

Proposed Residential Development
Church Lane, Moston,
Manchester
Transport Statement

July 2024

Client: Built Developments Ltd

Ref: RHC-24-003-TS Revision A

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Revision History

Revision	Comments	Written By
- July 2024	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS
A July 2024	Updated Site Layout	

1.0 INTRODUCTION

- 1.1 Roberts Highway Consultants Limited has been appointed by Built Developments Ltd (hereby known as 'the client'), to provide transport planning support in relation to a planning application for a proposed residential development at Church Lane, Moston, Manchester.
- 1.2 The development proposals seek to construct 39 affordable residential dwellings (mixed units) on land to the south of Church Lane.
- 1.3 The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Plan



© Google Maps

- 1.4 The site is located within the unitary authority of Manchester City Council, who act as both the Local Planning Authority and the Local Highway Authority for the area. This report will be submitted to Manchester City Council for consultation.

Methodology and Scoping

- 1.5 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF), and seeks to demonstrate:

- Appropriate opportunities to promote sustainable transport modes can be achieved, given the type of development, and its location.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.6 In addition to the above, this report has been prepared with reference to the following national policy/guidance documents:

- National Planning Policy Framework (revised December 2023).
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.
- Design Manual for Roads and Bridges.
- Manual for Streets (MfS) / Manual for Streets 2 (MfS2).
- Manchester's Residential Quality Guide.

Report Structure

1.7 This Transport Statement report will review all existing and proposed highway elements, providing appropriate conclusions to assess the impact of proposed development upon the local highway network. The structure of this report is as follows:

- A review of the existing site, alongside the local highway network, collision records and accessibility are covered within **Chapter 2.0**.
- The development proposals, which include development quantum, the proposed site access and car parking arrangements are included within **Chapter 3.0**.
- Analysis of the projected vehicle movements associated with the development proposals and their impact upon the highway network will be outlined within **Chapter 4.0**.
- A summary of all findings, in addition to the conclusions is presented within **Chapter 5.0**.

Disclaimer

1.8 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.9 Roberts Highway Consultants Limited accepts no responsibility or liability for:

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- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING CONDITIONS

Existing Site

- 2.1 The development site is located in Moston, a suburb of Manchester, approximately 4.8km north-east of Manchester city centre, 7km south-west of the town of Oldham and 16km south-east of the town of Bolton.
- 2.2 The site, which is an irregular shape, is a brownfield site that has been vacant for several years. Shrubs and overgrown grassland now occupy the site although there is a protected mature horse chestnut tree overhanging the footway on the northern edge of the site.
- 2.3 The immediate boundary to the north of the site is Church Lane, a single carriageway road. The site is bound to the north-east by an electricity sub-station, a Nursery & Pre-school and several two-storey residential terraced properties. A dense area of woodland forms the immediate boundary to the south-east with further trees and a hedgerow forming the boundary to the south, beyond which is Moss Brook Road, abutting the back gardens of two-storey residential properties. Further single-storey residential properties bound the western boundary.
- 2.4 There are no Public Rights of Way (RoW) crossing the site or running along the site boundaries.
- 2.5 There is a single point of vehicular access to the site off Church Lane, opposite property numbers 125 and 127, depicted by point 'A' within **Plan 1**. Access is by way of a bell mouth junction to a private drive; however, the site entrance is presently boarded up along with the entire northern boundary as shown within **Image 1**.

Image 1: Existing Access



Photograph Dated September 2023

Local Highway Network

- 2.6 **Church Lane** is a single carriageway road, approximately six and a half metres wide, that runs in a south-east to west direction north of the site. Past the site, and along the entire length of Church Lane, the speed limit is 30mph.

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- 2.7 In the vicinity of the site, on-street parking is evident on the northern side of the carriageway, as the nearby terraced residential properties do not benefit from off-street parking.
- 2.8 At the site frontage, the only parking restrictions on the northern side of the carriageway are by way of double yellow lines at the junctions with Hillier Street in a westerly direction and Kingscliffe Street in an easterly direction. At the north-western edge of the site, in a westerly direction, parking restrictions in the form of double yellow lines come into force on the southern side of the carriageway. These restrictions continue along the entire length of Church Lane.
- 2.9 At the site frontage, there is a lit footway approximately two metres wide on the northern side of the carriageway. There is also an unlit footway of similar width on the southern side of the carriageway.
- 2.10 In a south-easterly direction, Church Lane continues through a residential area where traffic calming measures in the form of speed bumps and junction tables are evident. Church Lane eventually forms a T-junction with the B6393 Lightbowne Road. At the junction, tactile paving and dropped kerbs are provided for pedestrians crossing Church Lane.
- 2.11 Approximately 25 metres from the site frontage in a westerly direction, there is a ghost island right turn for vehicles entering Hillier Street. Church Lane continues through a predominantly residential area where traffic calming measures in the form of speed bumps are evident before going on to form a T-junction with Upper Conran Street, approximately 200 metres from the site entrance. At the junction, there is a central refuge for pedestrians crossing Church Lane.
- 2.12 [Upper Conran Street](#) is a single carriageway road that runs in a northerly direction from the junction with Church Lane. It is approximately seven metres wide and is subject to a speed limit of 30mph. At the junction with Church Lane, in a south-westerly direction, Upper Conran Street merges into Fernclough Road.
- 2.13 At the junction with Church Lane, parking restrictions in the form of double yellow lines are applicable on both sides of the carriageway.
- 2.14 Almost immediately upon entering Fernclough Road from Church Lane, heading in a south-westerly direction, there is a ghost island right turn for vehicles entering a continuation of Church Lane. Just beyond this junction, there is a speed table encompassing a zebra crossing benefitting from tactile paving. Continuing in a southerly direction, Fernclough Road eventually goes on to form a T-junction with Lathbury Road.
- 2.15 Off Fernclough Road, [Church Lane](#) continues in a north-westerly direction to form a T-junction with the A664 Rochdale Road.
-

Road Collision Data

- 2.16 Paragraph 4.7 within 'Guidance on Transport Assessment' stated that *"for the study area, establish the current personal injury accident records for the most recent three-year period, or five years if this is considered to be more appropriate."*
- 2.17 Paragraph 015 within 'Travel plans, transport assessments and statements in decision-taking' reiterates this and advises that *"an analysis of the injury records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area."*
- 2.18 Personal Injury Collision (PIC) data has been obtained from the Greater Manchester website, gmtu.gov.uk. The results acquired demonstrate the latest five-year period available (01/01/2019 to 31/12/2023), which highlight seven collisions occurred within the chosen study area.
- 2.19 A summary of the collisions by year can be found within **Table 1**, with a collision map provided within **Appendix B**.

Table 1: Summary of PIC Data

Year	Collision Classification			Total
	Slight	Serious	Fatal	
2019	1	0	0	1
2020	1	1	0	2
2021	1	0	1	2
2022	1	0	0	1
2023	0	1	0	1

- 2.20 Regrettably, a single fatal collision occurred within the chosen study area during the study period. This collision took place along Hiller Street, adjacent to the junction with Stanway Street, whereby there was one reported casualty.
- 2.21 A further collision which was classified as being 'serious' in severity occurred in proximity of the Church Lane/Thorntree Close junction however, having analysed data over the past five years, it would appear to have been an isolated incident.
- 2.22 Two collisions occurred adjacent to the Church Lane/Moss Brook Lane junction, with one of those collisions being classified as 'serious' in severity. With a collision rate of 0.4 collisions per year at this junction, there is no evidence to suggest an existing road safety concern associated with the junction design.
- 2.23 With only seven collisions occurring within the study area over the five-year period, with the majority situated across different locations along the highway network, it is considered that there are no highway safety issues within the study area which will be exacerbated by the proposed development.

Accessibility on Foot

- 2.24 Developers, alongside councils, are responsible for creating a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and help to create more active streets and a more vibrant neighbourhood.
- 2.25 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highways Engineers (IHT), suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable, and should be used for planning and evaluation purposes. **Table 2** replicates those distances on the IHT guidance.

