APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TRANSPORT STATEMENT

AMNI TRANSPORTATION

APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TRANSPORT STATEMENT

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TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement (TS) has been produced to support an application to extend the United Shalom Pentecostal Church located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site). The Church building is located on the south side of Floatshall Road, Wythenshawe (139359/FO/2024 refers).

1.2 In preparing this Transport Statement the following has been undertaken :-

- an inspection of the existing site, the highway access and the adjacent local highway network;
- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the plans,
- an assessment of the traffic generating potential of the development;
- an assessment of the traffic and highway impact of the development; and
- an assessment of the accessibility of the proposed development by public transport, walking and cycling.

1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

2.1 The proposed development site is located in a residential area on the south side of Floatshall Road. The existing access to the site is a shared access off Floatshall Road serving the church car park to the east of the access with 10 car parking spaces and is located in front of the church building and parking for the adjoining bungalows to the west.

2.2 The site location of the proposed development, in relation to the surrounding road network, is shown in the Figure below.

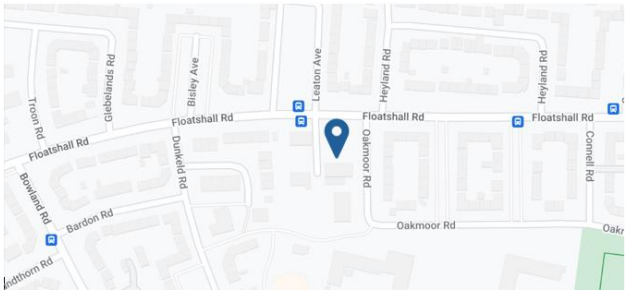


Figure 1 - Location of Development Site in the Context of the Local Road Network

2.3 The site is bounded to the north by Floatshall Road, residential dwellings and a green space amenity. The site is bounded to the east by Oakmoor Road which provides

access to Baguley Hall primary School and residential dwellings. The site is bounded to the south by Baguley Hall Primary School and residential dwellings. The site is bounded to the west by two bungalows adjoining the site and residential dwellings beyond. The site is situated in a highly accessible location which will be expanded upon in Section 3 of this Transport Statement. An existing site location plan is contained in **Appendix A**.

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

3.2 The site is located in a residential area on the south side of Floatshall Road, Wythenshawe. Floatshall Road is a C classified road subject to a speed limit of 20 mph and has a system of street lighting in place. There are footways located along Floatshall Road, with grass verges separating them from the highway for the majority of the route. There are traffic calming features along Floatshall Road and a prohibition of HGVs except buses and loading/unloading. Floatshall Road has a single traffic lane in each direction and there is a controlled crossing facility located adjacent to the site on Floatshall Road.

3.3 Floatshall Road connects to Southmoor Road to the west of the site. At the junction of Floatshall Road/Southmoor Road there are traffic signals installed with pedestrian and cycle crossing facilities on all arms of the junction. There is guard rail, tactile paving and dropped crossings at the junction. Southmoor Road is a single carriageway road subject to a speed limit of 30 mph and has a system of streetlighting and footways on both sides of the carriageway. There are advance stop markings for cyclists located at the traffic lights and there is a shared use pedestrian and cycle path in the vicinity. There is a tram stop located close to the Floatshall Road/Southmoor Road junction on Southmoor Road. Southmoor Road connects to the A560 to the north, which then connects to the M56 and M6 to the east.

3.4 Floatshall Road connects to Hall Lane to the east of the site via a mini roundabout. Hall Lane forms part of the Sustrans cycle network. Hall Lane is a single carriageway road subject to a speed limit of 20 mph and has a system of streetlighting and footways on both sides of the carriageway. There are pedestrian crossing facilities along Hall Lane and traffic calming features along Hall Lane. Hall Lane connects to the A560 to the north, which then connects to the M56 and M6 to the east, offering a shorter route than the Southmoor Road route.

3.5 Parking is generally unrestricted on the local roads with the except of the zig zag markings for crossings, bus stops, driveways and at / across side road junctions.

3.6 Public Transport Access

3.7 Bus

3.8 The site is well served by public transport with bus services passing along Floatshall Road on both sides of the carriageway. There is a bus stop for west bound services

located approximately 13 metres from the site access and a bus stop for east bound services approximately 20 metres away from the site access on Floatshall Road.

3.9 The west bound service on Floatshall Road has a bus stop pole with timetable information. The east bound service on Floatshall Road has a bus stop pole, a bus stop shelter and timetable information.

