Proposed Residential Development Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Transport Assessment

July 2024

Client: Mosscare St.Vincents

Ref: RHC-24-024-TA

Roberts Highway Consultants Limited
Company Number: 13958498

Contents

1.0 INTRODUCTION 4
2.0 PLANNING POLICY 7
3.0 EXISTING CONDITIONS 11
4.0 PROPOSED DEVELOPMENT 24
5.0 VEHICLE IMPACT 29
6.0 MITIGATION PROPOSALS 32
7.0 SUMMARY AND CONCLUSIONS 34

Appendices

Appendix A – Site Layout
Appendix B – Pre-Application Response
Appendix C – Scoping Report & Highway Comments
Appendix D – Collision Analysis
Appendix E – Public Transport Plan
Appendix F – Drawing Number RHC-24-024-02 Visibility Extents (Tamerton Drive)
Drawing Number RHC-24-024-03 Visibility Extents (Alderford Parade)
Appendix G – Stage 1 Road Safety Audit & Designers Response
Appendix H – 2021 Car Ownership for Dwellings within Cheetham Ward
Appendix I – Drawing Number RHC-24-024-04 Swept Path Analysis (Refuse) Spine Road
Drawing Number RHC-24-024-01a Swept Path Analysis (Refuse)
Appendix J – TRICS Outputs
Appendix K – 2011 Method of Travel to Work Data
Appendix L – Drawing Number RHC-24-024-05 Proposed Dropped Kerb Crossings & 20mph Speed Limit Extension

Tables

Table 1 – Summary of Collisions within Study Area
Table 2 – Accessibility Assessment to Local Amenities/Facilities
Table 3 – IHT Suggested Walking Distances
Table 4 – Summary of Bus Services Along Waterloo Road
Table 5 – Summary of Main Services Operating from Manchester Victoria Railway Station
Table 6 – Summary of Main Services Operating Directly from Queens Road Tram Stop

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Table 7 – Schedule Of Accommodation
Table 8 – Car Ownership for Residents Aged 17+ in the Cheetham Ward
Table 9 – Household Occupancy Split (Age 17+)
Table 10 – Projected Number of Vehicles Associated with Proposed Development
Table 11 – TRICS Total Person Trip Rate Analysis for the Proposed Development
Table 12 – Summary of Travel to Work Statistics
Table 13 – Projected Multimodal Movements (Two-Way)

Revision History

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

1.0 INTRODUCTION

1.1 Roberts Highway Consultants Limited has been appointed by Mosscare St.Vincents (hereby known as 'the client'), to provide transport planning support in relation to a planning application for the proposed residential development at Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester.

1.2 The proposed development will comprise of 70 affordable residential dwellings, split over three areas which are currently open greenspace.

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 Location 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.

Scoping and Methodology

1.5 The client has obtained pre-application advice from Manchester City Council, with a response received in May 2024 (see **Appendix B**). The scope of this Transport Assessment has therefore been tailored to meet with the requests outlined as part of their pre-application feedback.

1.6 In addition to the above, a scoping report for this Transport Assessment was produced by Roberts Highway Consultants Limited (ref: RHC-24-024-SN, see **Appendix C**), and submitted to Manchester City Council's highway officer to confirm the vehicle trip rates associated with the proposed development, and any requirement for off-site junction assessments. A copy of the response received can be found within **Appendix C**.

1.7 Beyond the scoping agreement with Manchester City Council, this Transport Assessment 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.

1.8 Furthermore, 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.

1.9 To provide an accurate reflection of the existing highway conditions, a site visit was undertaken on 11th May 2024 at 13:30. During the site visit, a series of photographs were taken, some of which have been used as evidence within this report. Further photographs which were undertaken during the site visit can be made available upon request.

Report Structure

1.10 This Transport Assessment 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 summary of relevant national and local planning policy and guidance is located within **Chapter 2.0**.

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- A review of the existing site, alongside the local highway network, collision records and accessibility are covered within **Chapter 3.0**.
- The development proposals, which include development quantum, the proposed site access and car parking arrangements are included within **Chapter 4.0**.
- Analysis of the projected vehicle movements associated with the development proposals and their impact upon the highway network will be outlined within **Chapter 5.0**.
- Mitigation Measures can be found within **Chapter 6.0**.
- A summary of all findings, in addition to the conclusions is presented within **Chapter 7.0**.

1.11 A separate Framework Travel Plan document has been prepared by Roberts Highway Consultants for the proposed development (report reference: RHC-24-024-TP), and this should be read in conjunction with this Transport Assessment.

Disclaimer

1.12 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.

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

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2.0 PLANNING POLICY

2.1 The National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers, both in drawing up development plans and as a material consideration in determining applications.

National Planning Policy Framework

2.2 The NPPF constitutes guidance for local planning authorities and decision-takers, both in drawing up development plans and as a material consideration in determining applications.

2.3 The revised NPPF came into force in December 2023, which updated the September 2023 edition of the NPPF. The presumption in favour of sustainable development remains the core objective of the NPPF.

2.4 Section 9 of the NPPF covers 'Promoting Sustainable Transport'. The NPPF advises that developments should be located and designed where practical to:

- 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.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
- Be designed to enable charging of plug-in, and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.5 The NPPF states, in paragraph 117, that all developments which generate significant amounts of movement, should be required to provide a Travel Plan. The application should be supported by a Transport Statement, or Transport Assessment so that the likely impacts of the proposal can be assessed.

2.6 The document also 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.

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2.7 It is considered that the proposed development accords with the aims and policies of the NPPF, with the residual cumulative impacts of the development considered to be negligible.

Planning Practice Guidance

2.8 The Planning Practice Guidance (PPG) supports the NPPF by stating that:

> *"Transport Assessments and Statements are ways of assessing the potential transport impacts of developments…The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play a pivotal role in taking forward those mitigation measures which relate to on-going and operation of the development".*

2.9 Transport Statements, Transport Assessments and Travel Plans are important as they:

- promote and encourage sustainable travel;
- create "accessible, connected, inclusive communities";
- reduce the impact of trip generation;
- reduce the impact on the environment through reducing carbon emissions;
- improve quality of life, health and road safety, and;
- reduce "the need for new development to increase existing road capacity or provide new roads".

Planning Practice Guidance

2.10 The Department for Transports (DfT) Local Transport White Paper "Creating Growth, Cutting Carbon – Making Sustainable Transport Happen" set out the framework within which detailed policies could be taken forward with the aim of creating:

> *"…a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."*

2.11 The document supports the continued development of integrated transport policies and seeks to deliver growth, while reducing the environmental impacts of transport. It also particularly targets shorter journeys, many of which could be undertaken by non-car modes where realistic alternatives are provided, and where interchange between modes can be readily achieved.

Greater Manchester Transport Strategy (2040)

2.12 Transport for Greater Manchester (TfGM) produced their latest transport strategy document in February 2017, which sets out policies aimed at delivering world class connections throughout the area by 2040.

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2.13 The vision for the future as set out in the document, includes ensuring that the transport system helps the local economy to flourish and prosper, and residents to contribute to and benefit from that prosperity. It goes on to state that:

> *"It must connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills. It also needs to play a part in creating better places: supporting new development and regeneration, reducing the dominance of cars and goods vehicles and improving the environment."*

2.14 The four key elements of the vision are identified as:

- Supporting sustainable economic growth.
- Protecting our environment.
- Improving quality of life for all.
- Developing an innovative city region.

