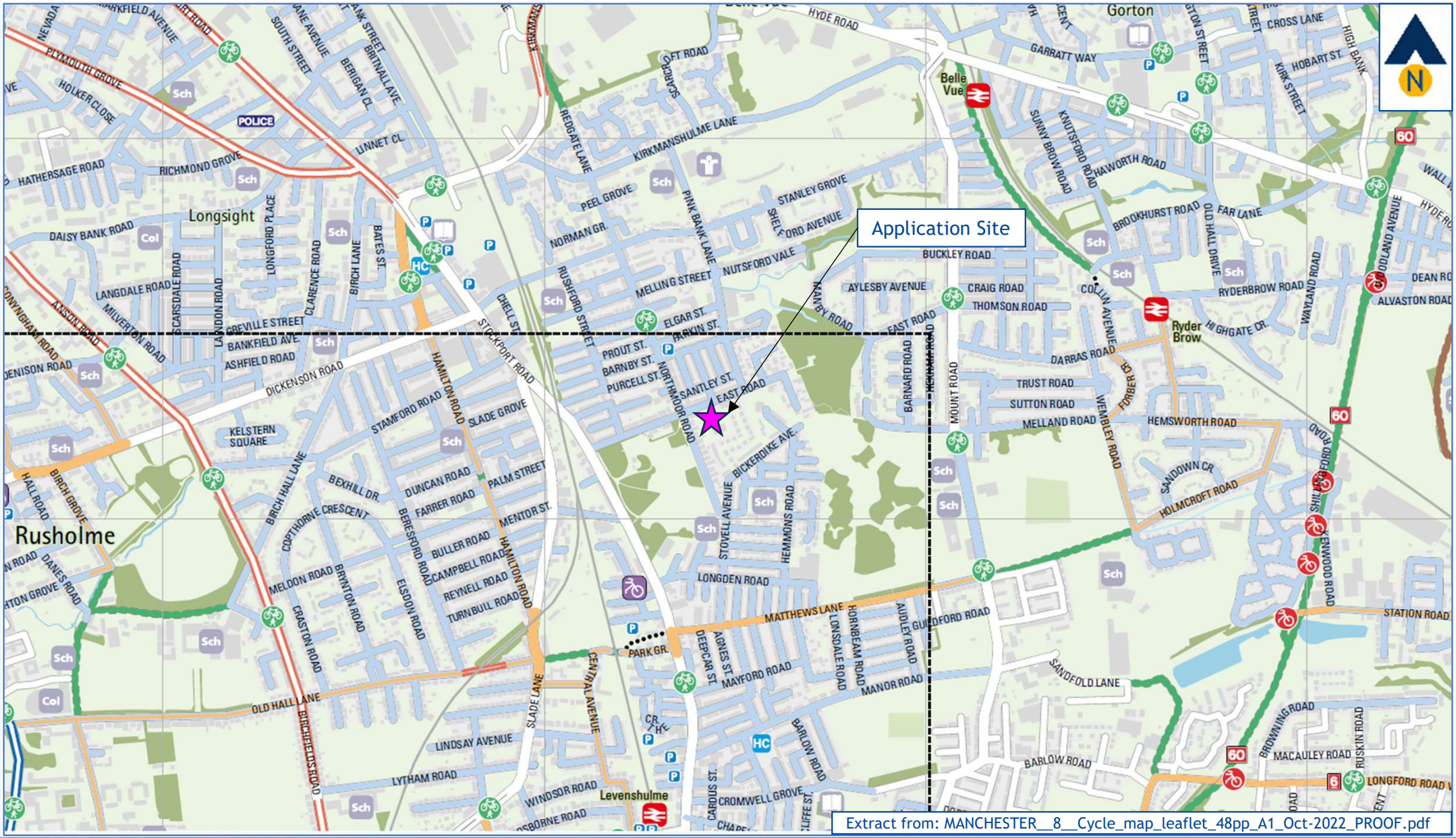
J000532 Longsight Bowling Club, East Road September 2024