3.10 Tables 1 and 2 show the bus services, west bound and east bound, along Floatshall Road. Tables 1 and 2 indicate that there are 14 bus services per hour all day on Saturdays and between 7 and 9 bus services per hour all day on Sundays servicing the site. The bus service frequency and destinations served on the weekends when the site is in operation means bus travel to the site may be a realistic option for travel for the local congregation.

3.11 The bus stops on Floatshall Road are comfortably located within the 400-metre 'desirable' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.12 The services and frequency of services operating from the above bus stops are summarised in the tables below.

Table 1 - Bus Services along Floatshall Road (west bound)

Service	Route	Services per Hour					
		Saturday			Sunday		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
18	Manchester Airport-Eccles	1	1	1	0.5	0.5	0.5
19	Altrincham-Wythenshawe	2	2	2	1	1	1
101	Wythenshawe -Piccadilly Gardens	4	4	4	2-3	3	2
Total		7	7	7	3.5-4.5	4.5	3.5

Table 2 - Bus Services along Floatshall Road (east bound)

Service	Route	Services per Hour					
		Saturday			Sunday		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
18	Eccles-Manchester Airport	1	1	1	0.5	0.5	0.5
19	Wythenshawe - Altrincham	2	2	2	1	1	1
101	Piccadilly Gardens-Wythenshawe	4	4	4	2-3	3	2
Total		7	7	7	3.5-4.5	4.5	3.5

3.13 Figure 2 below shows the bus routes in the vicinity of the site on Floatshall Road.

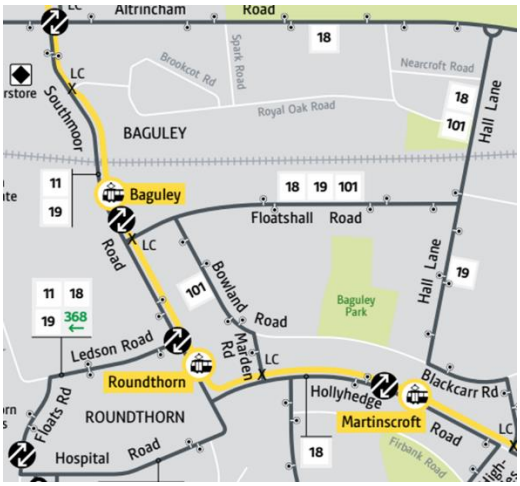


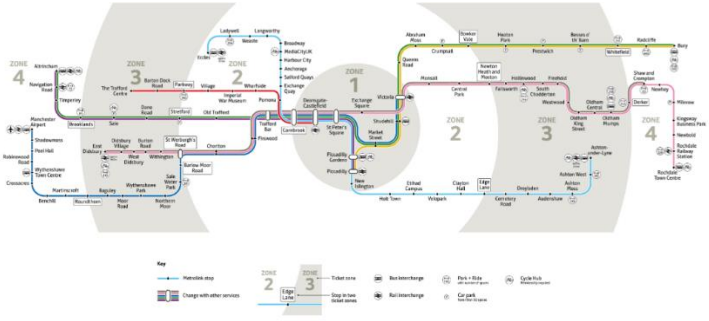
Figure 2 - Bus Routes Maps (TfGM)

3.14 The review of bus services demonstrates that the site is highly accessible by bus services.

3.15 Tram Access

3.16 The site is well served by Public Transport access with Baguley Tram Stop located approximately 550 metres to the west of the site, a walk of around 8 minutes. Baguley tram stop serves the Navy line with Trams running between Manchester Airport and Victoria via Market Street. The Figure below shows the tram lines which can be accessed from Victoria. Trams run in each direction every 12 minutes on Saturdays and every 15 minutes on Sundays from early morning until after midnight.

Figure 3 - Route of Tram Services (Source TfGM)



3.17 Cycle Access

3.18 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the site. The analysis is illustrated below in Figure 4.

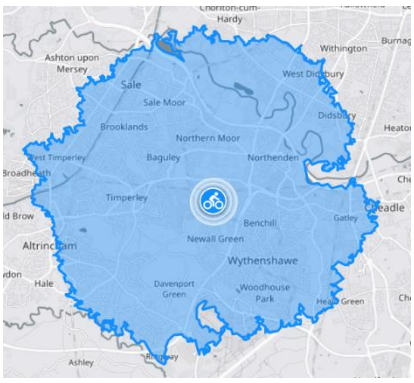


Figure 4 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.19 Figure 5 below shows the TfGM cycle network which includes on road and off-road cycle paths and routes and can be accessed approximately 400 metres west of the site on Southmoor Road. The Sustrans cycle network can be accessed approximately 500 metres east of the site on Hall Lane. Hall Lane forms part of the Nation Cycle Network route number 56 which is opened and signed from Chester to Wallasey and via the Mersey ferry to Liverpool and connects to National Cycle route number 62 – the Trans Pennine trail.