Table 2: IHT Suggested Walking Distances

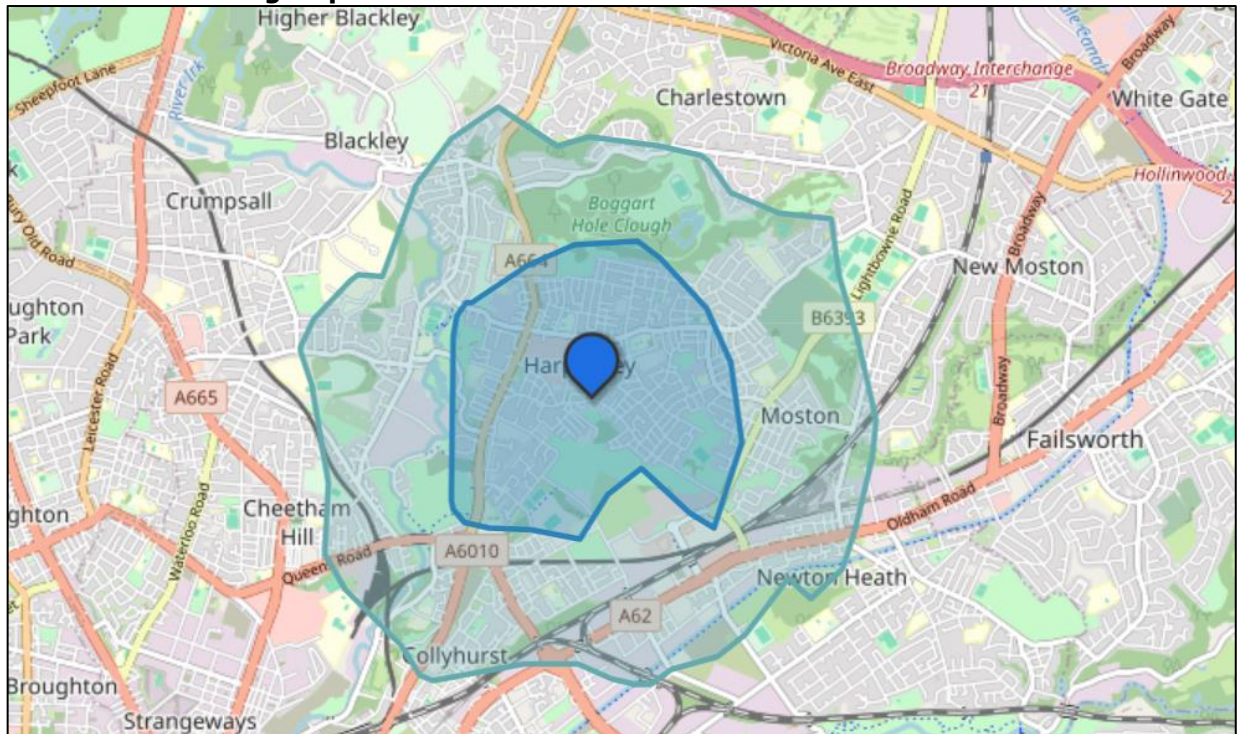
Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 2.26 Manual for Streets (MfS) continues the theme of the acceptability of the 2km distance in paragraph 4.4.1. which states:

"walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."

- 2.27 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an isochrone map indicating a 2km distance has been produced and presented in **Plan 2**.

Plan 2: 2km Walking Map Shown in 1km Isochrones



© Openrouteservice.org

- 2.28 **Plan 3** illustrates that the urban area of Harpurhey is situated within 1km walking distance of the site. The suburb of Moston and inner-city area of Collyhurst can be located within 2km walking distance to the east and southwest of the site respectively. These areas provide several facilities and amenities residents could utilise as part of a walking journey, including employment opportunities and a wide range of retail and leisure facilities.
- 2.29 Adjacent to the site, street lit footways are located along the northern and southern sides of Church Lane, with dropped kerbs and tactile paving are in situ at various junctions. Approximately 200m west of the site, pedestrian refuges can be found adjacent to the Church Lane/Upper Conran Street mini roundabout. A zebra crossing is in situ along Fernclough Road, approximately 275m to the west of the site. Adjacent to the frontage of Lidl supermarket, a Toucan Crossing provides a crossing opportunity of Upper Conran Street, approximately 350m walking distance to the northwest of the site.
- 2.30 A network of RoWs can be found to the northwest of the site, connecting Towton Street and Hillier Street with Upper Conran Street. These provide a more direct pedestrian route from the site to services to the north and west, including Lidl, North City Shopping Centre and Asda.
- 2.31 To the south of the site, additional RoWs which connect Church Lane to Monsall Road can be found throughout Moston Vale. These provide a direct pedestrian route to facilities to the south of the site such as Central Park technology business park and St Edmond's RC Primary School.

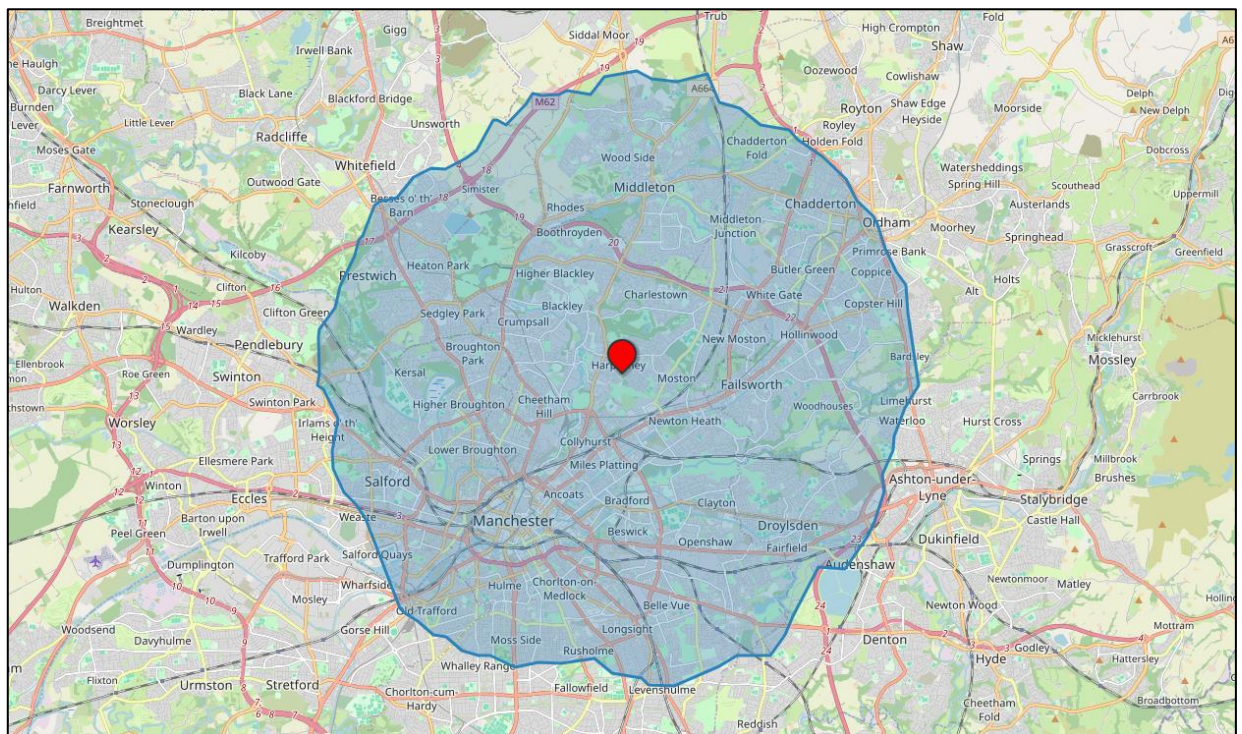
Accessibility by Cycle

- 2.32 Like walking, cycling can play an important role in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may be otherwise unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips.