Our People, Our Place - The Greater Manchester Strategy (2017)

2.15 This strategy sets out the collective ambition to make Greater Manchester one of the best places in the world. It is a strategy for everyone in Greater Manchester, including: residents, the voluntary, community and social enterprise sector, businesses, and civic leaders.

2.16 This strategy is the third Greater Manchester Strategy, and it builds on the substantial progress made since the first Strategy published in 2009, and the most recent refresh in 2013. The previous strategies have delivered a strong drive for economic growth, the 2017 strategy builds on that experience, increasing the focus on ensuring that the people of Greater Manchester can all benefit from economic growth, and the opportunities it brings throughout their lives.

Manchester Core Strategy (2012 – 2027)

2.17 The Manchester Core Strategy echoes principles similar to those of the NPPF. It includes three specific Transport policies, which are:

- Policy T1 – Sustainable Transport.
- Policy T2 – Accessible areas of opportunity and need.
- Policy T3 – Strategic Integration.

2.18 Policy T1 emphasizes sustainable transportation and universal access, supporting proposals that, amongst other things:

- Improve choice by developing alternatives to the car.

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- 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.
- 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.
- 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.

2.19 Policy T2 details that the Council will actively manage the pattern of development, ensuring that new development is well located for walking, cycling and public transport access.

2.20 Policy T3 pertains to the strategic integration of developments with the sustainable transport network. The proposed development would not hinder the execution of any strategic integration projects.

Manchester Residential Quality Guidance

2.21 Manchester's Residential Quality Guidance document was published in 2017 and outlines the considerations, qualities and opportunities to help deliver high quality residential development as part of successful and sustainable neighbourhoods. In terms of transport, the Council will require developers to demonstrate how proposals:

- Facilitate and encourage walking and cycling.
- Create clear, safe and obvious connections to the public transport network.
- Define a clear street hierarchy.
- Support opportunities to improve wayfinding and orientation.

Policy Summary

2.22 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3.0 EXISTING CONDITIONS

Existing Site

3.1 The areas for development are in Cheetham Hill, a suburb of Manchester. They are situated 2.3km north of Manchester city centre and approximately 15km south-east of the town of Bolton.

3.2 The development areas are presently open greenspace with no Public Rights of Way (RoW) crossing or running along their boundaries. The surrounding area consists of residential properties.

3.3 There are numerous points of vehicle and pedestrian access to and from the development areas, as they are surrounded by an existing network of residential roads, as can be seen within **Plan 1**.

Local Highway Network

3.4 Alderford Parade is located at the northwestern edge of the development area. The road is a single carriageway cul-de-sac that runs in an east-west direction, forming a T-junction with Waterloo Road at its western end. A 30mph speed limit is set along the carriageway.

3.5 When entering Alderford Parade from Waterloo Road, the carriageway is between five and a half to seven metres wide, with unmarked perpendicular parking provided on the northern side of the carriageway and a lit footway, approximately two metres wide, on the southern side of the carriageway (see **Photograph 1**).

3.6 Continuing along Alderford Parade, the southern side of the carriageway consists of a lit footway with unmarked perpendicular parking although, it has been observed that parallel parking also occurs in this location.

3.7 The northern side of the carriageway consists of a lit footway with a separating grass verge containing established trees interspersed with unmarked perpendicular parking. Unmarked parallel parking can be seen at the eastern end of the cul-de-sac (see **Photograph 2**).

Photograph 1: Alderford Parade West



Photograph 2: Alderford Parade East



Photographs Dated May 2024

3.8 The B6180 Waterloo Road is a 30mph single carriageway road running in a north-south direction to the west of the site. In the vicinity of the development area, in a southerly direction between Alderford Parade and Alderglen Road for a distance of approximately 240 metres, the carriageway is approximately 10 metres wide.

3.9 Between Alderford Parade and Alderglen Road there are lit footways on both sides of the carriageway. The footways on the eastern side of the carriageway are approximately three metres wide with the footways on the western side of the carriageway varying in width from between three and four metres. Along this section of Waterloo Road, there are no parking restrictions. It is noted that vehicles park partly on the footway on the eastern side of the carriageway and entirely on the footway on the western side of the carriageway.

3.10 In a southerly direction, approximately 30 metres from the junction with Alderford Parade, there is a Puffin pedestrian crossing benefiting from dropped kerbs and tactile paving.

3.11 Continuing in a southerly direction, Waterloo Road eventually divides into two roads, one road continuing in a southerly direction to form a T-junction with the A56 Bury New Road and the second road, continuing in a south-westerly direction to form part of a signalled crossroad junction with Broughton Lane.

3.12 From the junction with Alderford Parade, in a northerly direction, Waterloo Road eventually forms part of a signalled crossroad junction with Greenhill Road, which continues in a north-easterly direction, and the A665 Cheetham Hill Road, which runs in a north-westerly to south-easterly direction perpendicular to Waterloo Road.

3.13 Dinnington Drive is a 30mph single carriageway cul-de-sac that runs in an east-west direction, forming a T-junction with Deerhurst Drive at its western end.

3.14 The carriageway is between five and six metres wide with footways on both sides. The northern side of the carriageway consists of open greenspace that is edged by a meandering lit footway and then, next to the carriageway, a further footway with a separating grass verge containing established trees interspersed with an unmarked parking bay (**Photograph 3**). On the southern side of the carriageway there is a lit footway, an unmarked parking bay and a residents car park, leading off the carriageway (**Photograph 4**)

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Photograph 3: Dinnington Drive West



Photograph 4: Dinnington Drive East



Photographs Dated May 2024

3.15 Tamerton Drive is a single carriageway cul-de-sac to the west of Heywood Street. The carriageway is approximately five metres wide, with lit footways on both sides and a 20mph speed limit. Several unmarked parking bays and private resident's car parks lead off the carriageway. Bignor Street Park and multi-sports area initially bounds the carriageway to the north and then to the east. **Photograph 5** and **Photograph 6** depict the observed highway conditions.

Photograph 5: Tamerton Drive East



Photograph 6: Tamerton Drive West



Photographs Dated May 2024

3.16 Newpark Walk leads off Tamerton Drive in a south-westerly direction, approximately 65 metres from the junction with Heywood Street. It is essentially a car park with lit footways on its eastern and southern sides. The carriageway when entering Newpark Walk from Tamerton Drive is between three and four metres wide.

3.17 Starmoor Drive is a single carriageway cul-de-sac that runs in a north-south direction. At its northern end it forms a T-junction with Tamerton Drive, approximately 65 metres from the junction with Heywood Street. The carriageway is approximately five metres wide with a lit footway approximately two metres wide fronting residential properties on its eastern side. Perpendicular parking is available on the western side of the carriageway, beyond which is a lit kerb-line fronting green open space.

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3.18 Heywood Street is a single carriageway road of varying width, with a speed limit of 20mph. Street-lit footways are situated on both sides of the carriageway, with the road running in a north-south direction to the east of the development area.

3.19 At its southern end upon merging with Alderglen Road, Heywood Street is subject to a speed limit of 20mph in the vicinity of a school, for approximately 290 metres.

3.20 There are no parking restrictions along Heywood Street, with vehicles seen parked on both sides of the carriageway and in designated parking bays.

3.21 There are a variety of traffic calming measures along Heywood Street. Several flat top speed bumps are evident at the crossroad junctions with Brideoak Street and Bellott Street. At its southern end, the carriageway is built out and narrows at certain sections whilst advising the directional priority for traffic.

3.22 At its northern end, Heywood Street forms a T-junction with the A665 Cheetham Hill Road. Here, the nearside carriageway on Cheetham Hill Road in a north-westerly direction encompasses a bus lane, operating Mon-Fri from 7am-10am and 4pm-7pm.