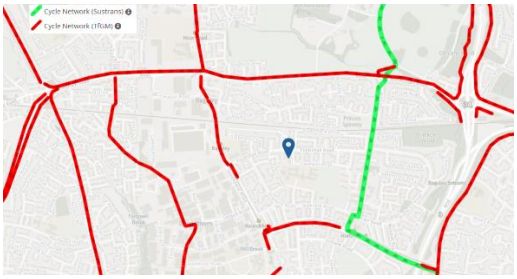


Figure 5 - Cycle Map of Routes (source : TfGM)

3.20 Walking Access

3.21 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.22 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

3.23 There are footways and street lighting along the roads surrounding the site. There is a zebra crossing facility adjacent to the front of the site on Floatshall Road. There are traffic light controlled pedestrian crossings located on Southmoor Road and Hall Lane to the east and west of the site.

3.24 The infrastructure in the vicinity of the proposed scheme and the surrounding road network are conducive to encouraging walking journeys.

3.25 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.

3.26 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 3.

Table 3 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

3.27 Manual for Streets in 4.4.1 discusses walkable neighbourhoods : 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'

3.28 The Table below summarises this guidance.

Table 4 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

3.29 A Report by WYG 'Accessibility – How Far Do People Walk and Cycle' indicated the following 85th percentile walking distances in the Table below.

Table 5 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

3.30 The United Shalom Pentecostal Church serves the local community and the wider communities of Manchester and Greater Manchester. The above information demonstrates that a reasonable walking distance is 2km which will encompass some of the homes of Church members in the vicinity of the Church. By integrating walking with nearby public transport stops, a larger group of Church members can access the site sustainably, reducing the reliance on cars.

3.31 Road Safety Record

3.32 The CrashMap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Floatshall Road and the surrounding road network in the vicinity of the site. The output from the accident interrogation is shown in Figure 7 below.

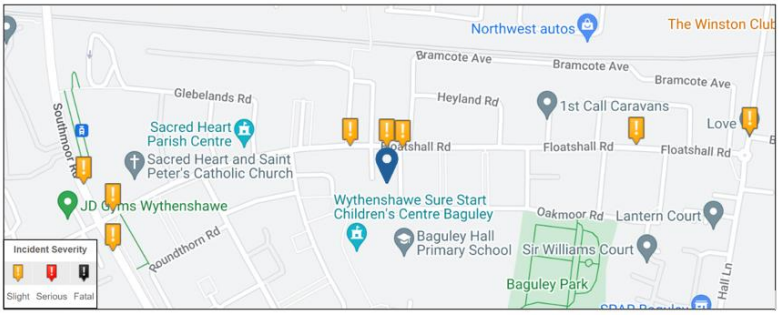


Figure 7 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.33 The accident analysis revealed that there were slight injury accidents in the immediate vicinity of the site, during the five-year period of the accident analysis.

3.34 The details of the recorded injury accidents on Floatshall Road and on Southmoor Road and Hall Lane close to the junction with Floatshall Road are shown in the table below.

Table 6 - Details of injury accident analysis

Date	Day	Location	Severity of Incident	Number of Vehicles Involved in Incident	Number of Casuaties Involved in Incident
27/03/18	Tuesday	Southmoor Rd north of the junction with Floatshall Rd	Slight	1	1
05/10/21	Tuesday	Floatshall Rd close to the junction with Southmoor Rd	Slight	1	1
13/08/22	Saturday	Southmoor Rd south of the junction with Floatshall Rd	Slight	2	1
18/03/19	Monday	Floatshall Rd just west of the site access	Slight	2	1
15/09/22	Thursday	Floatshall Rd adjacent to the site	Slight	2	1
19/07/19	Friday	Floatshall Rd/Oakmoor Rd junction	Slight	2	1
09/06/18	Saturday	Floatshall Rd between Hallwood Rd and Hallwood Rd	Slight	2	1
16/02/19	Saturday	Hall Lane close to the junction with Blackcarr Rd	Slight	2	2

3.35 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location does not represent a material concern in the context of the proposed development.

3.36 Summary

3.37 The local road network has demonstrated a reasonable road safety record in the recent road safety analysis. The site is in a highly sustainable location and the local environment is conducive to encouraging journeys by public transport, on foot and by cycling. The site is located close to the M56 and M60 approximately 1.6km and 3.2 km respectively to the northeast of the site taking traffic from the site away from local roads. The development site is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2023)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 114 -** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
(b) safe and suitable access to the site can be achieved for all users;
(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48]; and

(d) 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.