FOCUS TRANSPORT PLANNING

Figure HTN6 **Illustrative 5km Cycle Catchment to / from the Application Site**

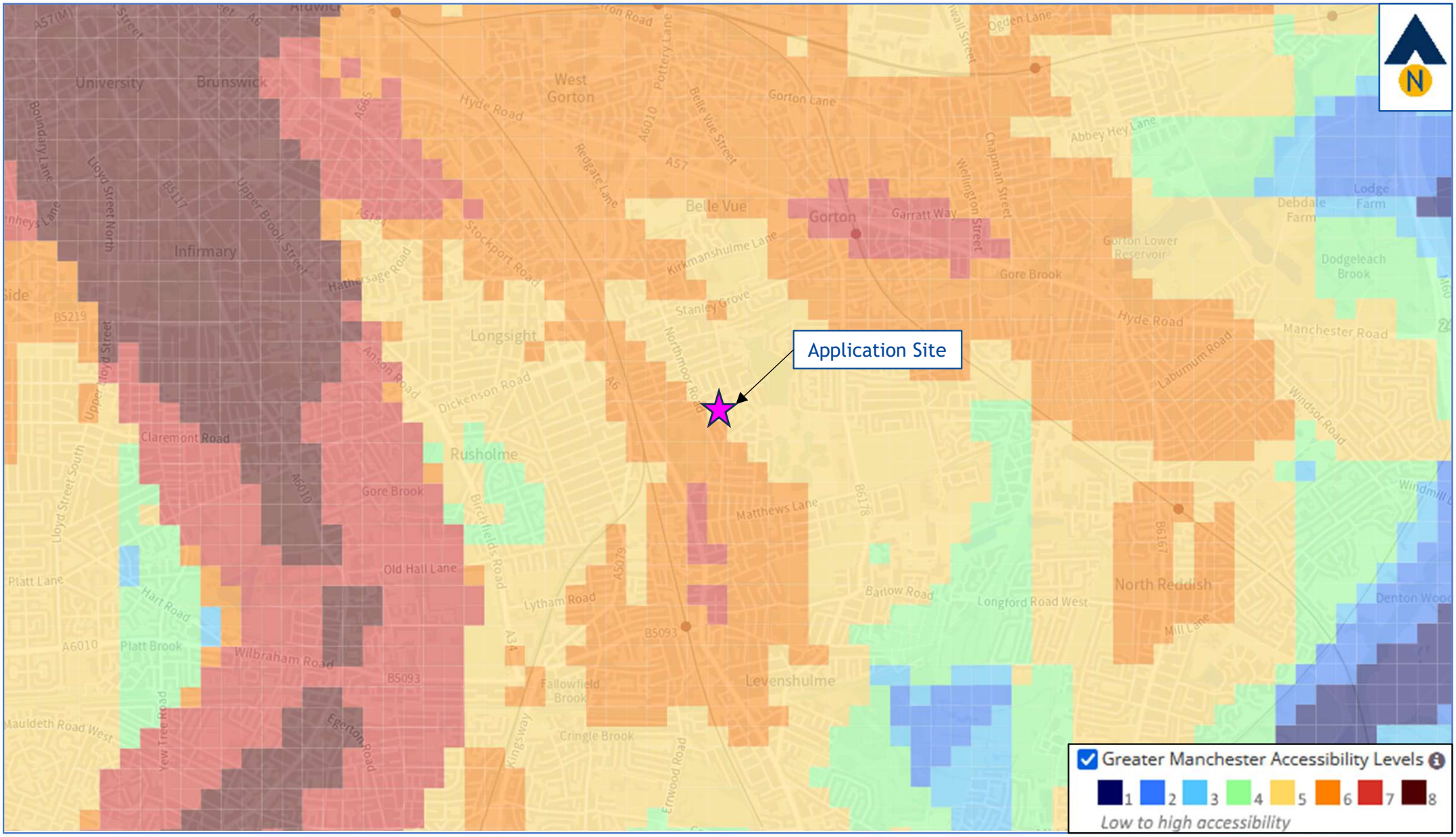
J000532 Longsight Bowling Club, East Road September 2024



FOCUS TRANSPORT PLANNING

Figure HTN7 **Local Cycle Connections to the Application Site**

J000532 Longsight Bowling Club, East Road September 2024



FOCUS TRANSPORT PLANNING

Figure HTN8 **Plan of GMAL Accessibility Index Zones**

J000532 Longsight Bowling Club, East Road September 2024



Revision:
A -

Client:
Views Holdings Limited

Project:
Proposed Residential Development
Longsight Bowling Club, 84 East Road, Longsight

Drawing Title:
Key Highway Features

Drawing Number: Figure HTN9
Revision: -

Date: 20.09.24
Scale: 1:250@A3

Drawn By: KG
Checked By: KG

Status:
Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Pentland House
Village Way, Wilmslow
SK9 2GH
0161 826 4631
www.focusp.co.uk