3.23 Heatherdale Drive is a single carriageway cul-de-sac that runs in a north-south direction, forming a T-junction with Alderglen Road at its southern end. The road is between five and six metres wide, with lit footways on both sides. Several unmarked parking bays and resident's car parks are situated off the carriageway however, on street parking was observed towards the Alderglen Road junction (**Photograph 7**).

Photograph 7: Heatherdale Drive South



Photographs Dated May 2024

3.24 Alderglen Road is a single carriageway road that runs in an east-west direction to the south of the site. The carriageway is between five and six metres wide with lit footways on both sides. There are no parking restrictions along Alderglen Road with vehicles seen parked in designated bays and on the footways.

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3.25 In a westerly direction, Alderglen Road forms part of a crossroad junction with the B6180 Waterloo Road, which runs in a north-south direction perpendicular to Alderglen Road, while Alderglen Road continues for a short distance in a westerly direction as a no-through road.

3.26 In an easterly direction, approximately 250 metres from the junction with Waterloo Road, Thorngate Road leads off the carriageway in a southerly direction. Here, the speed limit on Alderglen Road reduces to 20mph before Alderglen Road merges into Heywood Street at the junction with Larch Gardens.

3.27 Deerhurst Drive is a single carriageway cul-de-sac that runs in a north-south direction, forming a T-junction with Alderglen Road at its southern end. The road is between five and six metres wide, with lit footways on both sides. Several unmarked parking bays and resident's car parks are situated off the carriageway.

Road Collision Data

3.28 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 26 collisions occurred within the chosen study area.

3.29 A summary of the collisions by year can be found within **Table 1**, with a collision map provided within **Appendix D**.

Table 1: Summary of Collisions within Study Area

Year	Collision Classification			Total
	Slight	Serious	Fatal	
2019	12	0	0	12
2020	4	0	0	4
2021	1	1	0	2
2022	3	0	0	3
2023	3	2	0	5

3.30 Five 'slight' and one 'severe' collision occurred southeast of the proposed site at the Cheetham Hill Road/Queens Road junction. These collisions occurred across various arms of the junction, demonstrating no obvious road safety concern which would be attributed to its design.

3.31 Two further 'severe' collisions occurred within the chosen study area, along Cheetham Hill Road. Despite these collisions being adjacent to the junction with Balmfield Street, they did occur along opposite sides of the carriageway.

3.32 Four incidents classified as being 'slight' in severity occurred at both the Bellott Street/Waterloo Road and Queens Road/Waterloo Road junctions. With a collision rate of 0.8 per year over the five-year period across these two junctions, it is considered that there are no highway safety issues associated with their design.

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3.33 Taking into consideration the analysis work undertaken, there is no available evidence to suggest an existing road safety concern which would be exacerbated by the development proposals.

Sustainable Transport Opportunities

3.34 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling to highlight travel time to these services. **Table 2** provides a summary of key amenities and facilities using these travel modes.

Table 2: Accessibility Assessment to Local Amenities/Facilities

Amenity/Facility	Approx. Distance (m)	Approx. Walking Time	Approx. Cycling Time
Retail			
B&M Retail Store	800	10	3
Lidl Supermarket	800	10	3
Manchester Fort Shopping Park	900	11	4
Tesco Superstore	1400	17	6
Education			
New Primary School (Olive Manchester)	*150*	*2*	*1*
St Chad's Primary School	450	5	2
Marlborough Road Academy Primary School	650	8	3
St Thomas of Canterbury R C Primary School	900	11	4
Cheetham Church of England Primary School	900	11	4
Leisure & Hospitality			
Bignor Street Basketball Courts	350	4	1
Cheetham Park	350	4	1
PureGym	800	10	3
Goals Manchester	1300	15	5
Health			
Cohens Chemist	550	7	2
New Collegiate Medical Centre	700	8	3
Broughton Pharmacy and Travel Clinic	1100	13	5
Newbury Green Medical Practice	1700	20	7
Transport			
Alderglen Road Bus Stop	260	3	1
Brentfield Avenue Bus Stop	350	4	1
Queens Road Tram Stop	1300	15	5
Abraham Moss Tram Stop	1400	17	6
Employment			
Sherborne Trading Estate	600	7	3
Choir Street Industrial Estate	1500	18	6
Hendham Vale Industrial Park	1800	21	8

**Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.*

3.35 Throughout the local area and further afield, there are several additional amenities which prospective residents of the site could utilise, including additional leisure, retail, employment, transport and healthcare facilities.

Accessibility on Foot

3.36 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

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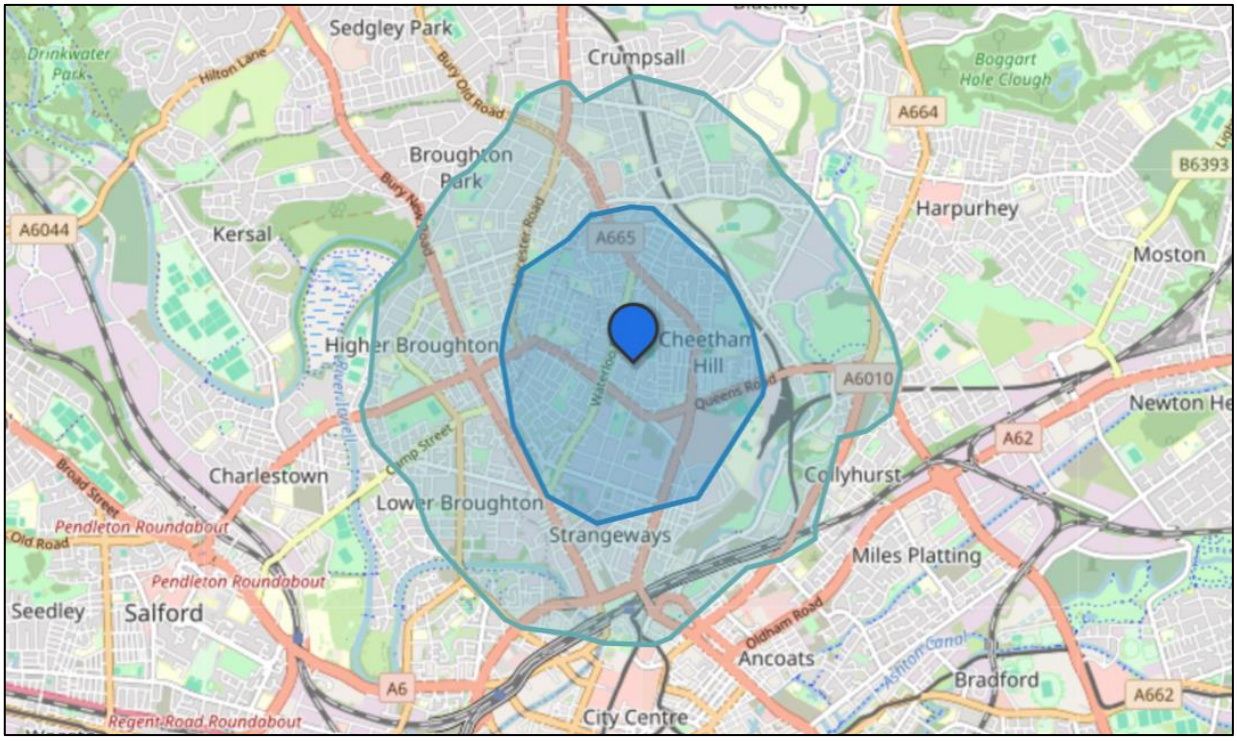
considered acceptable, and should be used for planning and evaluation purposes. **Table 3** replicates those distances on the IHT guidance.