- 2.33 **Plan 3** illustrates an 8km cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle. These areas represent an approximate extent to which residents may cycle.

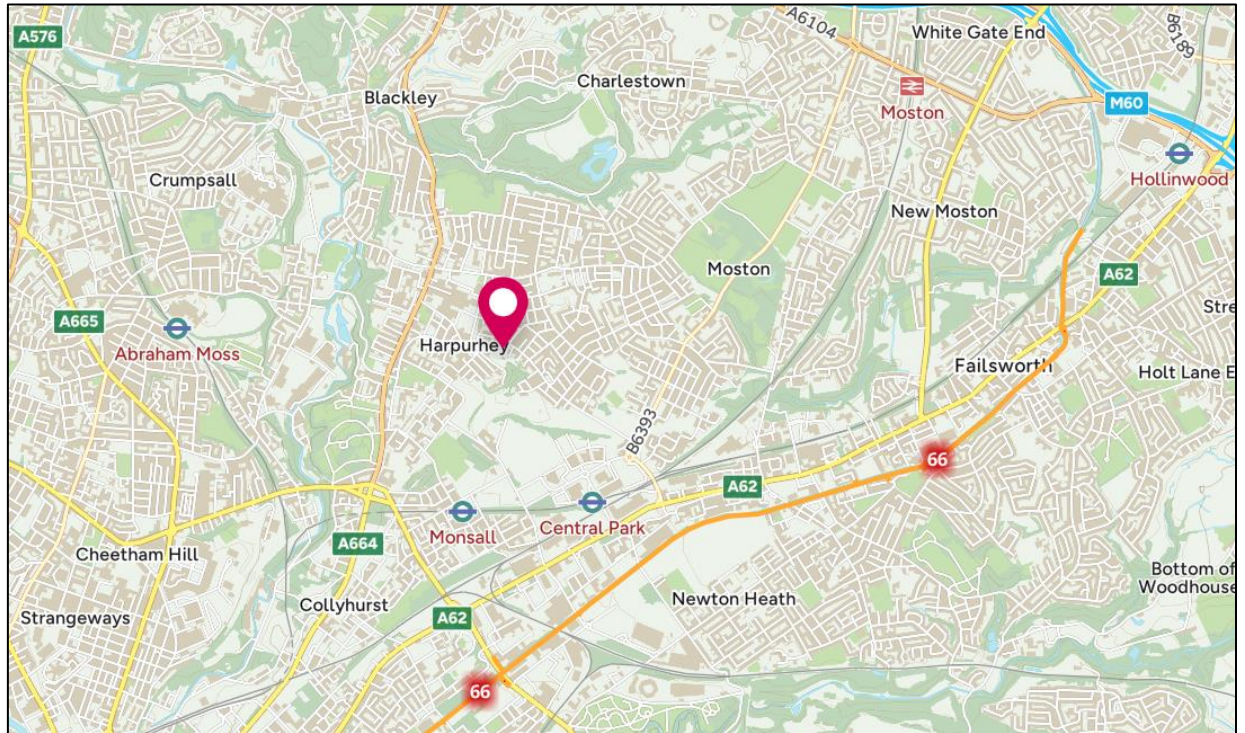
Plan 3: 8km Cycling Map Isochrone



© Openrouteservice.org

- 2.34 A review of Sustrans.org.uk indicates that National Cycle Route 66 is the closest National Cycle Route to the site, located approximately 1.5km to the southeast. **Plan 4** outlines the location of this National Cycle Route in relation to the site.

Plan 4: National Cycle Network Route Map



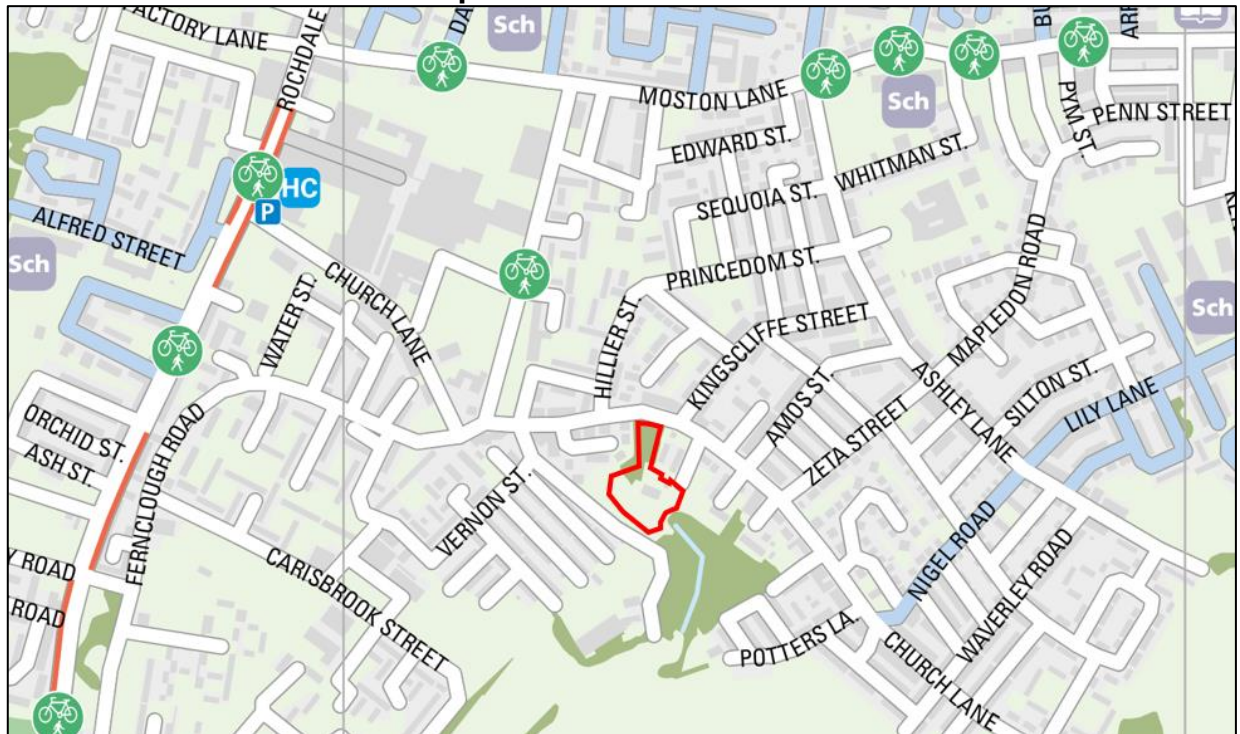
© Sustrans.org / Map Layer: OS Maps

- 2.35 **Plan 4** illustrates that National Cycle Route 66 bypasses the site approximately 1.5km to the south and runs parallel to the Rochdale Canal. Cycling along this route will take in Failsworth to the east of the site and Manchester City Centre to the southwest of the site, terminating adjacent to Manchester Piccadilly Railway Station. These areas provide a full range of amenities that would be attractive to residents of the proposed development including several employment opportunities and a wide range of retail and leisure facilities.

Manchester Bee Network

- 2.36 The Manchester Bee Network project is a Greater Manchester wide scheme aimed at improving the walking and cycling network in Manchester. Bee Network is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network.
- 2.37 As shown in **Plan 5**, Rochdale Road is recognised as a on road route with other cycling facilities available along numerous roads within proximity of the site (Toucan Crossings).

Plan 5: Rochdale Bee Network Map



© The Bee Network (TfGM)

- 2.38 In addition to the National Cycle Network and the Manchester Bee Network cycle route map, residents could choose to cycle on the surrounding roads. LTN 1-20 advises in paragraph 4.4.1 that cyclists can ride in the carriageway in residential areas with multiple side roads and accesses where:

"The need to provide protected space for cycling on highways generally depends on the speed and volume of motor traffic. For example, in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds."