APPENDICES

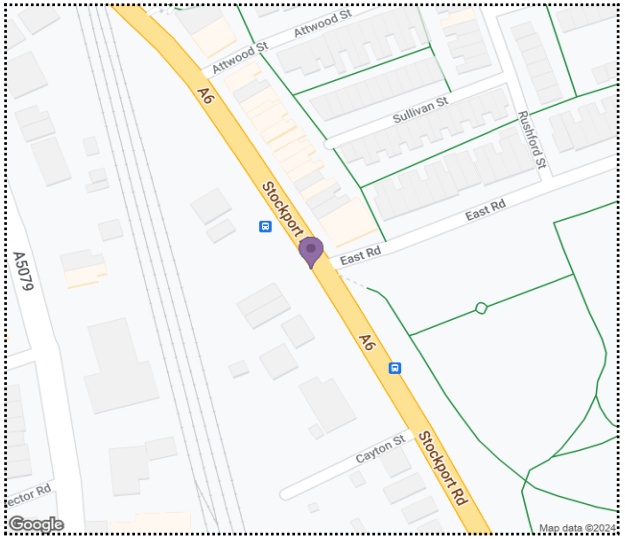


APPENDIX HTN1

crashmap.co.uk

Validated Data

Crash Date:	Thursday, April 26, 2018	**Time of Crash:**	15:15:00	**Crash Reference:**	201806E143081
Highest Injury Severity:	Slight	**Road Number:**	A6	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	1
Local Authority:	Manchester			**OS Grid Reference:**	387113 395181
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Thursday, April 26, 2018 **Time of Crash:** 15:15:00 **Crash Reference:** 201806E143081

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	Unknown or other	Crossing from driver's offside

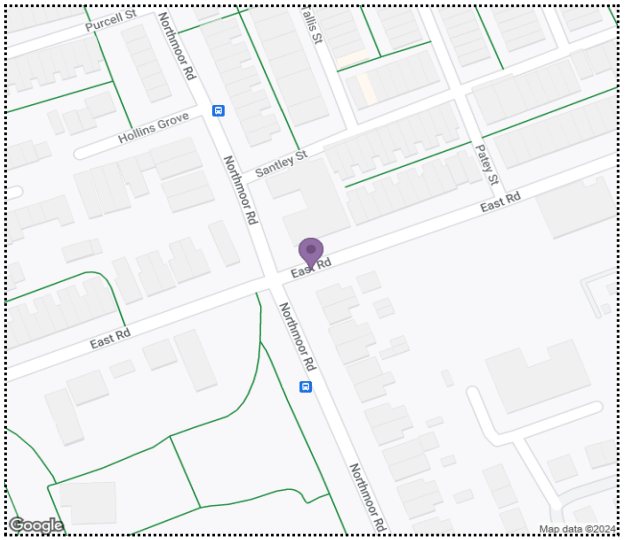
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Sunday, August 5, 2018	**Time of Crash:**	22:37:00	**Crash Reference:**	201806E146754
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	3
Local Authority:	Manchester			**OS Grid Reference:**	387373 395279
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Sunday, August 5, 2018 **Time of Crash:** 22:37:00 **Crash Reference:** 201806E146754

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	8	Male	26 - 35	Vehicle is parked in the carriageway	Did not impact	Unknown	None	None
3	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

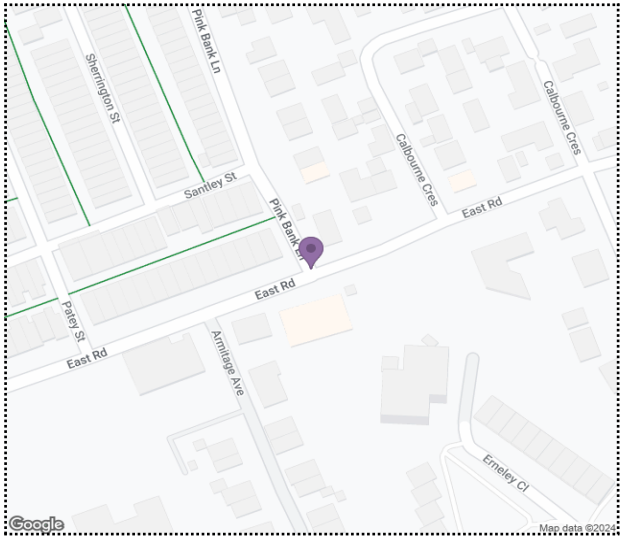
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

crashmap.co.uk

Validated Data

Crash Date:	Sunday, March 17, 2019	**Time of Crash:**	17:50:00	**Crash Reference:**	201906E155595
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	5
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	387527 395342
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Sunday, March 17, 2019 **Time of Crash:** 17:50:00 **Crash Reference:** 201906E155595

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

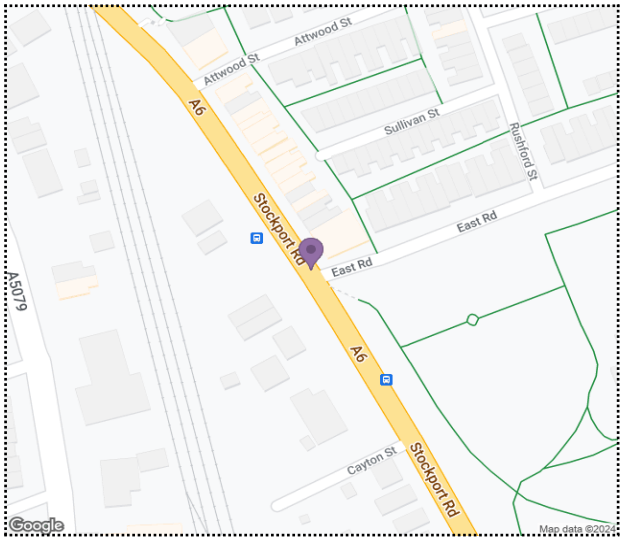
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, November 19, 2019	**Time of Crash:**	18:20:00	**Crash Reference:**	201906E159944
Highest Injury Severity:	Slight	**Road Number:**	A6	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	387116 395185
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Tuesday, November 19, 2019 **Time of Crash:** 18:20:00 **Crash Reference:** 201906E159944