4.6 **Paragraph 115.** 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.

4.7 **Paragraph 116.** Within this context, 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; and
(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.8 **Paragraph 117.** 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.

4.9 Travel plans, transport assessments and statements in decision-taking (DfT March 2014)

4.10 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.

4.11 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.

4.12 Local Policy

4.13 Manchester City Council Core Strategy

Policy T 1 Sustainable Transport

4.14 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.

Policy T 2 Accessible areas of opportunity and need

4.15 The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including: -
    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.
    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
    - Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate

car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- District Centres
- Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

4.16 Appendix B of the Core Strategy : Parking Standards indicates '*Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis*.'
and encouraging more active travel is important to improving children's health.

4.17 Assessment of the Proposed Development Against Existing Policy

4.18 Accessibility to the site has been examined in this Transport Statement and it concluded that the site is easily accessible by public transport services, walking and cycling for some members of the Church and easily and closely accessible from the M56 and M60 motorways for some Church members who live further away. The scheme is considered to meet the requirements of the Core Strategy as it is accessible by sustainable transport. The proposed development is not considered to have the potential to result in any highway network operational issues or highway safety issues.

4.19 The proposed development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 The application seeks consent for the demolition of the existing single storey entrance to the United Shalom Pentecostal Church and the construction of a two storey side extension and a single storey infill extension to the rear at United Shalom Pentecostal Church, Floatshall Road, Manchester, M23 1JB. The scheme also seeks consent to provide off street parking on an extended car park in front of the building accessed from the existing access and increasing car parking space from 10 to 28.

5.2 The proposed site layout for the development is shown in **Appendix B**.

5.3 Servicing to the Development

5.4 The development is anticipated to have refuse collection undertaken the same way it is at present.

5.5 Parking Strategy

5.6 The Council's Core Strategy indicates that maximum parking standards apply to car parking levels in areas outside of the city centre. The council's car parking standards have been reviewed in Appendix B of the Core Strategy but there is no specified standard for place of worship.

5.7 The scheme proposes a car parking level of 28 car parking spaces an increase of 18 car spaces from the present number of 10 car parking spaces. This level of car parking is considered sufficient for the proposed development particularly considering the Church will be used infrequently – typically Sunday morning and Saturday afternoon and the Applicant has agreed to provide :

- A Travel Plan to support and promote sustainable travel and manage and monitor the travel to and from the building;
- A Car Park Management Plan to manage and control the car parking at the Church; and
- A Traffic Management and Event Management Plan to manage and control events that may take place at the Church as and when they may occur.

5.8 Separate stand alone documents have been produced for the above but they do link together to provide a coherent management strategy for travel to and from the Church.

5.9 Cycle Parking

5.10 The Applicant plans to provide secure, sheltered cycle storage on the site.

5.11 Public Transport Access

5.12 Earlier in this Transport Statement the existing bus and tram service frequency and the walking distances to bus and tram stops was described. The site is in a highly sustainable location for access by public transport.

5.13 Cycle Access

5.14 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 20-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of cycle routes in relation to the proposed development site. The site is excellently located for access by cycling journeys.

5.15 Walking Access

5.16 Wide footways are located on each side of Floatshall Road, Southmoor Road and Hall Lane and footways with good walking infrastructure is provided in the roads surrounding the site. The report has earlier set out the destinations that could be reached within a 2km walking distance and the proximity of local facilities, amenities and transport hubs to the proposed development. The site is considered to be in a location that is accessible by walking for some Church members.

6.0 Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc. The TRICS database is limited in survey samples for places of worship so the traffic generation to the Church has been derived from a Travel Survey of the congregation. This survey was undertaken on Sunday 28th April 2024. The results are summarised below in the Table.

Table 7 - Traffic Generation and Mode Share Derived from Travel Survey

Existing Travel Method	Number	% Mode Share
Car Driver	41	24%
Car Sharing	115	68%
Taxi	14	8%
Total People	170	100%

6.3 The Travel Survey showed a strong propensity for car sharing to the Church. The Travel Survey also revealed a car occupancy of 3.8 people per vehicle. Taxi occupancy was shown to be 3.5 people per taxi trip. The congregation are generally employed in the NHS and work shift n and / or on-call so the potential for larger travel group sharing opportunities would be limited.