Table 3: **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

3.37 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

3.38 **Plan 2** illustrates that the urban areas of Cheetham Hill, Strangeways, Lower Broughton and Higher Broughton are located within a 2km walking distance of the site. These areas provide a wide range of facilities and amenities residents could utilise as part of a walking journey, including several employment opportunities and a wide range of retail and leisure facilities.

3.39 Existing footways in proximity to the site are street lit however, many of the existing minor junctions which surround the site do not benefit from dropped kerb crossings. Pedestrian refuges are located along Heywood Street adjacent to the western entrance of Balmfield Street, as well as adjacent to the eastern entrance of Tamerton Drive to assist with pedestrian crossing. These benefit residents travelling east to facilities such as St Chad's Primary School.

3.40 Puffin Crossings are located to the western edge of the site along Waterloo Road (B6180), as well as at the Waterloo Road/Elizabeth Street (A6010) junction to the southwest. A zebra crossing is located along Elizabeth Street, adjacent to the northern entrance of Sherborne Road.

3.41 RoW are also located in proximity to the proposed site, connecting Brentfield Avenue with Bellott Street and Haywood Street, allowing more direct routes to facilities north and northeast of the site respectively. RoW can also be found west of Waterloo Road (B6180) which provide a more direct route to educational facilities to the west.

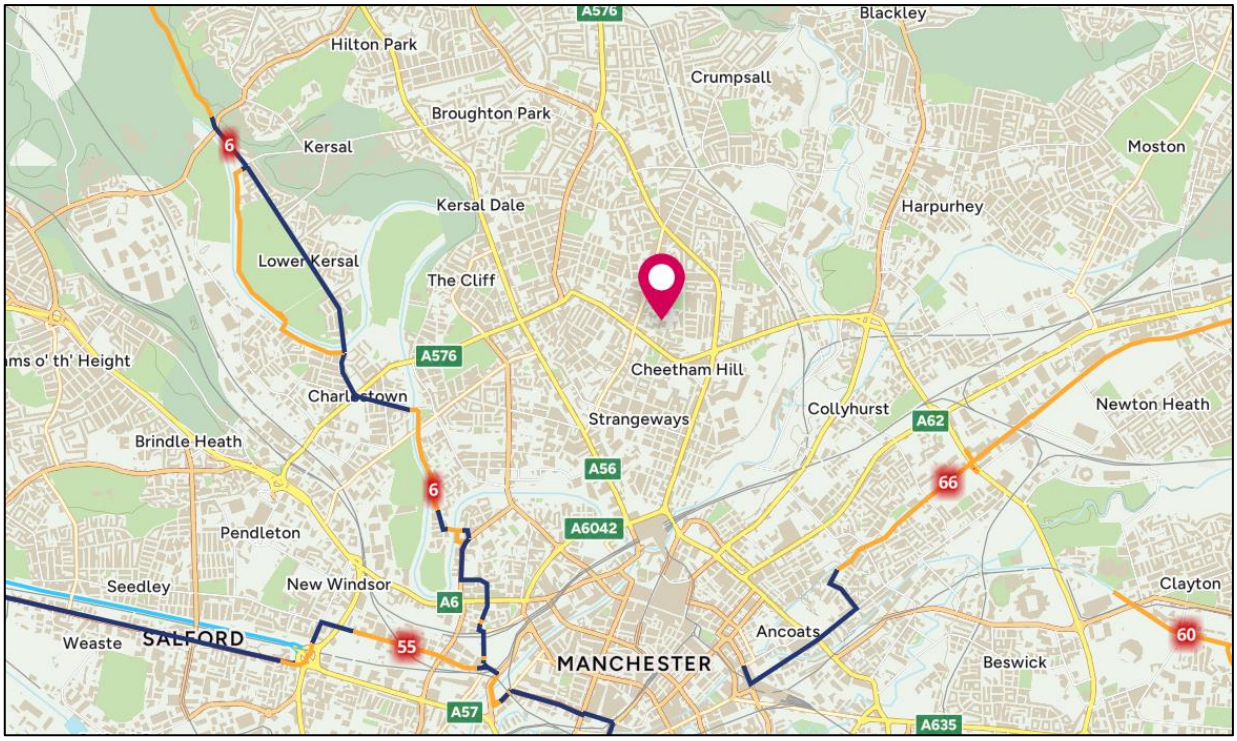
3.42 Additional RoW are located south of the site between Barnsdale Drive and Alderglen Road, as well as between Alderglen Road and Herbert Street, providing direct pedestrian access to leisure and retail facilities, such as Cheetham Park and Manchester Fort Shopping Park.

Accessibility by Cycle

3.43 A review of Sustrans.org.uk indicates that the two closest National Cycle Routes to the site are National Routes 6 and 66, which travel to the south and northeast of Manchester City Centre respectively. Further afield, National Cycle Route 55 travels west of Manchester City Centre and National Cycle Route 60 to the southeast. **Plan 3** outlines the locations of these National Cycle Routes in relation to the site.

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Plan 3: National Cycle Network Route Map



© Sustrans.org / Map Layer: OS Maps

3.44 **Plan 3** illustrates that journeys by cycling will take in Manchester City Centre and Salford City Centre, to the south and west of the site respectively. These areas provide a full range of amenities that would be attractive to residents of the proposed development, including employment opportunities and a wide range of retail and leisure facilities.

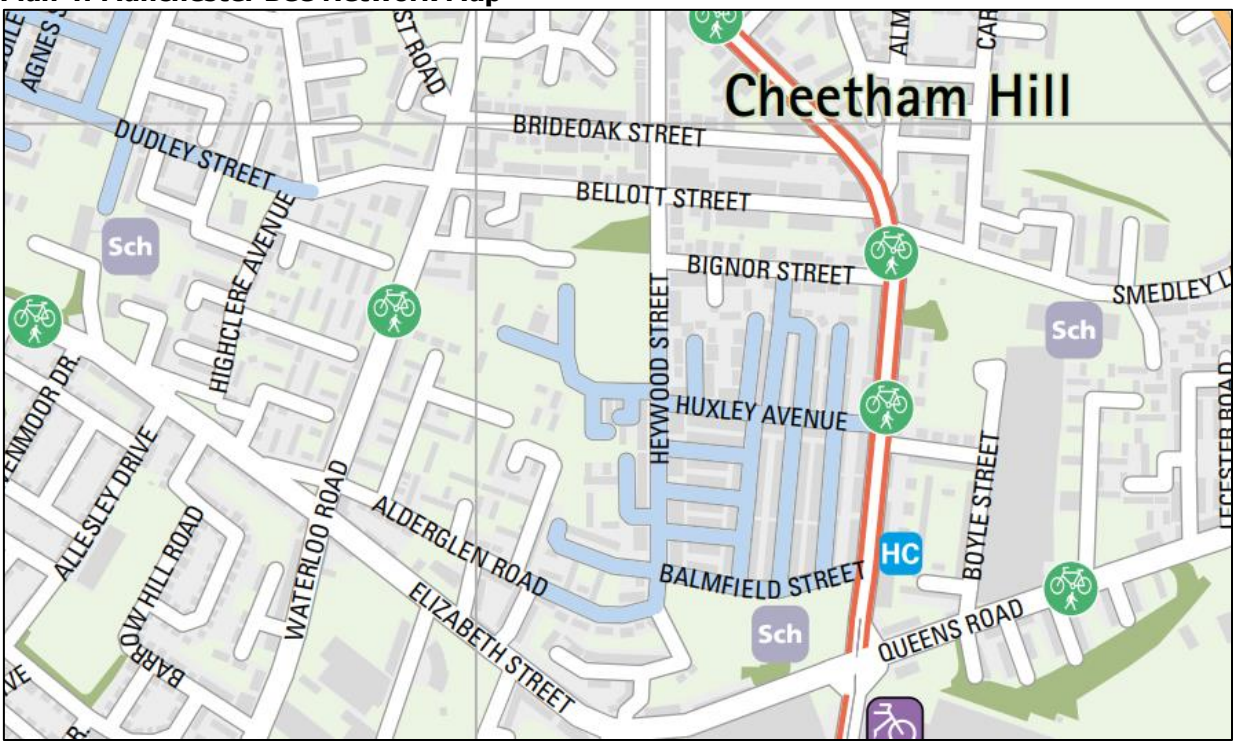
3.45 In addition to the National Cycle Network, cyclists could choose to cycle on the surrounding roads. A review of these roads suggests that cycling would be a suitable form of travel for residents, with cyclists utilising local cycle routes along Cheetham Hill Road and Woodlands Road to the northeast of the site. Adjacent residential roads also comprise of low vehicle speed limits (20mph).