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

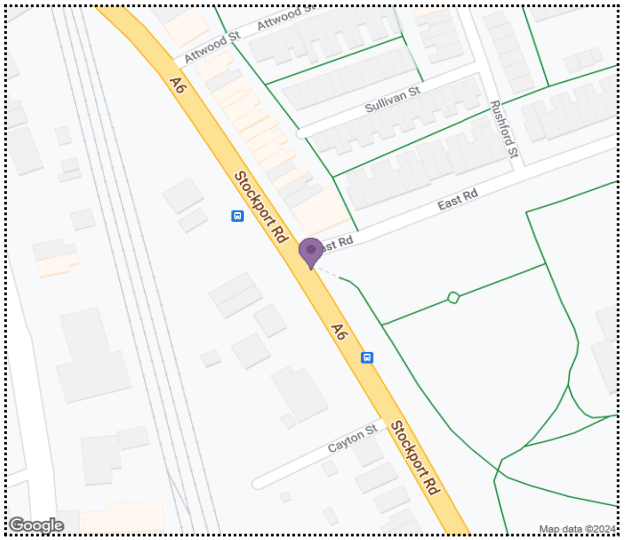
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Highest Injury Severity:	Slight	**Road Number:**	A6	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	1
Local Authority:	Manchester			**OS Grid Reference:**	387123 395176
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	16 - 20	Vehicle is in the act of turning left	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's nearside

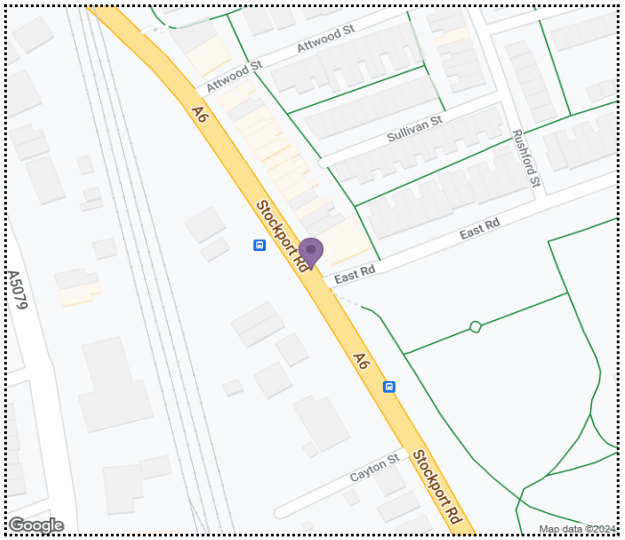
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Thursday, June 25, 2020	**Time of Crash:**	16:37:00	**Crash Reference:**	202006E172323
Highest Injury Severity:	Slight	**Road Number:**	A6	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	387115 395188
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Thursday, June 25, 2020 **Time of Crash:** 16:37:00 **Crash Reference:** 202006E172323

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

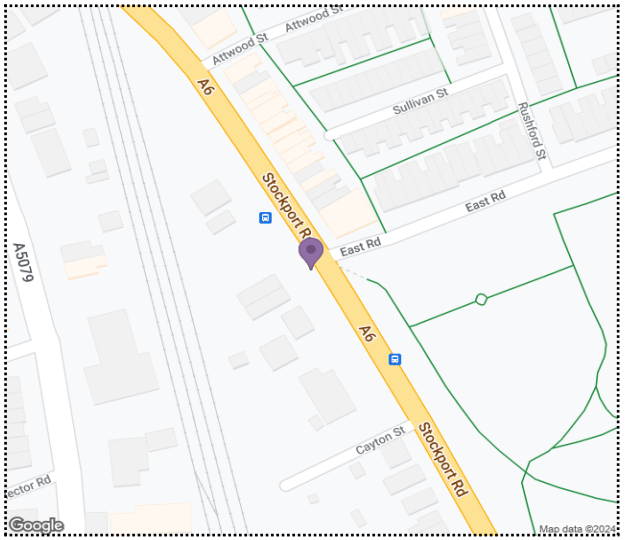
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Sunday, October 4, 2020	**Time of Crash:**	20:10:00	**Crash Reference:**	202006E175735
Highest Injury Severity:	Slight	**Road Number:**	A6	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	387113 395177
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Sunday, October 4, 2020 **Time of Crash:** 20:10:00 **Crash Reference:** 202006E175735