6.4 The Travel Survey results are attached in **Appendix C**.

6.5 The Design and Access Statement shows that the proposed extension will cater for an increase in capacity of circa 130 people, with a total capacity of 298. If the results from Table 7 above are projected using the car driver mode share of 24% then forecasts 72 cars travelling to the site when the extension is open. The increased in congregation is expected to be drawn from a similarly wide spread area and travel will result in a number of different roads being used to travel to and from the Church. This should not result in any significant impacts when travelling on the local road network.

6.6 A parking survey was undertaken on Sunday 28th 2024 in the streets near the church. The survey commenced before arrivals at the Sunday service and ended after the service had finished. The parking survey is contained in **Appendix D**. The parking survey showed that car parking which appeared to be associated with the Church was localised to a few streets. Changes in parking numbers were recorded in a parking beat survey and fluctuations by street and time period were noted. The information collected was used to assess the number of vehicles parking that were associated with

travel to the Church. The number of vehicles observed on-street and the car park provide a good correlation with the Travel Survey results.

7.0 Traffic Impact

7.1 The traffic generation analysis of the Church showed 24% were car drivers and 68% travelled as a car passenger. The 24% of car drivers equates to 41 cars. The Travel Survey also collected the origin point of the people at the Church service. The results showed that some of the congregation are fairly local to the Church but some travel quite a distance to the Church. The United Shalom Pentecostal Church was created around 20 years ago and now has 6 churches established across England and Scotland. The geographic spread of the churches will mean that the congregation of the Church in Wythenshawe will be drawn from a wide area.

7.2 The journeys noted above were recorded on a Sunday when traffic flows are typically expected to be much lower than weekday traffic. From site observations the traffic travelling along Floatshall Road was generally fairly light.

7.3 The 41 cars recorded in the Travel Survey travelling on a Sunday to visit the Church will use a variety of different routes and this will mean that the cars will be dispersed across a number of different routes which will not have a significant impact on the road network.

7.4 This Transport Statement has demonstrated the infrastructure in the surrounding road network is conducive to encouraging access by public transport, cycling and walking to and from the site.

7.5 During site surveys on Sunday 28th April 2024 the car parking of visitors to the Church was localised to a few streets near the Church as well as the Church's car park and site. The Applicant has produced a Car Park Management Plan and Traffic Management and Event Management Plan which will be used to control and manage car traffic to the Church.

7.6 Within Section 3 of this report, the road safety record for Floatshall Road and the surrounding road network were investigated. The analysis concluded that Floatshall Road and the surrounding road network can be considered to have a reasonable road safety record. The development proposal is not anticipated to worsen the road safety record and the road safety record should not be a material concern when considering the development proposals.

8.0 Summary and Conclusions

8.1 This Transport Statement (TS) has been produced to support an application to extend the United Shalom Pentecostal Church located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site). The Church building is located on the south side of Floatshall Road, Wythenshawe (139359/FO/2024 refers).