Manchester Bee Network

3.46 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.

3.47 As shown in **Plan 4**, Cheetham Hill Road is recognised as a on road route with other cycling facilities available (Toucan Crossings). Residents could also choose to cycle on roads which surround the site, which comprise low vehicle speed limits (20mph to 30mph) and are considered quiet in nature.

Plan 4: Manchester Bee Network Map



© The Bee Network (TfGM)

Accessibility by Bus

3.48 There are a pair of bus stops located within the site's vicinity. The stops are located within a suitable walking distance of the site, as set out by the Chartered Institution of Highways and Transportation (CIHT) document entitled "Buses in Urban Developments" (2018) which recommends a 250m walking distance to the nearest bus stop in town/city centres.

3.49 The closest bus stops to the site are situated along Waterloo Road to the west of the site. The northbound stop, titled Brentfield Avenue, comprises a flag and pole with bus timetable information and a shelter (**Photograph 8**). The southbound stop comprises of a flag and pole with bus timetable information only (**Photograph 9**).

Photograph 8: Northbound Bus Stop



Photograph 9: Southbound Bus Stop



Photographs Dated May 2024

3.50 Brentfield Avenue bus stops are located on either side of the carriageway to the northwest of the site, with Alderglen Road bus stops located to the southwest.

3.51 Alderglen Road bus stops comprise of flag and poles with shelters, which also display bus timetable information. Brentfield Avenue bus stops comprise of flag and poles however, it is only the stop on the northbound side of the carriageway which features a shelter.

3.52 A summary of the bus services which operate along Waterloo Road can be found within **Table 4**, with a Public Transport Plan attached within **Appendix E.**

Table 4: Summary of Bus Services Along Waterloo Road

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
59	Mon-Fri	04:50-00:23	30 mins	Oldham Mumps-Piccadilly Gardens	Bee Network
	Sat	05:30-00:23			
	Sun	06:30-00:16		Oldham-Piccadilly Gardens	
717	Mon-Fri	07:49	Single Service	Strangeways-Higher Blackley	

Timetable data taken from 'traveline.info' accessed 18/05/2024

3.53 The bus timetable information demonstrates that residents will be able to use the bus services along Waterloo Road to access Manchester City Centre, educational facilities and Manchester Victoria Railway Station.

Accessibility by Rail

3.54 The nearest railway station to the site is Manchester Victoria Railway Station. The station is located on the northern edge of the city centre, approximately 2km walking distance south of the site.

3.55 The station benefits from several facilities, with a summary as follows:

- Ticket Machines.
- Toilets.
- Bicycle Parking (38 stands and CCTV).
- Information services.
- Ramps for accessible access.

3.56 **Table 5** provides details on rail services to the major destinations from Manchester Victoria Railway Station.

Table 5: Summary of Main Services Operating from Manchester Victoria Railway Station

Destination/s	Peak Frequency	First Train	Last Train
Chester	Hourly	06:16	21:06
Leeds	5 Services Hourly	02:48	00:06
Liverpool Lime Street	2 Services Hourly	05:30	23:46

Timetable data taken from 'nationailrail' accessed 18/05/2024

3.57 Direct services operate from Manchester Victoria Railway Station to destinations such as Chester, Leeds and Liverpool. Commutes to all these destinations can be achieved in under one hour. Notable stations which services call at enroute to their destination include Bradford Interchange and Warrington Bank Quay.

Accessibility by Tram (Metrolink)

3.58 Queens Road tram stop is located approximately 1.3km walking distance east of the site. **Table 6** outlines the services operating at this stop.

Table 6: Summary of Main Services Operating Directly from Queens Road Tram Stop

Destination	Operating Day/s	First Service	Last Service
Bury	Mon-Fri	06:02	00:46
	Sat		00:38
	Sun	06:59	23:44
Piccadilly	Mon-Fri	06:12	23:48
	Sat		00:46
	Sun	07:14	23:59
Altrincham	Mon-Fri	07:00	20:00
	Sat	09:00	18:30

Timetable data taken from 'Transport For Greater Manchester' accessed 18/05/2024

3.59 Queens Road tram stop is served by the 'Yellow' and 'Green' lines which operate between Bury-Manchester Piccadilly and Bury-Altrincham respectively.

3.60 Between Monday to Saturday, trams operate every 12 minutes throughout Manchester, whereas on Sunday 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 Queens Road, service frequency increases between the hours of 07:00-20:00 Monday-Friday and 09:00-18:30 on Saturdays.

3.61 The Altrincham-Bury line is classed as a part service and therefore, direct travel to Altrincham from Queens Road is only permittable between the times stated within **Table 6**. This service operates every 12 minutes Monday-Saturday. Outside of the stated times, travel to Altrincham can be achieved via Piccadilly Gardens.

Sustainability Conclusion

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

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"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."

3.63 The site has several facilities within a sensible commute on foot or via cycling therefore, the site is considered a 'walkable neighbourhood' as described by the Manual for Streets:

"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"

3.64 Based on the above information, the site is accessible on foot, by bicycle and by public transport providing residents with the opportunity to travel by sustainable modes, removing the reliance on car journeys.

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4.0 PROPOSED DEVELOPMENT

4.1 This chapter of the Transport Assessment considers the proposed development in terms of scale, the site access arrangements and servicing arrangements.

Schedule of Accommodation

4.2 The development proposals will seek planning permission for 70 affordable dwellings. A breakdown of the development schedule can be found within **Table 7**.

Table 7: Schedule Of Accommodation

Dwelling Type	Number
One Bed Apartment	14
Two Bed Apartment	12
Two Bed House	11
Three Bed House	15
Four Bed House	18
	70

Vehicle Access

4.3 Access to each land parcel will be directly achieved via the existing residential roads of Alderford Parade, Tamerton Drive, Dinnington Drive and Heatherdale Drive. Each road will serve the following number of dwellings:

- Alderford Parade = 21 dwellings.
- Tamerton Drive = 14 dwellings (split).
- Dinnington Drive = 21 dwellings (split).
- Heatherdale Drive = 14 dwellings.

4.4 As part of the development, a new spine road will be provided between Dinnington Drive and Tamerton Drive for all highway users. The spine road, which will have an operational width of five and a half metres, will also benefit from two metre footways along either side. These footways will link with the existing footway network which surrounds the site.