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

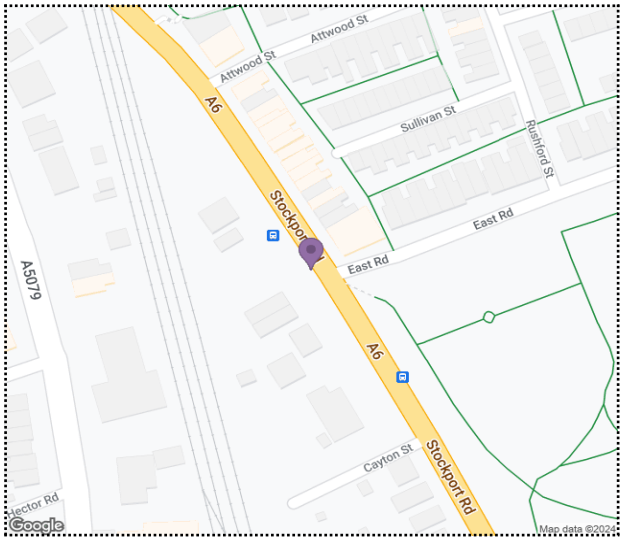
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 2, 2021	**Time of Crash:**	06:40:00	**Crash Reference:**	2021061094071
Highest Injury Severity:	Serious	**Road Number:**	A6	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	1
Local Authority:	Manchester			**OS Grid Reference:**	387110 395184
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Saturday, October 2, 2021 **Time of Crash:** 06:40:00 **Crash Reference:** 2021061094071

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is passing another vehicle (moving or stationary) on its nearside	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/faq

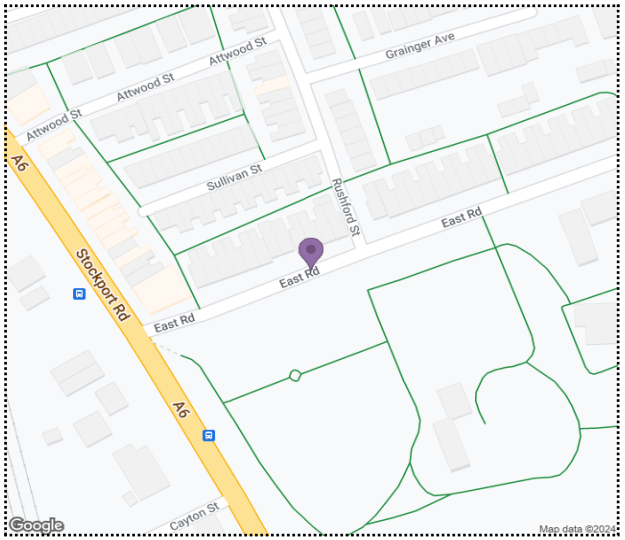
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

crashmap.co.uk

Validated Data

Crash Date:	Saturday, April 2, 2022	**Time of Crash:**	13:30:00	**Crash Reference:**	2022061175258
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	387182 395209
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Saturday, April 2, 2022 **Time of Crash:** 13:30:00 **Crash Reference:** 2022061175258

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Unknown (2005 onwards)	Unknown	None	None
2	Car (excluding private hire)	11	Male	Unknown	Vehicle is parked in the carriageway	Unknown (2005 onwards)	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Unknown	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