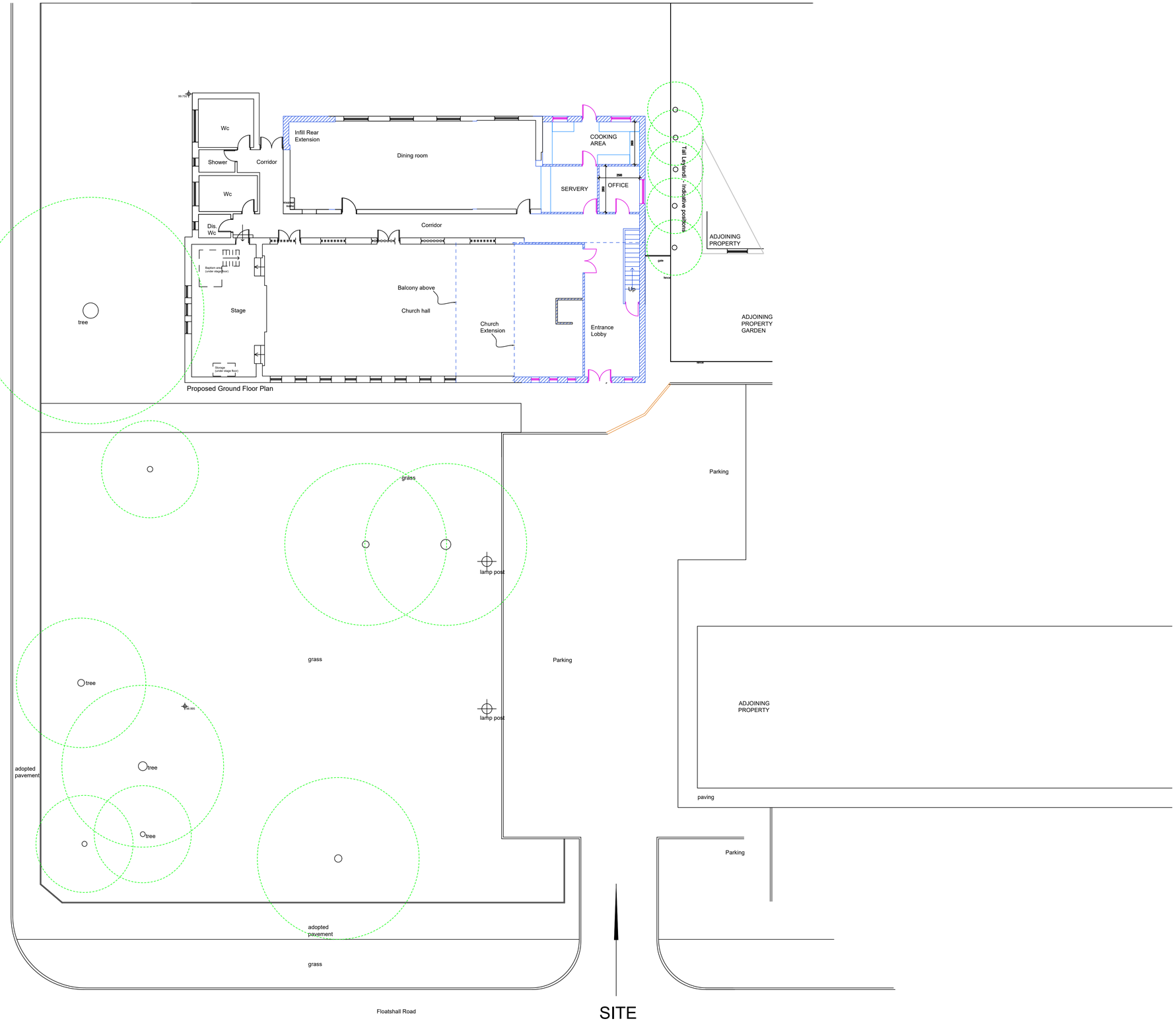
8.2 This Transport Statement demonstrates that Floatshall Road experienced a reasonable road safety record. This Transport Statement acknowledged there has been 3 slight injury accident on Floatshall Road in the immediate vicinity of the site and injury accidents in the wider road network but the proposed development is not anticipated to worsen the road safety record.

8.3 This Transport Statement has undertaken a robust analysis of the anticipated traffic generation for the development based on the expected current and expected activities at the Church and no peak hour traffic impacts are expected. Travel to the Church is expected on the majority of occasions to take place on Sunday mornings / afternoons and Saturday afternoon. Traffic at these expected times is not anticipated to have a significant impact on the highway network.

8.4 The access to the site by public transport, walking and cycling is considered to be excellent. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.

8.5 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed development should be approved.

Appendix A



Proposed Site and Building Plan

Notes

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Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

Rev	Date	Drawn by	Comments
A	04-12-23	jad	Internal Alterations after client discussions