4.5 Visibility splays associated with the spine road onto Tamerton Drive have been checked to ensure safe and suitable access can be achieved. Visibility splays of 43 metres can be achieved to the east of the access, with splays of 19 metres available to the west of the access towards the parking area. Drawing Number RHC-24-024-02, attached within **Appendix F**, demonstrates these visibility splays.

4.6 In addition, 43 metre visibility splays have been shown at the Waterloo Road/Alderford Parade junction given the intensification in its use. Drawing Number RHC-24-024-03, also attached within **Appendix F**,

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outlines how suitable visibility splays can be achieved from the junction, with the splays solely contained within land under the control of Manchester City Council.

Stage 1 Road Safety Audit

4.7 A Stage 1 Road Safety Audit of the proposed site access, footway and spine road was undertaken by Midlands Road Safety Ltd in June 2024.

4.8 The specialist audit team identified only a single problem when based on the appended drawings provided as part of the audit brief. A copy of the Stage 1 Road Safety Audit can be found within **Appendix G**.

4.9 A designer's response has been prepared upon receipt of the audit, which fully addresses the problem raised. A copy of this response can also be found within **Appendix G**.

Stopping Up Order

4.10 To facilitate the proposed development, the client seeks to apply for the stopping up of existing highway which surrounds the land parcels for development. These areas include sections of footway and parking spaces which are not considered to offer any public benefit.

4.11 Upon review of the areas which are to be stopped up, it has been concluded that existing pedestrians would not be adversely impacted by the changes. The proposed development will provide improved pedestrian infrastructure discussed later within this report, with walking time increases considered to be negligible.

Vehicle Parking

4.12 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.

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- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate.

4.13 In total, 70 parking spaces are proposed, which equates to a ratio of one space per unit thus, 100% provision.

4.14 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 and flats/apartments within the Cheetham ward, where the site is situated.

4.15 A summary of the results is presented within **Table 8**, with full results attached within **Appendix H**.

Table 8: Car Ownership for Residents Aged 17+ in the Cheetham Ward

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
Houses			
Residents (4,283)	1,291	2,061	931
Percentage	30%	48%	22%
Flats/Apartments			
Residents (2,667)	1,471	1,011	185
Percentage	55%	38%	7%

4.16 Further review of the census data outlines that 23% of houses, and 47% of flats/apartments 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 9**.

Table 9: Household Occupancy Split (Age 17+)

House Type (Quantity)	Single Occupant (%)	Dwelling Total	Two+ Occupants (%)	Dwelling Total
Houses (44)	23%	10	77%	34
Flats (26)	47%	12	53%	14

4.17 The analysis within **Table 9** outlines that 10 of the houses and 12 of the flats will likely have a single occupant over the age of 17 years. Using the percentages within **Table 8** and applying them to the information presented within **Table 9**, a projection in relation to car ownership levels for the site has been outlined within **Table 10**.

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Table 10: Projected Number of Vehicles Associated with Proposed Development

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
One Resident (10 Houses)	3	5	2
Two Residents (34 Houses)	10	16	8
One Resident (12 Flats)	7	5	0
Two Residents (14 Flats)	8	5	1
Total Vehicles	-	*31*	*22*

4.18 Upon reviewing the information provided, it is calculated that residents of the proposed development are likely to have 53 vehicles, when based on similar car ownership levels within the surrounding area.

4.19 It is therefore considered that the proposed level of parking is sufficient to meet the needs of the site, without resulting in overspill parking on the highway network.

4.20 All dwellings will be provided with Electric Vehicle (EV) charging facilities (min. 7kw) in accordance with Manchester City Council guidance. These facilities will be installed by the developer during construction.

Cycle Parking/Storage

4.21 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.

4.22 Secure cycle parking will also be provided for communal areas, as outlined on the site plan attached within **Appendix A**.

Servicing

4.23 Refuse collections would be in keeping with existing operations along the surrounding roads, through kerbside collections. Residents would be responsible for placing the relevant bins at the back line of pavement on collection day.

4.24 To ensure that the proposed spine road is of suitable to cater for refuse collection, swept paths using a large refuse vehicle have been undertaken. The swept paths, shown on Drawing RHC-24-024-04 attached within **Appendix I**, confirm that the spine road can cater for refuse vehicles therefore, no further assessment work has been undertaken.

4.25 In addition, swept paths of Alderford Parade have been undertaken to ensure that a large refuse vehicle can turn and exit onto Waterloo Road, within a forward gear. Drawing Number RHC-24-024-01a, also attached within **Appendix I**, depicts this manoeuvre.

4.26 While there will be some minor body overhang of the footways along the carriageway when the vehicle is turning, this movement is infrequent and would unlikely result in a safety concern for pedestrians. This

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is also echoed within the Stage 1 Road Safety Audit given there was no mention of this being a safety concern.

5.0 VEHICLE IMPACT

5.1 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.

Traffic Generation

5.2 To ascertain the number of vehicle movements generated by the proposed development, 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.

5.3 The land use '03-Residential, Category B-Affordable/Local Authority Houses' was assessed for sites of similar size to the proposals. Sites located within Greater London, Ireland, Scotland and Wales were discounted from the assessment, along with all sites not situated in 'Suburban' or 'Edge of Town' locations. Any surveys which were undertaken during the Covid-19 pandemic lockdown restrictions were also removed.

5.4 The TRICS assessment identified two surveys from two separate sites which would be replicable to the proposed development. A summary of the person trip rates can be found within **Table 11**, with the full TRICS data available in **Appendix J**.

Table 11: 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)	0.293	0.870	1.163	0.478	0.185	0.663

5.5 A review of the 2021 Method of Travel to Work census data for the E00026036 output area, in which the site is situated, has been undertaken as to compare the results against the 2011 Method of Travel to Work census data.

5.6 The review has primarily been undertaken to ensure for a robust assessment of likely travel modes associated with residents of the site, given the 2021 census was undertaken during a period where travel behaviors may have been influenced by the Covid-19 pandemic.

5.7 **Table 12** provides a summary of the Travel to Work statistics for the E00026036 output area taken from both census datasets.

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Table 12: **Summary of Travel to Work Statistics**

Method of Travel to Work	2011 Census Data		2021 Census Data	
	Persons	Percentage	Persons	Percentage
Work from Home	4	2.6%	27	15.7%
Underground/Metro/Light train/Tram	4	2.6%	1	0.6%
Train	3	1.9%	5	2.9%
Bus, Minibus/Coach	42	26.9%	25	14.5%
Taxi	4	2.6%	5	2.9%
Motorcycle/Scooter/Moped	0	0.0%	2	1.2%
Driving a Car or Van	59	37.8%	63	36.6%
Passenger in a Car or Van	10	6.4%	8	4.7%
Bicycle	2	1.3%	3	1.7%
On Foot	28	17.9%	27	15.7%
Other method of Travel to work	0	0.0%	6	3.5%
Total	156	100%	172	100%

5.8 As the 2021 census was impacted during the Covid-19 pandemic, with more people noted to be working from home, the 2011 census is a suitable dataset for projecting travel modes for future residents of the site.

5.9 Using the information within **Table 11** and applying it to the chosen 2011 census data within **Table 12**, the following multimodal movements are projected from the site. A copy of the census data can be found within **Appendix K**.