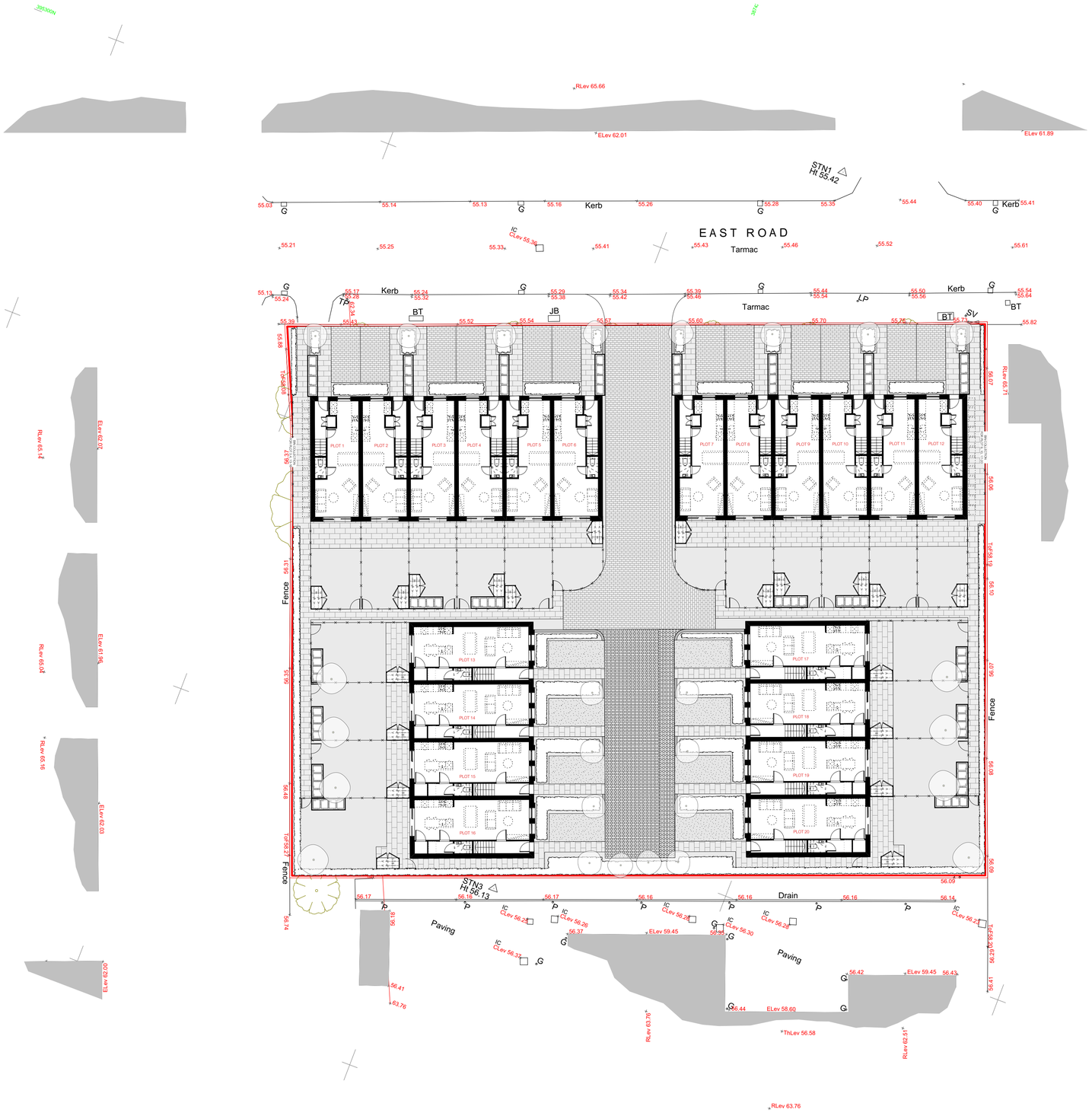
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



APPENDIX HTN2

EXTERNAL WORKS KEY

- GRASS / LOW MAINTAINENCE VEGETATION
- PROPOSED SHRUBBERY
- PROPOSED TREE
- PERMEABLE TEGULA ROAD / PAVING (COLOUR VARIES TO DIFFERENCIATE ZONES)
- DRIVEWAYS - PLASTIC GRID BOUND GRAVEL
- PERMEABLE PAVING BLOCKS
- 2100MM VERTICALLY PLANKED TIMBER FENCING
- LOW LEVEL BRICK WALL
- CONTAINED BIN STORE [1 PER DWELLING]
- BIKE STORE [2 BIKES PER DWELLING]



PROPOSED SITE PLAN
1:200 @ A1

PLANNING

IMPORTANT NOTES:

REVISION	DATE	DESCRIPTION

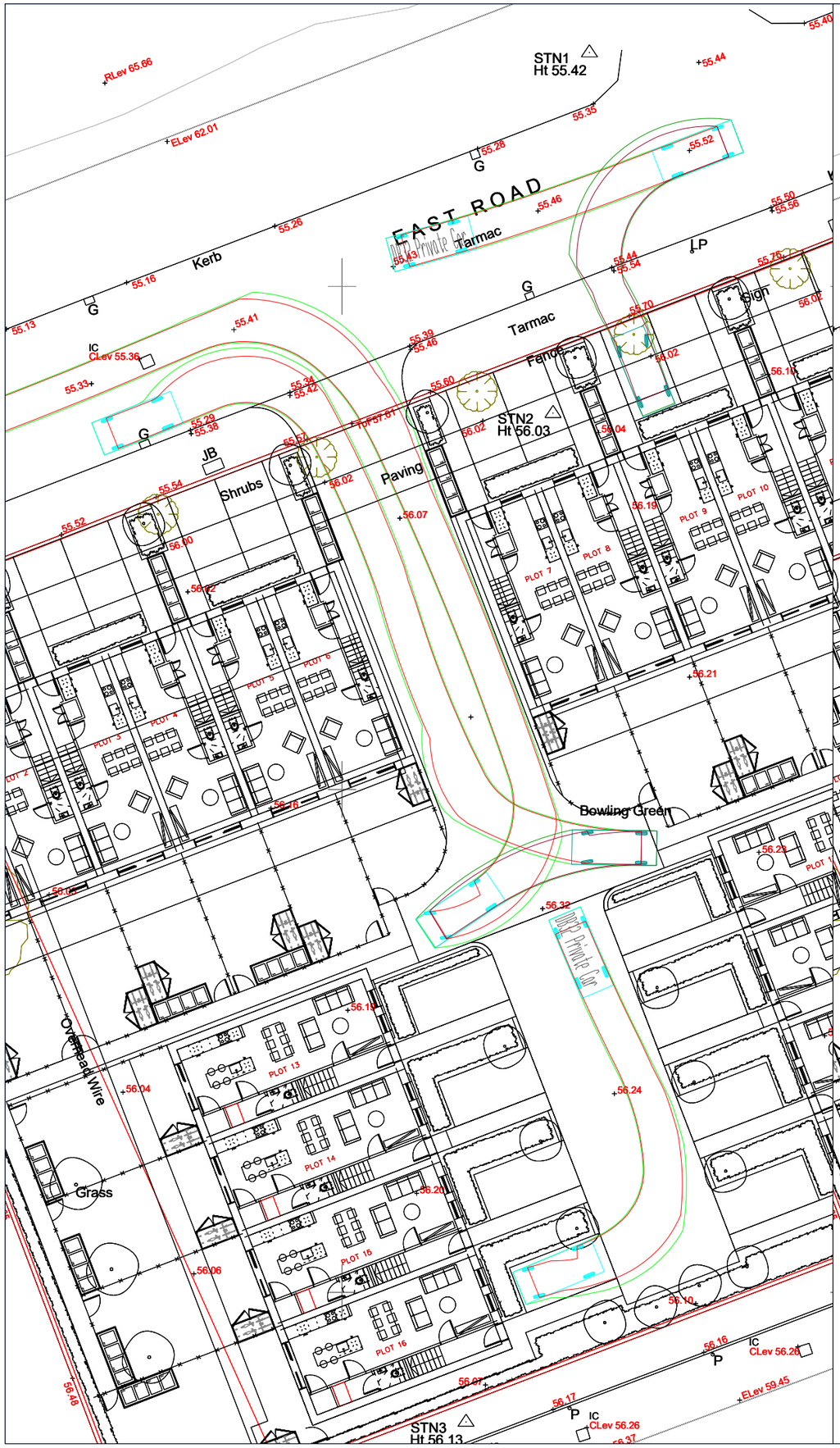
CLIENT: VIEWS
PROJECT: LONGSIGHT CRICKET CLUB
ADDRESS:
DRAWING TITLE: PROPOSED SITE PLAN
SCALE: 1:200 @ A1 **DATE:** AUG 2024
DRAWING NO: A795_P_100