Client

United Shalom Pentecostal Church

Project

Proposed Extensions to Church
89 Floatshall Rd, Wythenshawe

Drawing

Existing Site and Building Plan

Date	Drawn by	Scales
July 2023	jad /tw	1:125 @ A1

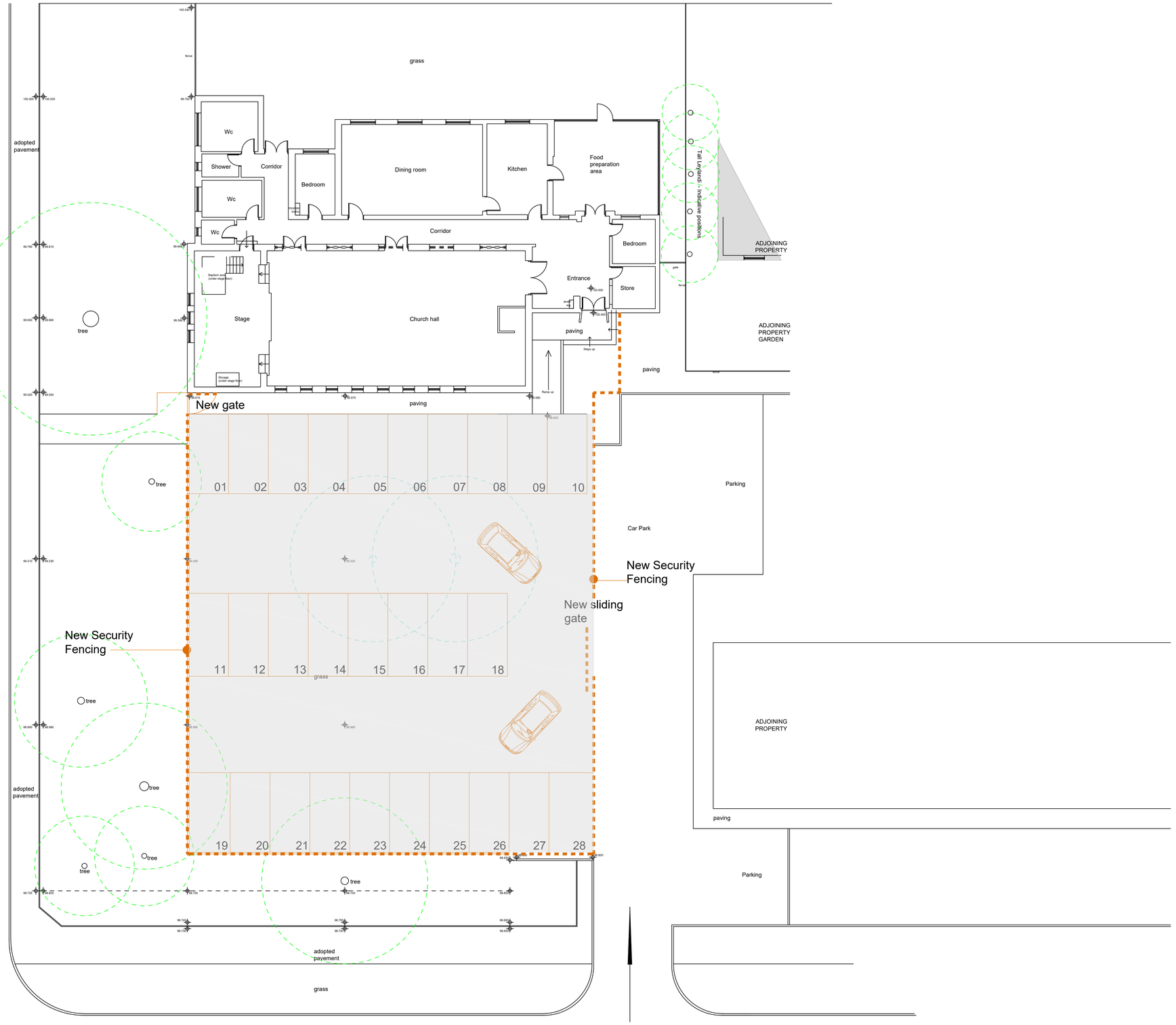
Job No - Dwg No - Rev

23038-104 rev A

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Appendix B

Scheme 7



Oakmoor Road

Creation of 28no parking spaces in new car park. Requires the removal of only 2 trees.

Proposed Site Plan - Scheme 7

Notes

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All materials and workmanship to be in accordance with the current British Standards and codes of practice.

Rev	Date	Drawn by	Comments

Client

United Shalom Pentecostal Church

Project

Proposed Creation of Car Parking
89 Floatshall Rd, Wythenshawe

Drawing

Proposed Car Parking - Scheme 7

Date	Drawn by	Scales
July 2023	jad /tw	1:125 @ A1

Job No - Dwg No - Rev

23037-sk7

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Appendix C

Date 28/04/2024 Establishment United Shalom Pentecosta Church

Group size	Did you travel together *If not together fill in number for each group		Walk	Public Transport	Car Driver	Car Passenger	Cycle	Dropped Off by Car/Taxi		Other, please state	Postcode	All	Car
	YES	NO										How far have you traveled?	Where did you park?
5	✓				1	4					[redacted]	5 miles	Car Park
4	✓				1	3						4 miles	Car Park
4	✓				1	3						20 miles	Nearby Street
5	✓				1	4						17 miles	Car Park
4	✓				1	3						2	Street
4	✓				1	3						5	Street
5	✓				1	4						8 miles	Street
4	✓				1	3						5	Street
4	✓				1	3						3	Street
5	✓				1	4						10	Street
2	✓							✓	2			10	Not needed
4	✓				1	3						7	Street
4	✓				1	3						8	Street
4	✓				1	3						9	Street
4	✓				1	3						5	Street
4	✓				1	3						5	Street
4	✓				1	3						5	Street
5	✓							✓	5			5	Street
3	✓							✓	3			3	Street
6	✓				2	4						4	Car Park
4	✓							✓	4			7	N/A
3	✓				1	2						3	Street
4	✓				1	3						7	Street
4	✓				1	3						7.5	Street
4	✓				1	3						5	Street
3	✓				1	2						4	Street