- 2.39 A review of roads which surround the site, suggest that cycling would be a suitable form of travel for residents as they comprise of low vehicle speed limits (20mph to 30mph) and are considered quiet in nature.

Accessibility by Bus

- 2.40 There are a pair of bus stops located within the site's vicinity. These stops are located within a suitable walking distance of the site, as set out by CIHT's document entitled "Buses in Urban Developments" (2018) which recommends a 250m walking distance to the nearest bus stop in town/city centres.
- 2.41 The closest bus stops to the site can be found approximately 140m to the west and east along Church Lane. To the east, Amos Street bus stops can be found on both the northern and southern sides of Church

Lane and both comprise of a flag-and-pole. Numerous additional bus services operate along Upper Conran Street (Church Lane bus stop) approximately 250m walking distance to the west of the site.

- 2.42 A summary of the bus services which operate adjacent to the site along Church Lane and Upper Conran Street can be found within **Table 3**, with a Public Transport Plan attached within **Appendix C**.

Table 3: Summary of Bus Services Adjacent to Site

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
151	Mon-Fri	06:50-17:22	60 mins	Ashton-under-Lyne - Higher Crumpsall	Bee Network
	Sat	08:00-17:04			
708	Mon-Fri	08:00	Single Service	New Moston – Plant Hill Road	
81		05:17-23:34	60 mins	Oldham - Piccadilly Gardens	
		Sat			
	Sun	07:26-23:33			
112	Mon-Fri	05:22-23:38	30 mins	Boarshaw – Piccadilly Gardens	
	Sat	06:16-23:38		Middleton – Piccadilly Gardens	
	Sun	07:28-23:37			
116	Mon-Fri	10:30-14:30	60 mins	Moston - Middleton	
	Sat				
117	Mon-Fri	16:05-19:05	30 mins	Greengate – Piccadilly Gardens	
	Sat	09:33-18:03	60 mins		
	Sun	10:49-15:49			
118	Mon-Fri	04:44-23:23	30 mins	Higher Crumpsall – Piccadilly Gardens	
	Sat	05:33-23:24			
	Sun	06:16-22:54			
119	Mon-Fri	06:21-22:59	60 mins	Higher Blackley – Piccadilly Gardens	
	Sat	07:18-22:59			
	Sun	10:19-22:24			

Timetable data taken from 'traveline.info' accessed 30/06/2024

- 2.43 The bus timetable information demonstrates that residents will be able to use the bus services along Church Lane and Upper Conran Street to access local villages, towns, educational facilities, tram stops and railway stations.

Accessibility by Rail

- 2.44 The nearest railway station to the site is Moston Railway Station. The station is located approximately 3.5km walking distance to the northeast of the site.
- 2.45 The station benefits from several facilities, with a summary as follows:
- Bicycle Parking (10 stands and CCTV);
 - Information services, and;
 - Ramps for accessible access.

- 2.46 **Table 4** provides details on rail services to the major destinations from Moston Railway Station.

Table 4: Summary of Main Services Operating from Moston Railway Station

Destination/s	Frequency	First Train	Last Train
Manchester Victoria	Twice Hourly	06:02	23:03
Blackburn			

Timetable data taken from 'nationrail' accessed 30/06/2023

- 2.47 Direct travel from Moston to Manchester Victoria can be achieved within 10 minutes, with travel direct to Blackburn taking approximately one hour. Notable stations which services call at enroute to those destinations include Salford Central, Salford Crescent and Bolton.

Accessibility by Tram (Metrolink)

- 2.48 The nearest tram stop to the site is Central Park tram stop. The station is located approximately 1.5km walking distance to the south of the site.
- 2.49 Central Park tram stop is part of the pink line running between East Didsbury-Rochdale Town Centre, as well as the brown part-day service line running between East Didsbury-Shaw and Crompton.

Table 5: Summary of Main Services Operating Directly from Central Park Tram Stop

Destination	Operating Day/s	First Service	Last Service
East Didsbury	Mon-Thurs	06:24	23:24
	Fri-Sat		00:24
Rochdale Town Centre	Mon-Thurs	05:04	23:52
	Fri-Sat		00:28

Timetable data taken from 'Transport for Greater Manchester' accessed 30/06/2024

- 2.50 Monday-Saturday trams operate every 12 minutes throughout Manchester, whereas on Sundays trams operate every 15 minutes. After midnight on Fridays and Saturdays, trams operate every 24 minutes. It is worth noting that as two services operate via Central Park, service frequency increases between the hours of 07:00-20:00 Monday-Friday and 09:00-18:30 on Saturdays.

Sustainability Conclusion

- 2.51 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 109 of the NPPF which states;

"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.

Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken in to account in both plan-making and decision-making."

- 2.52 A development of 39 residential dwellings would be accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities.

3.0 PROPOSED DEVELOPMENT

- 3.1 This chapter of the Transport Statement considers the proposed development in terms of scale, the site access arrangements and servicing arrangements.

Schedule of Accommodation

- 3.2 The development proposals will seek planning permission for 39 affordable dwellings. A breakdown of the development schedule can be found within **Table 6**.

Table 6: Schedule Of Accommodation

Dwelling Type	Number
One Bed Bungalow	5
Two Bed Semi-Detached House	10
Two Bed Terrace House	7
Three Bed Semi-Detached House	8
Three Bed Terrace House	8
Three Bed Detached House	1
	39

Vehicle Access

- 3.3 Access to the site will be taken onto Church Lane through the development of a new priority-controlled junction.
- 3.4 The access, which will measure 5.5m in width, and will have radii of 6m as to ensure larger vehicles can enter the site. Footways of two metres width will be provided within the site which will join to the existing footway network along Church Lane.
- 3.5 In the context of road safety, visibility splays refer to clear lines of sight for drivers at junctions or private drives. They are critical for ensuring that drivers have adequate visibility of approaching vehicles, pedestrians, and other potential hazards, reducing the risk of road collisions.
- 3.6 Manual for Streets (MfS) outlines that for carriageways of 30mph, a Stopping Sight Distance (SSD) of 43m is considered safe and suitable. Visibility splays of 43m can be achieved from the site access to the east when adopting a 2.4m setback.
- 3.7 To the west of the access, visibility splays of 43m can be achieved from the access when taken one metre from the nearside kerb. This visibility splay is considered to be suitable given the presence of the ghost island junction and traffic calming located to the west of the site, and the unlikely event vehicles will be crossing the carriageway centreline/hatching due to such.

3.8 The location of the traffic calming would also suggest that approaching vehicle speeds would be lower than 43mph and therefore, measuring the visibility one metre from the nearside kerb would be acceptable in this instance, given the site-specific circumstances.

3.9 Drawing Number RHC-24-003-01, attached within **Appendix D**, outlines the proposed site access and the achievable visibility splays.

Pedestrian Access

3.10 As previously outlined, pedestrian access to the site will be via the existing footways situated along Church Lane, utilising the proposed footways which will be implemented into the site.

Vehicle Parking

3.11 The parking standards for new development in Manchester are set out in the Council's Core Strategy at Appendix B. However, no specific standards are set for residential development. Within Manchester's Residential Quality Guide, the 'comply or justify' approach is outlined, and recommended standards for residential development outside the city centre are set as 100% provision as a starting point. However, reduced on site provision may be justified on the basis of:

- Secure cycle parking in excess of 50% provision relative to apartment numbers (four cycle spaces per car park space).
- Identification of sufficient off-site capacity within five minutes' walk of the proposed development.
- Provision of designated on-street parking.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate.

3.12 In total, 39 parking spaces are proposed, which equates to a ratio of one space per unit thus, 100% provision.

3.13 To justify the levels of parking proposed at the site, and to project the actual demand for parking generated by the development, a review of the 2021 census data for 'Accommodation type by car or van availability by number of usual residents aged 17 or over in household' has been undertaken for both houses within the Manchester 009 super output areas - middle layer (MSOA), where the site is situated.