Table 13: Projected Multimodal Movements (Two-Way)

Method of Travel to Work	Percentage	AM Trips	PM Trips
Work from Home	2.6%	2	1
Underground/Metro/Light train/Tram	2.6%	2	1
Train	1.9%	2	1
Bus, Minibus/Coach	26.9%	22	12
Taxi	2.6%	2	1
Motorcycle/Scooter/Moped	0.0%	0	0
Driving a Car or Van	37.8%	31	18
Passenger in a Car or Van	6.4%	5	3
Bicycle	1.3%	1	1
On Foot	17.9%	15	8
Other method of Travel to work	0.0%	0	0
Total	100%	81	46

5.10 As shown within **Table 13**, it is projected that the proposed development would generate 31 two-way vehicle movements during the busiest peak hour (AM Peak). Given that these movements will be distributed along four separate roads, no junction along the immediate highway network is likely to experience 30 two-way movements during this peak hour.

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5.11 Scoping discussions with Manchester City Council confirmed that no off-site junction capacity assessments would be required. The anticipated vehicle movements associated with the site during the generic AM and PM peak hours are therefore considered to be acceptable in accordance with Paragraph 115 of the NPPF.

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6.0 MITIGATION PROPOSALS

6.1 Based on the information provided in this report, this section will list all improvements deemed necessary to help facilitate the development.

Pedestrian Improvements

6.2 During the site visit, and as raised within the Stage 1 Road Safety Audit, many of the footways which front the land parcels were in poor state of repair. As part of the proposed development, the footways which bound each land parcel will be improved/resurfaced to ensure safe and suitable access can be achieved. These improvements will be secured by way of S278 agreement.

6.3 In addition, dropped kerb crossings with tactile paving will be provided at junctions which are likely to be utilised by residents of the site. A summary of the junctions which will be improved to provide dropped kerb crossings are as follows:

- Waterloo Road/Alderford Parade junction.
- Dinnington Drive/Deerhurst Drive junction.

6.4 Dropped kerb crossings will also be provided at the Spine Road junction with Tamerton Drive and the proposed junction onto Heatherdale Drive to a new off-street parking area. These improvements, which will be secured by way of S278 agreement, are shown on Drawing Number RHC-24-024-05, attached within **Appendix L**.

Speed Limit Extension

6.5 As part of the proposed development, it is considered logical to extend the existing 20mph speed limit which is in place along Tamerton Drive.

6.6 The speed limit extension is proposed to run from the Tamerton Drive/Spine Road junction to the Dinnington Drive/Deerhurst Drive junction. The proposed speed limit extension would be subject to the necessary Traffic Regulation Order Process, however it would appear such a proposal would be supported by Manchester City Council, when based on their pre-application response.

6.7 Drawing Number RHC-24-024-05 outlines the proposed speed limit extension.

Framework Travel Plan

6.8 A Framework Travel Plan has been prepared alongside this Transport Assessment to assist in reducing the number of single car occupancy vehicle trips associated with the application site.

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6.9 The Framework Travel Plan provides a package of measures to encourage residents to use sustainable transport modes, reducing the sites impact upon the immediate highway network.

6.10 A Framework Travel Plan can offer substantial gains towards sustainable transport objectives of central and local government, as well as providing several benefits to residents of the proposed development. The overarching aim of the Framework Travel Plan is:

> *"To create a sustainable, community-driven environment that promotes a range of lifestyle and travel choices and reduces reliance on the private car."*

6.11 Travel planning is an on-going process which will grow and develop with time. The Travel Plan Coordinator will provide a full Travel Plan upon completion of the site, and will implement the plan and control its day-to-day management, which will include consultation with Manchester City Council.

6.12 The impacts of the Framework Travel Plan upon the highway network, through the targeted 5% reduction in single car occupancy vehicle trips, could result in far fewer vehicle movements from the site than those projected within this report.

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7.0 SUMMARY AND CONCLUSIONS

Summary

7.1 This Transport Assessment has been produced to provide information in support of a proposed residential development at Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester.

7.2 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.

7.3 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.

7.4 The proposed spine road within the site has been designed to ensure for simultaneous two-way vehicle movement. Sufficient visibility splays can be achieved from the new junction with Tamerton Drive, with suitable visibility splays achievable from the Waterloo Road/Alderford Parade junction.

7.5 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.

7.6 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.

7.7 The proposed development is anticipated to generate an additional 31 two-way vehicle movements during the generic AM peak hour, and 18 two-way movements during the generic PM peak hour, over a typical weekday. Given vehicles associated with the site have four separate points of access onto the wider highway network, it has been agreed with Manchester City Council that no off-site junction assessments would be required.

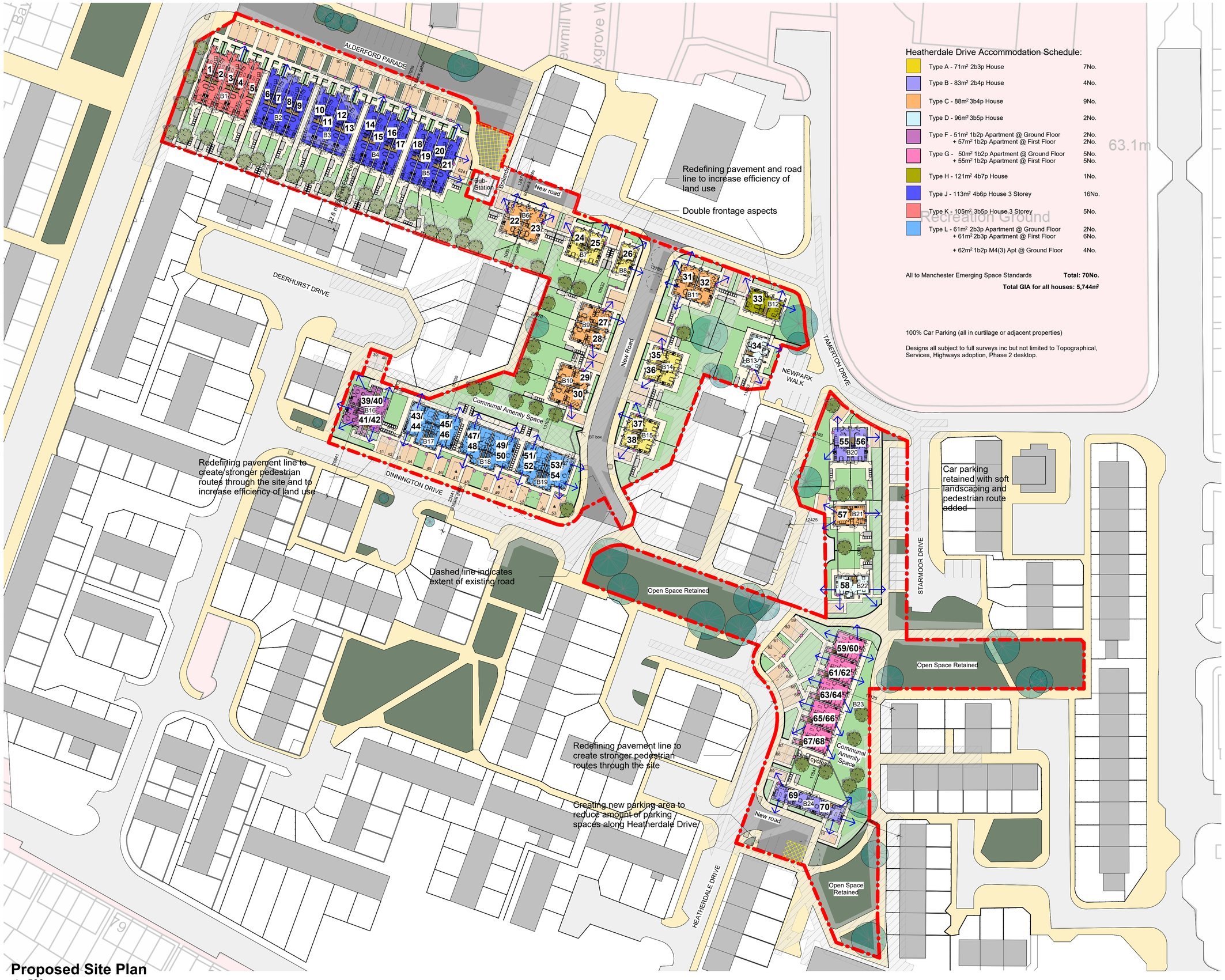
7.8 The Framework Travel Plan that accompanies this Transport Assessment sets out in detail a package of measures for incorporation into a future Travel Plan once the site is fully occupied, to encourage residents to use sustainable transport, avoiding single car occupancy vehicle trips.