4	✓				1	3						20 km	Street
3	✓				1	2						22 miles	Street
2	✓				1	1						15 min	Street
4	✓				1	3						25 min	Street
3	✓				1	2						10 min	Street
4	✓				1	3						25 min	Street
4	✓				1	3						25 min	Street
4	✓				1	3						10 min	Street
3	✓				1	2						20 min	Street
4	✓				1	3						5 min	Street
4	✓				1	3						35 min	Street
4	✓				1	3						10 min	Street
4	✓				1	3						5 min	Street
4	✓				1	3						30 min	Street
4	✓				1	3						5 min	Street
2	✓				1	1						10 min	Street
4	✓				1	3						10 min	Street
3	✓				1	2						30 min	Street
170					41	115			14	170			
1					24%	68%	0%	0%	8%	100%			
						2.804878			2.8				

Appendix D

United Shlom Pentacostal church
Floatshall Road, Wythenshaw
Date 28/4/2024 Sunday

PARKING SURVEY

	9.10	9.40	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30	15.00
Floatshall Rd site toConnell Rd S	11	8	7	8	8	9	10	7	7	7	7	8	5
on the grass of the site					3	4	4	4	4	4	4	2	
Floatshall Rd site toConnell Rd N	5	4	4	5	3	3	3	3	2	2	2	2	1
Oakmoor Rd from Floatshall Rd E	4	4	4	4	5	5	3	3	4	4	3	3	4
Oakmoor Rd from Floatshall Rd W	0	0	2	4	9	10	10	10	10	10	9	3	0
			3	8	6	8	8	8	8	8	7	7	
Oakmoor Rd to Connall Rd N	16	14	15	15	14	14	15	13	13	13	12	12	11
Oakmoor Rd to Connall Rd S	5	5	5	6	6	5	5	6	6	4	6	5	5
Connall Rd E	1	1	1	1	1	1	0	0	0	0	0	0	1
Connall Rd W	0	0	0	0	0	0	0	0	0	0	1	1	1
Hayland Rd west E	1	2	2	2	3	2	2	3	2	1	1	1	2
Hayland Rd west W	0	2	2	2	2	2	1	1	2	1	1	2	2
Hayland Rd north N	7	6	5	5	5	4	4	4	5	4	6	6	6
Hayland Rd north S	3	2	2	2	3	2	2	2	2	2	3	3	2
Hayland Rd east E	2	1	1	1	2	1	1	1	1	1	1	0	1
Hayland Rd east W	2	0	0	1	1	1	1	1	1	1	1	1	0
Floatshall Road to Bowland Rd N	6	5	7	6	8	8	8	8	9	7	7	6	6
Floatshall Road to Bowland Rd S	3	3	3	3	3	3	3	3	3	3	3	3	3
Bowland Road to Bardon Rd E	0	0	0	0	0	0	0	0	0	0	1	1	0
Bowland Road to Bardon Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Bardon Rd N	1	1	1	1	1	1	1	1	1	1	0	0	0
Bardon Rd S	5	5	5	4	4	2	3	3	4	4	5	4	4
Dunkeld Rd to Bardon Rd E	0	0	0	0	0	0	0	0	0	0	0	0	0
Dunkeld Rd to Bardon Rd W	3	3	3	3	3	3	3	3	4	4	3	3	3
Troon Rd E	4	4	4	4	3	4	4	3	4	4	4	4	4
Troon Rd W	0	0	0	0	0	0	0	0	0	0	0	0	0
Eckerslet Close S	1	1	1	1	1	1	1	1	1	1	1	1	1
Eckersley Close N	0	0	0	0	0	0	0	0	0	0	0	0	0

	9.10	9.40	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30	15.00
Gleblands Rd north N	2	1	2	2	3	4	2	2	2	2	2	2	2
Gleblands Rd north S	1	1	0	0	0	1	1	1	1	1	1	1	1
Gleblands Rd east E	3	3	2	2	3	3	3	2	2	2	2	1	1
Gleblands Rd east W	4	4	4	4	3	0	3	3	3	3	3	3	2
Bislay Avenue W	8	8	8	8	7	7	6	5	6	6	7	7	7
Bislay Avenue N	5	5	5	4	5	5	3	4	4	3	4	3	4
Leaton Avenue East E	3	7	8	8	9	9	9	9	9	10	10	8	5
Leaton Avenue North N	3	3	3	3	4	4	4	4	4	4	4	3	3
Leaton Avenue West W	4	6	5	5	9	9	9	9	9	9	9	6	6