3.14 A summary of the results is presented within **Table 7**, with full results attached within **Appendix E**.

Table 7: Car Ownership for Residents Aged 17+ in the Manchester 009 MSOA

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
Houses			
Residents (3,263)	1,406	1,394	463
Percentage	43%	43%	14%

- 3.15 Further review of the census data outlines that 37% of houses are occupied by a single resident over the age of 17 years. Using this information, a projection has been made regarding the likely number of persons over the age of 17 years occupying each of the proposed properties. A summary is provided within **Table 8**.

Table 8: Household Occupancy Split (Age 17+)

House Type (Quantity)	Single Occupant (%)	Dwelling Total	Two+ Occupants (%)	Dwelling Total
Houses (39)	37%	14	63%	25

- 3.16 The analysis within **Table 8** outlines that 14 of the houses will likely have a single occupant over the age of 17 years. Using the percentages within **Table 7** and applying them to the information presented within **Table 8**, a projection in relation to car ownership levels for the site has been outlined within **Table 9**.

Table 9: Projected Number of Vehicles Associated with Proposed Development

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
One Resident (14 Houses)	6	6	2
Two Residents (25 Houses)	11	11	3
<i>Total Vehicles</i>	-	<i>17</i>	<i>10</i>

- 3.17 Upon reviewing the information provided, it is calculated that residents of the proposed development are likely to have 27 vehicles, when based on similar car ownership levels within the surrounding area.
- 3.18 It is therefore considered that the proposed level of parking is sufficient to meet the needs of the site without resulting in overspill parking upon the highway.
- 3.19 All dwellings will be provided with Electric Vehicle (EV) charging facilities (min. 7kw), in accordance with Manchester City Council requirements.

Cycle Parking/Storage

- 3.20 It is expected that bicycles would be stored within the boundary of each property, in garages, sheds or similar storage facilities. Each of the dwellings will have enough enclosed garden space for this to be achieved.

Servicing

- 3.21 Servicing will be carried out within the site. Refuse vehicles and delivery vehicles will therefore need access to the site via the proposed access point previously mentioned.
- 3.22 Swept paths of a 10.5 metre refuse vehicle outlines that entry and exit to/from the site can be achieved within a forward gear, utilising the turning areas within the site. Drawing RHC-24-003-02a, attached within **Appendix F**, demonstrates this tracking.

4.0 VEHICLE IMPACT

- 4.1 This section of the report sets out the likely person trip rates and multimodal trip generation associated with the proposed development, to quantify its impact upon the immediate highway network.

Trip Generation

- 4.2 When considering a residential development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. Should the impact of development traffic on the local road network be considered acceptable during these periods, then it would also be acceptable during other, less busy, periods of the week.
- 4.3 To ascertain the number of vehicle movements generated by the existing site, an analysis of the Trip Rate Information Computer System (TRICS), a computer program which assists in estimating trip rates to and from sites, has been undertaken.
- 4.4 The land use '03-Residential, Category L-Mixed Affordable Houses' was assessed for sites of similar size to the proposed development. Sites located within Greater London, Ireland, Scotland and Wales were discounted from the assessment, along with all sites not situated in 'Edge of Town' or 'Suburban' locations.
- 4.5 The TRICS assessment identified three surveys from three separate sites which would be replicable to the proposed development. A summary of the person trip rates can be found within **Table 10**, with the full TRICS data available in **Appendix G**.

Table 10: TRICS Total Person Trip Rate Analysis for the Proposed Development

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.240	0.806	1.046	0.612	0.372	0.984

- 4.6 A review of the 2021 Method of Travel to Work census data for the Manchester 009 MSOA has been undertaken as to compare the results against the 2011 Method of Travel to Work census data.
- 4.7 It is important to note that the 2021 census was undertaken during a period of rapid change and that care should be taken when using this data for planning purposes. The results of the data outlined that 13.9% of the working population living within the Manchester 009 MSOA worked from home, an increase of 11.6% when compared to the 2011 census data (a typical result of the Covid-19 pandemic).
- 4.8 Given travel patterns and movements were influenced by the Covid-19 pandemic during the time of the 2021 census, it is considered that the 2011 census data for Method of Travel to work is a more robust

dataset when considering multimodal trips associated with residents of the proposed development. This data has therefore been used as part of any assessment work within this report.

- 4.9 Roberts Highway Consultants have provided a forecast of trips based on economically active residents who are likely to travel during the AM and PM peaks driving a car or van (39.4%). A copy of the 2011 census data for the Manchester 009 MSOA can be found within **Appendix H**.
- 4.10 The resulting vehicular trip rates and trip generation are shown within **Table 11**.

Table 11: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per unit)			Trip Generation (39 units)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.095	0.317	0.412	4	12	16
PM Peak (17:00-18:00)	0.241	0.147	0.388	9	6	15
Daily (07:00-19:00)	1.875	1.875	3.750	73	73	146

- 4.11 As shown within **Table 11**, the proposed development would likely generate approximately 16 two-way vehicle movements during the generic weekday AM peak hour and 15 two-way movements during the generic weekday PM peak hour. Over a weekday 12hr period, the site could generate 146 movements, equating to an average of one vehicle movement approximately every five minutes.
- 4.12 To evaluate if notable increases in traffic flows would occur as a result of the proposed development, Roberts Highway Consultants have adhered to the advice given in the previous DfT 'Guidance on Transportation Assessment'. This served as a straightforward guide to gauge the potential impact of proposed developments.
- 4.13 Despite this guidance being outdated, no new criteria for evaluating notable traffic flow increases have been introduced. Therefore, the previous thresholds are still deemed useful in determining the relative impact of a project.
- 4.14 The previous DfT guidelines did not specify any thresholds and did not recommend using percentage thresholds solely to identify a notable increase in traffic flow. However, they propose that a two-way traffic flow increase of over 30 vehicles during a peak hour might necessitate additional consideration or a more comprehensive assessment.
- 4.15 It is therefore concluded that the influence of development on the existing road network would be imperceptible and would not create additional congestion or extended journey times as a result.

5.0 SUMMARY AND CONCLUSIONS

Summary

- 5.1 This Transport Statement has been produced to provide information in support of a proposed residential development at Church Lane, Moston, Manchester.
- 5.2 A review of available collision data obtained from the Greater Manchester website, gmtu.gov.uk highlights that there are no road safety concerns within the study area.
- 5.3 The site is well located in terms of access to local amenities and facilities by foot, cycle or public transport, allowing residents to have choices over their travel modes, removing the reliance on car journeys.
- 5.4 The proposed site access will be designed in accordance with local guidance, providing a five and a half metre wide carriageway which will ensure for simultaneous two-way vehicle movement. Visibility splays of 43m appear to be achievable from the site access, with the western visibility taken 1m into the carriageway.
- 5.5 Swept path analysis confirms that a large refuse vehicle can enter, turn and exit the site within a forward gear, demonstrating the site can be serviced by the council.
- 5.6 Evidence provided within this report demonstrates that the proposed 100% parking provision at the site would more than cater for anticipated use, avoiding overspill of parking upon the public highway.
- 5.7 The proposed development is anticipated to generate an additional 16 two-way vehicle movements during the generic AM peak hour and 15 two-way movements during the generic PM peak hour, during a typical weekday. It has been concluded that the influence of development on the existing road network would be imperceptible and would not create additional congestion or extended journey times as a result.

Conclusions

- 5.8 Based on the information presented within this report, it is regarded that the proposed development would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the 'National Planning Policy Framework' (NPPF) which states 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"*.