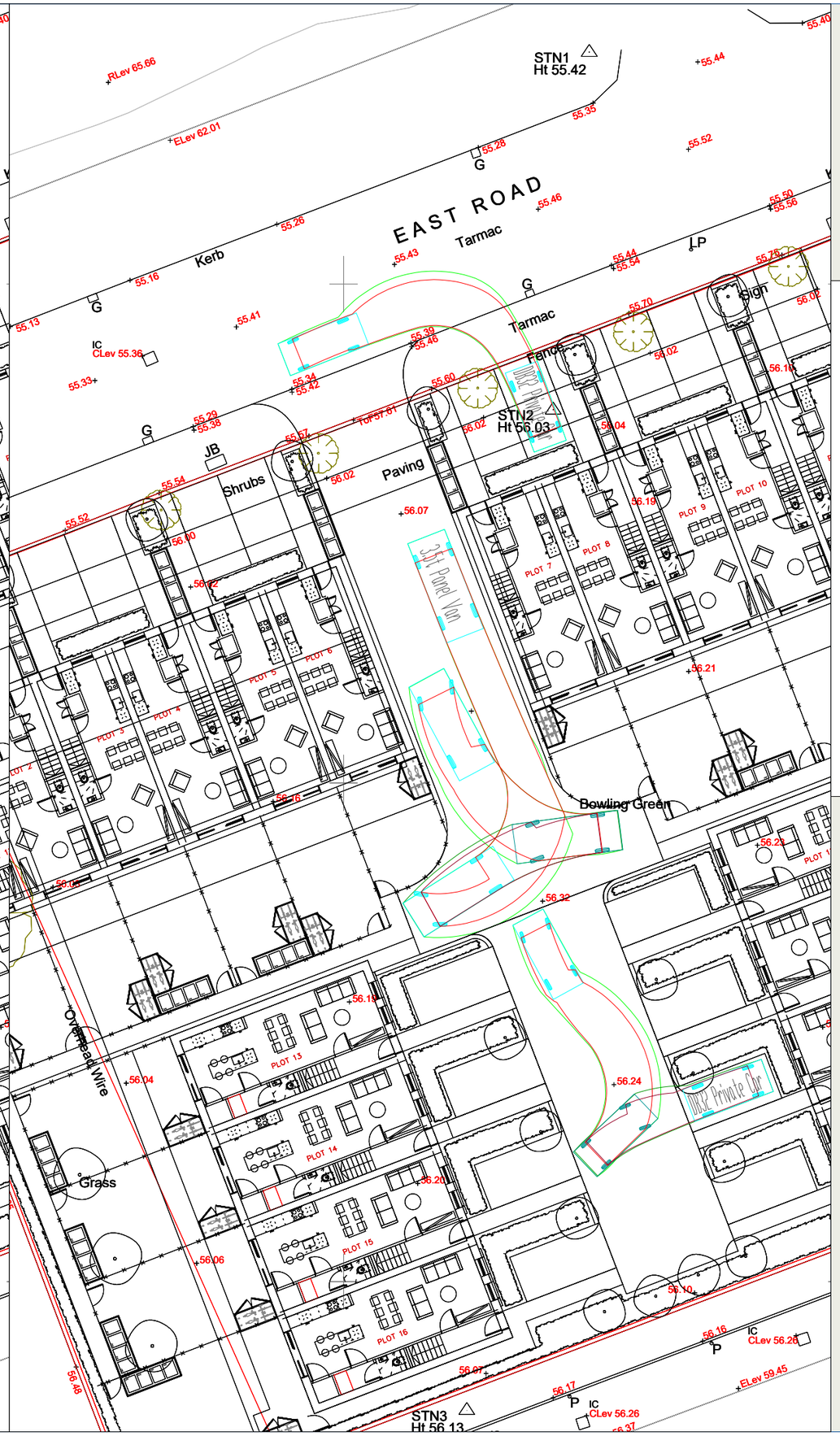
OLLIER SMURTHWAITE ARCHITECTS
40 King Street, Manchester, M2 6BA
T 0161 883 0838
F 0161 883 0839
E mail@olliersmurthwaite.com

© Copyright Ollier Smurthwaite Architects

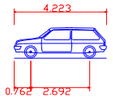


APPENDIX HTN3



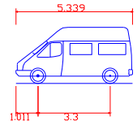


Revision:
A -



DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m



3.5t Panel Van

Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Client:
Views Holdings Limited

Project:
Proposed Residential Development
Longsight Bowling Club, 84 East Road, Longsight

Drawing Title:
Swept Path Assessment
Private cars / delivery vehicle

Drawing Number: J000532-ATR101
Revision: -

Date: 20.09.24
Scale: 1:250@A3

Drawn By: KG
Checked By: KG

Status:
Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Pentland House
Village Way, Wilmslow
SK9 2GH
0161 626 4631
www.focusltp.co.uk
FOCUS
TRANSPORT PLANNING



APPENDIX HTN4

Calculation Reference: AUDIT-506501-240813-0817

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	MW	MEDWAY	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 10 to 27 (units:)
Range Selected by User: 10 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/22

Selected survey days:

Monday	2 days
Wednesday	5 days
Thursday	2 days

Selected survey types:

Manual count	8 days
Directional ATC Count	1 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	8
Village	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
125,001 to 250,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days

Travel Plan:

Yes	5 days
No	4 days

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

3 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

4 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

5 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

6 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

7 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

9 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	detached only
BY-03-A-01	detached only
PB-03-A-04	detached only
SE-03-A-01	detached only
ST-03-A-08	detached only
WK-03-A-03	detached only

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	18	0.118	9	18	0.348	9	18	0.466
08:00 - 09:00	9	18	0.348	9	18	0.503	9	18	0.851
09:00 - 10:00	9	18	0.143	9	18	0.193	9	18	0.336
10:00 - 11:00	9	18	0.155	9	18	0.205	9	18	0.360
11:00 - 12:00	9	18	0.236	9	18	0.161	9	18	0.397
12:00 - 13:00	9	18	0.199	9	18	0.255	9	18	0.454
13:00 - 14:00	9	18	0.248	9	18	0.211	9	18	0.459
14:00 - 15:00	9	18	0.217	9	18	0.261	9	18	0.478
15:00 - 16:00	9	18	0.373	9	18	0.242	9	18	0.615
16:00 - 17:00	9	18	0.255	9	18	0.211	9	18	0.466
17:00 - 18:00	9	18	0.354	9	18	0.217	9	18	0.571
18:00 - 19:00	9	18	0.211	9	18	0.149	9	18	0.360
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.857			2.956			5.813

Parameter summary

Trip rate parameter range selected:	10 - 27 (units:)
Survey date date range:	01/01/16 - 09/11/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6