Appendix A: -



Key

- 2400 x 4800mm parking space
- Pavement
- Parking Space - Tarmac
- Access Road - Tarmac
- Access Road - Tarmac
- Private Garden
- Front Garden
- POS

Schedule of Accommodation

5no 1B2P Bungalow @ 50m² (250m²)
10no 2B3P Semi-Detached Houses @ 70m² (700m²)
6no 2B3P Terraced Houses @ 70m² (420m²)
1no 2B3P Terraced Houses @ 72m² (72m²)
7no 3B4P Semi-Detached Houses @ 87m² (609m²)
1no 3B4P Semi-Detached Houses @ 89m² (89m²)
8no 3B4P Terraced Houses @ 87m² (696m²)
1no 3B4P Detached Houses @ 87m² (87m²)
39no Total

5no 1B2P Bunagalows
17no 2B3P Houses
17no 3B4P Houses

Total GIFA: 2923m²

1B2P - 100% parking spaces
2B3P - 100% parking spaces
2B4P - 100% parking spaces
3B4P - 100% parking spaces

Caveats

- Overlooking distances subject to LPA Approval
- Density and parking mix subject to LPA Approval

Layout subject to confirmation of red line boundary, all statutory approvals including highways, planning and building regulations, relevant surveys and reports such as topographical, ecology, trees, ground investigation and flood risk.

Area Schedule		
Type	Description	Area
BTP - Adopted Footpath	Light Grey	809 m ²
BTP - Adopted Road	Dark Grey	1157 m ²
BTP - Car Parking	Salmon	537 m ²
BTP - Front Garden	Dark Green	1207 m ²
BTP - Plot Hardstanding	Light Grey	1112 m ²
BTP - POS Zone	Dark Green	1130 m ²
BTP - Private Garden	Light Green	2122 m ²
BTP - Unadopted Drive	Brown	238 m ²
Total: 179		8313 m ²

Rev	Date	Int	Description
-----	------	-----	-------------

btp
ARCHITECTS

RIBA
Chartered Practice

CLIENT:

Built Development Ltd

PROJECT:

Church Lane Moston

DESCRIPTION:

Proposed Site Plan

PURPOSE OF ISSUE:

Planning

DRAWN BY: CHECKED DATE: SCALE @ A2:

ED VJS 25.07.24 1 : 500

JOB NO: STATUS CODE: DRAWING NO: REV

4450 S0 105

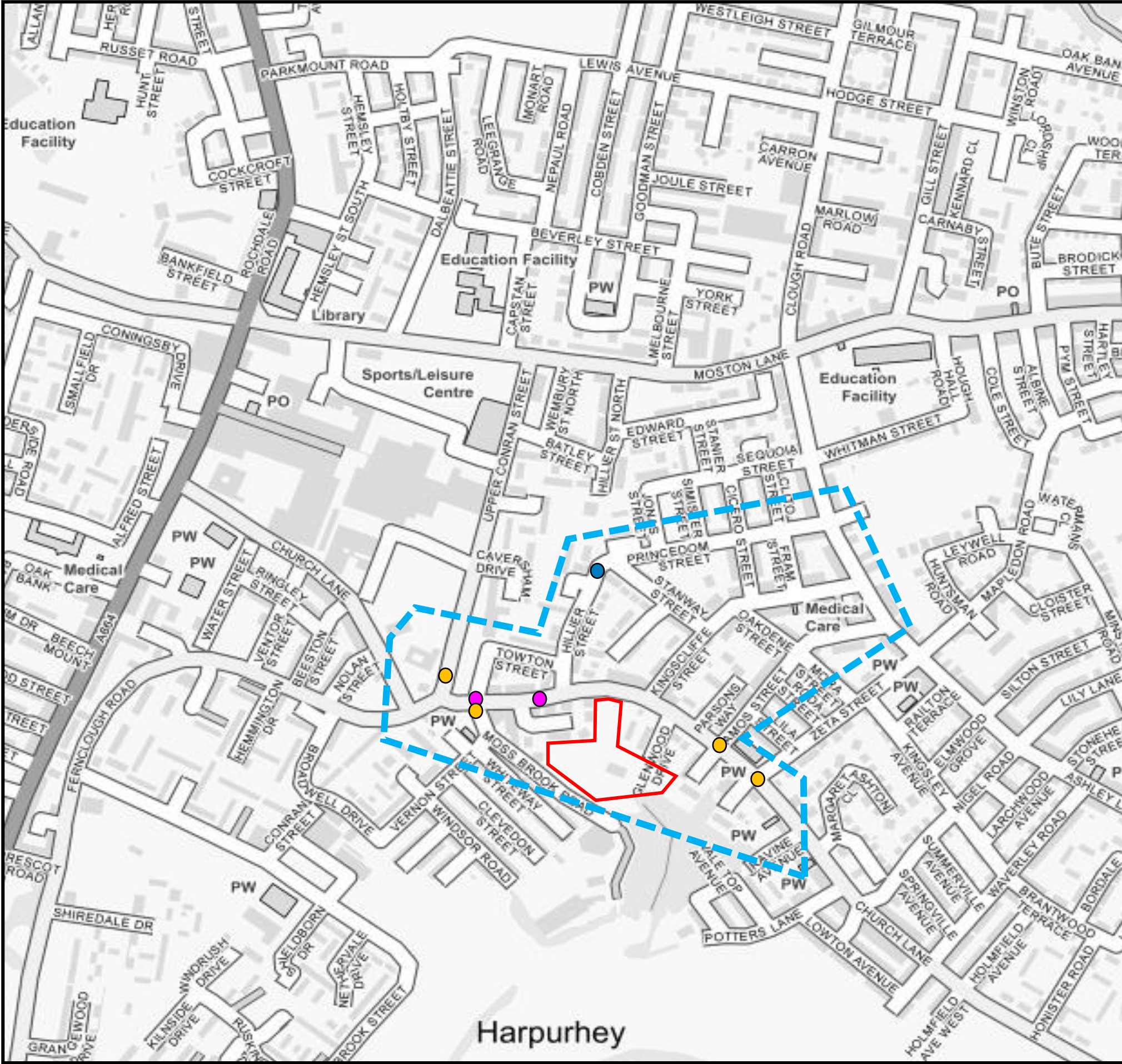
FILE IDENTIFIER:

CL-BTP-00-SP-DR-A-4450_105

Elizabeth House 486 Didsbury Road Heaton Mersey Stockport SK4 3BS
0161 443 1221 info@bernardtaylor.co.uk www.btparchitects.co.uk

00 Proposed Site Plan
1 : 500

Appendix B: -



Scale:

Not To Scale.

N

- Notes:
1.

Do Not Scale From This Figure.
2.

This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

Site Location

Each number represents an individual collision that has taken place.

Key:

= Slight

= Serious

= Fatal

= Study Area

Client:

Built Developments Ltd

Project:

Church Lane
Moston
Manchester

Diagram Title:

Collision Analysis

Drawn & Checked By:

AR

Date:

29/06/2024

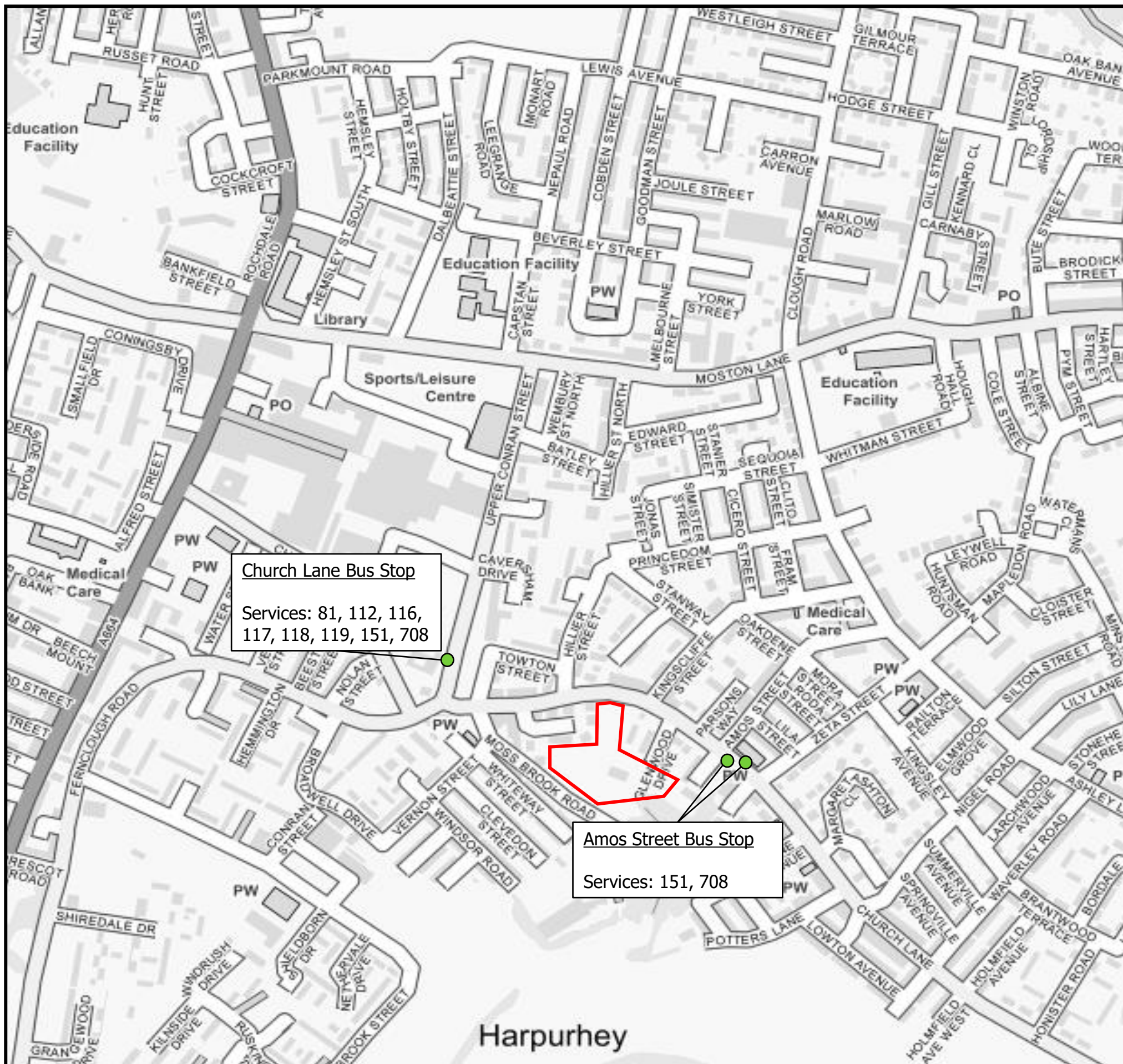
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Roberts

Highway Consultants

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Appendix C: -



Scale:

Not To Scale.



Notes:

1. Do Not Scale From This Figure.
2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.



Site Location



Selected Bus Stops Close To Site

Church Lane Bus Stop

Services: 81, 112, 116,
117, 118, 119, 151, 708

Amos Street Bus Stop

Services: 151, 708

Client:

Built Developments Ltd

Project:

Church Lane
Moston
Manchester

Diagram Title:

Public Transport Plan

Drawn & Checked By:

AR

Date:

29/06/2024

T: +44 (0) 7935229255

enquiries@robertshighwayconsultants.co.uk
www.robertshighwayconsultants.co.uk

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Appendix D: -



- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. The Design Shown Is Aligned With Ordnance Survey ProMap Data And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.

 Carriageway Speed Limit

Rev	Description	Date
Client: Built Developments Ltd		
Project: Church Lane Moston Manchester		
Drawing Title: Access Design & Visibility Extents		
Drawing Number: RHC-24-003-01		
Revision: -	Sheet Size: A3	Scale: 1:250
Drawn & Checked By: AR	Date: 01/07/2024	Status: Information

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Appendix E: -

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

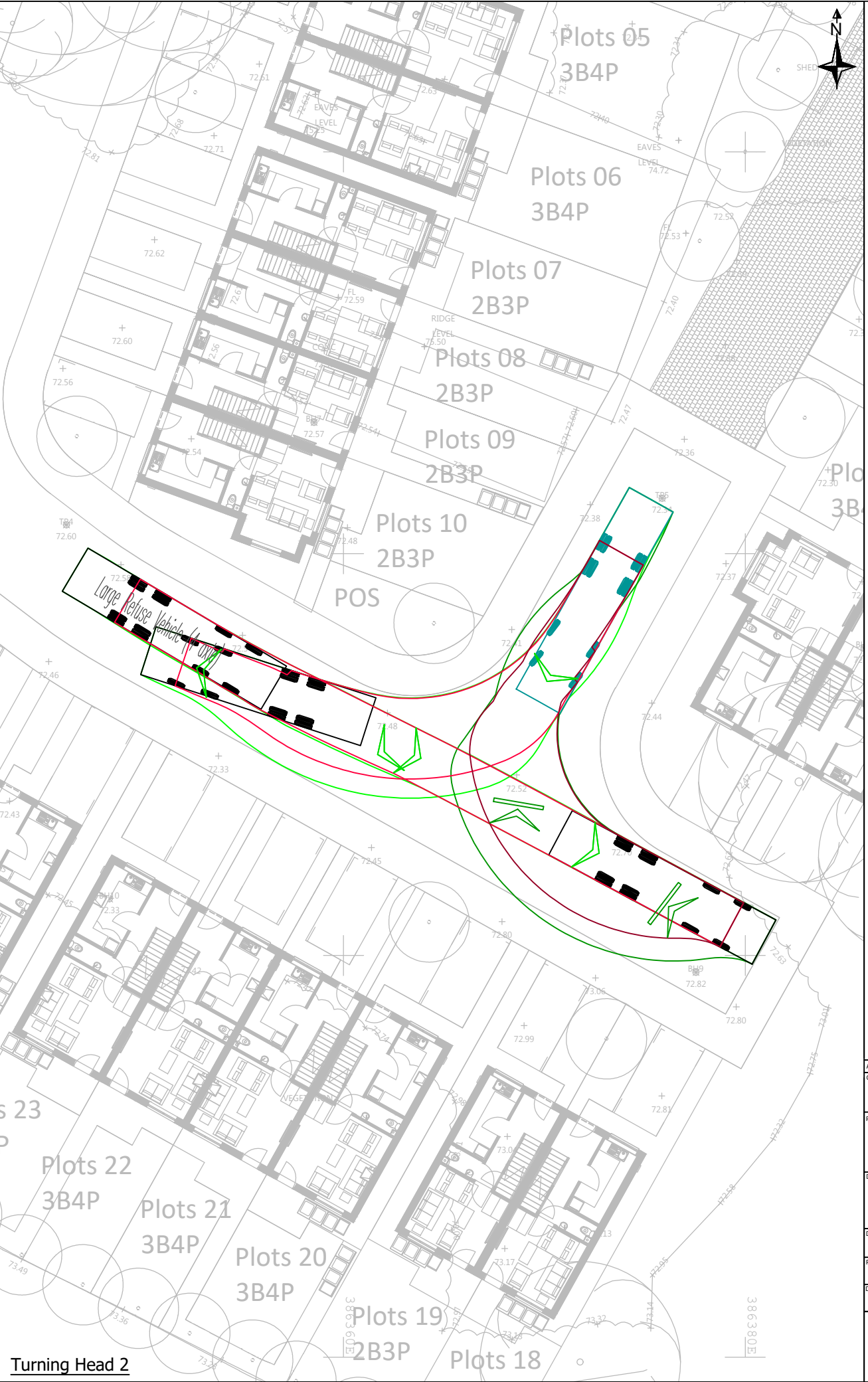
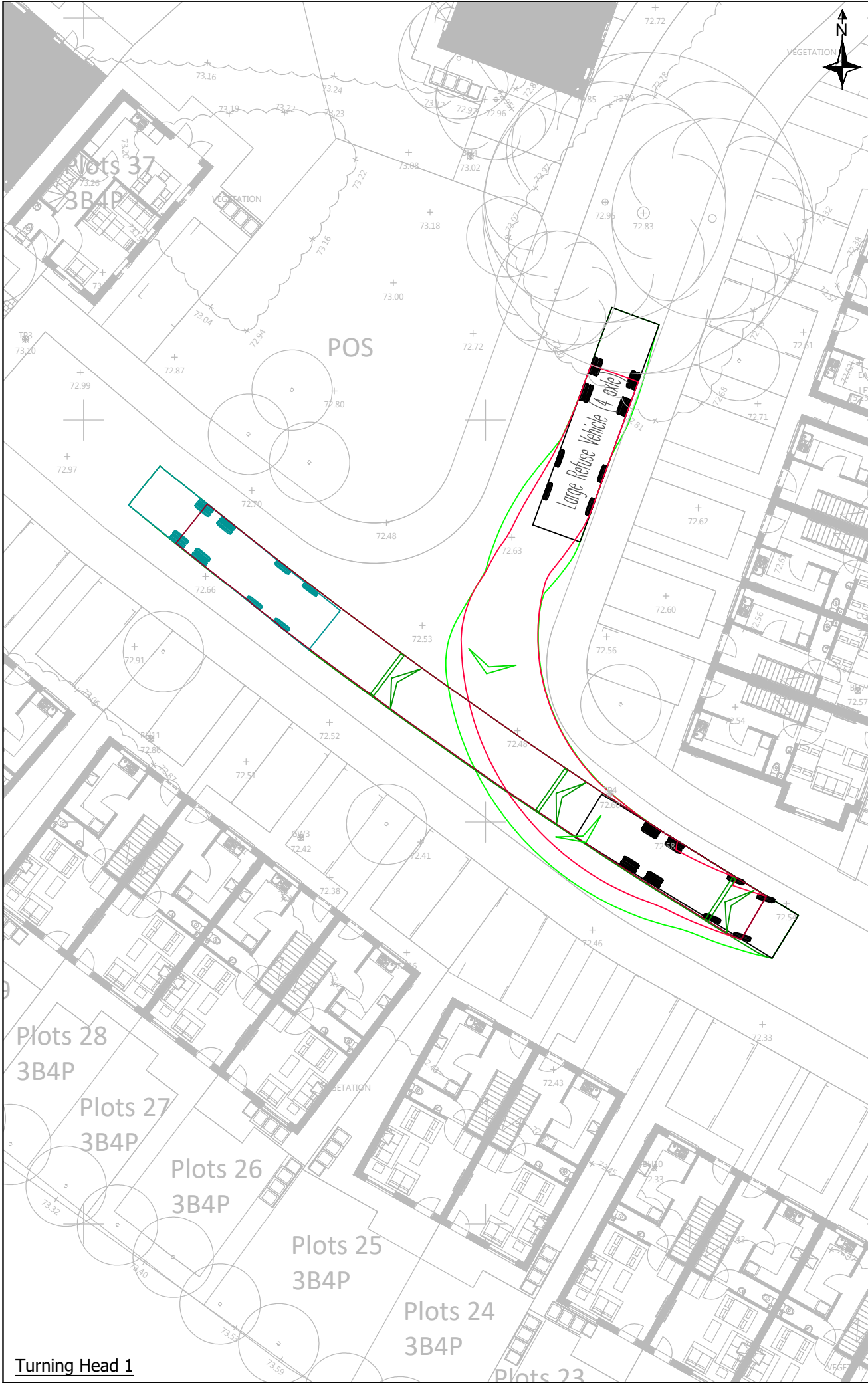
ONS Crown Copyright Reserved [from Nomis on 1 July 2024]

population All households
units Households
date 2021
area type 2021 super output areas - middle layer
area name E02001053 : Manchester 009
accommodation type Whole house or bungalow

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household		
Total	3,263		1,208	2,055	37%	63%
No cars or vans in household	1,406		746	660	43%	
1 car or van in household	1,394		451	943	43%	
2 or more cars or vans in house	463		11	452	14%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix F: -



Notes:

- Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
- Base Drawing Provided By BTP Architects Drawing Number 105 Dated 25/07/2024.

Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

A	Updated Site Layout	25/07/2024
Client:	Built Developments Ltd	
Project:	Church Lane Moston Manchester	
Drawing Title:	Swept Path Analysis (Refuse)	
Drawing Number:	RHC-24-003-02	
Revision:	Sheet Size:	Scale:
A	A3	1:250
Drawn & Checked By:	Date:	Status:
AR	04/07/2024	Information

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Appendix G: -

Calculation Reference: AUDIT-608801-240704-0736

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 19 to 59 (units:)
Range Selected by User: 19 to 75 (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: 01/01/10 to 26/06/18

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

Selected survey days:

Tuesday 2 days
Thursday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	1 days

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

Roberts Highway Consultants Limited 154 Rothley Road Leicestershire

Licence No: 608801

LIST OF SITES relevant to selection parameters

1	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
2	HC-03-L-02	HOUSES / FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	59	
	Survey date: TUESDAY	09/11/10	Survey Type: MANUAL
3	TW-03-L-01	SEMI-DET / TERRACED / FLATS	TYNE & WEAR
	JOHNSON STREET		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: THURSDAY	03/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	43	0.116	3	43	0.581	3	43	0.697
08:00 - 09:00	3	43	0.240	3	43	0.806	3	43	1.046
09:00 - 10:00	3	43	0.372	3	43	0.457	3	43	0.829
10:00 - 11:00	3	43	0.233	3	43	0.264	3	43	0.497
11:00 - 12:00	3	43	0.349	3	43	0.318	3	43	0.667
12:00 - 13:00	3	43	0.318	3	43	0.202	3	43	0.520
13:00 - 14:00	3	43	0.264	3	43	0.326	3	43	0.590
14:00 - 15:00	3	43	0.248	3	43	0.318	3	43	0.566
15:00 - 16:00	3	43	0.760	3	43	0.395	3	43	1.155
16:00 - 17:00	3	43	0.729	3	43	0.434	3	43	1.163
17:00 - 18:00	3	43	0.612	3	43	0.372	3	43	0.984
18:00 - 19:00	3	43	0.519	3	43	0.287	3	43	0.806
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.760			4.760			9.520

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

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

Appendix H: -

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02001053 : Manchester 009
rural urban	Total

Dwellings
39

Total
Working
Population

3,115

TRICS PERSON RATES PEAK			
	Arr	Dep	Two-Way
AM	0.24	0.806	1.046
PM	0.612	0.372	0.984
Day	4.76	4.76	9.52

Arrive AM	Arrive PM	Day Arrive	Dep AM	Dep PM	Day Dep
9	24	186	31	15	186

Method of Travel to Work	2011	%age
All categories: Method of travel to work	7,104	
Work mainly at or from home	73	2.3%
Underground, metro, light rail, tram	22	0.7%
Train	49	1.6%
Bus, minibus or coach	994	31.9%
Taxi	49	1.6%
Motorcycle, scooter or moped	17	0.5%
Driving a car or van	1,227	39.4%
Passenger in a car or van	183	5.9%
Bicycle	78	2.5%
On foot	399	12.8%
Other method of travel to work	24	0.8%
Not in employment	3,989	

0	1	4	1	0	4
0	0	1	0	0	1
0	0	3	0	0	3
3	8	59	10	5	59
0	0	3	0	0	3
0	0	1	0	0	1
4	9	73	12	6	73
1	1	11	2	1	11
0	1	5	1	0	5
1	3	24	4	2	24
0	0	1	0	0	1

CENSUS VEHICLE RATES PEAK			
	Arr	Dep	Two-Way
AM	0.095	0.317	0.412
PM	0.241	0.147	0.388
Day	1.875	1.875	3.750

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