Conclusions

7.9 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' 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"*.

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Appendix A: -



Proposed Site Plan

1 : 500

Heatherdale Drive Accommodation Schedule:

Type A - 71m² 2b3p House		7No.
Type B - 83m² 2b4p House		4No.
Type C - 88m² 3b4p House		9No.
Type D - 96m² 3b5p House		2No.
Type F - 51m² 1b2p Apartment @ Ground Floor		2No.
	+ 57m² 1b2p Apartment @ First Floor	2No.
Type G - 50m² 1b2p Apartment @ Ground Floor		5No.
	+ 55m² 1b2p Apartment @ First Floor	5No.
Type H - 121m² 4b7p House		1No.
Type J - 113m² 4b6p House 3 Storey		16No.
Type K - 105m² 3b5p House 3 Storey		5No.
Type L - 61m² 2b3p Apartment @ Ground Floor		2No.
	+ 61m² 2b3p Apartment @ First Floor	6No.
	+ 62m² 1b2p M4(3) Apt @ Ground Floor	4No.

All to Manchester Emerging Space Standards **Total: 70No.**

Total GIA for all houses: 5,744m²

100% Car Parking (all in curtilage or adjacent properties)

Designs all subject to full surveys inc but not limited to Topographical, Services, Highways adoption, Phase 2 desktop.

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- Drawing not to be scaled
- Report Errors and Omissions to the Architect.
- Check all dimensions on site
- Drawing to be read in conjunction with the Health and Safety Plan and all relevant Risk Assessments

1:5
1:500
10m
20
30

KEY

- Natural surveillance
- Proposed tree
- Retained existing tree
- Soft Landscaped area
- Private Lawned Garden
- Existing tree removed
- Shared surface
- New parking spaces
- Relocated/retained existing parking space
- Underground Utilities Easement
- Underground Utilities to be Adjusted
- Current site boundary
- EV Charger

Rev.	Date	Drn.	Chkd.

BowkerSadler

Project
Heatherdale Drive

Client
Mosscare St. Vincents

Drawing
Site Plan

Scale	Sheet Size	Drawn	Checked	Date
1 : 500	@ A1	SW	CL	10.07.24

Project No.	Originator	Zone	Level	Form	Discipline	Number	Revision
21-026 -	BSA -			D -	A -	1002	

Status
Planning

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Appendix B: -

Dear Stephen ,

I forwarded a copy of the draft scheme layout to Highway Services for their observations. Their response is outlined below for your information .

They have advised in addition to the comments provided below, they have also asked TfGM if they wish to provide any comments at this stage, and if any are received these will be forwarded onto you .

The scheme will provide 70no. residential dwellings (mix of houses and apartments) across various vacant plots within the area.

Any forthcoming planning application would need to be supported by the following:

Full Transport Assessment (TA). *Given the scale of development, they would request that a full TA is provided. This should provide detail on the following – but please also note that Highways recommend that the full TA scope should be agreed prior to submission.*

- *Multi-modal trip generation assessment with trip distribution and operational assessments (where necessary) - scope to be agreed.*
- *Full audit of existing/proposed sustainable transport modes/infrastructure/routes including active travel provision and potential crossing facilities in the area. Highways note that many of the existing minor junctions in the area do not benefit from dropped-kerbs or tactile paving provision. Connectivity to surrounding facilities/services should also be assessed.*
- *Details on proposed parking provision with supporting justification. At this stage, 100% provision seems reasonable, although this will need to be suitably justified. All individual dwellings would need to have EV charging facilities (min. 7kw). A minimum of 20% is requested for apartments where parking is not allocated, however the current scheme indicates that the low-rise apartment buildings will have allocated provision and so 100% EV provision is required.*
- *Assessment of impact on existing levels of resident on-street parking in the vicinity of the works.*
- *Demonstration of 100% cycle parking for each dwelling.*
- *It is noted that the area is largely absent of any TROs. The TA should undertake a review of where new TROs may be necessary in order to ensure safe and efficient movement/visibility for all road-users in the vicinity of the development plots. This may include localised parking surveys. It would seem sensible to extend 20mph speed-restriction in the vicinity of the site as part of the application.*
- *Detailed text and supporting plans showing proposed S278 and S38 highways works with demonstration of appropriate standards.*
- *Provision of appropriate bin storage and servicing presentation areas.*
- *Refuse vehicle swept-path assessments – this should be based on a 11.5m MCC standard refuse vehicle – particularly for the new road and any changes to existing highways.*
- *Overview of construction management measures and outline traffic management measures to undertake works and support any utility connections. We would request that a full Construction Management Plan is conditioned with any approval.*

Site Layout

In terms of the layout/other points – these matters should also be fully detailed within the Transport Assessment:

- *There are a number of adopted and unadopted pedestrian routes which may be affected by these development plots. A full review should be undertaken to ensure general pedestrian connectivity within the area is not adversely affected.*
- *The existing highways/pedestrian routes are made-up of a mixture of both adopted and unadopted highway – the applicant should obtain adoption plans to fully understand the extent of adopted highway and demonstrate which areas will need to be subject to the stopping-up process. It is recommended that the applicant obtains a plan showing extent of highway adoption by emailing roadinformationsearches@manchester.gov.uk. Even unadopted (established) pedestrian routes would likely need to be legally stopped-up.*
- *Any redundant vehicle access points will require full footway reinstatement. Many of the existing footway and carriageways in the vicinity of these plots appear to be in poor condition and so would benefit from resurfacing.*
- *Existing footways should also be increased in width where necessary for footways bounding the development plots so 2m width is provided. Any new sections of highway/footways will also need to meet adoptable standards. It should be noted that MCC would not adopt shared driveways/shared surface areas.*
- *MCC have a standard palette of materials and so anything over and above these would be subject to a commuted sum. This is the same for any trees and landscaping implemented onto the adopted highway. (i.e. as shown at Alderford Parade).*
- *The new road will likely be adopted and would therefore need to be designed in alignment with MCC S38 standards.*
- *New roads and changes to existing roads/junctions should also align with MCC standards with dropped-kerb and tactile paving provision. Appropriate junction visibility should also be provided. Consideration must be given to property boundary treatments with respect to junction visibility. Existing parking surveys/observations should assess whether TRO restrictions would be required to maintain vehicle access and visibility through the area.*
- *Appropriate forward visibility would need to be retained around bends along the new road and along existing roads which have property frontages.*
- *All private driveways would need to have appropriate levels of visibility with permeable boundary treatments if over 600mm in height. Driveways should be constructed in alignment with MCC standards (min. 3m x 6m). These should also be located at least 10m away from junctions for safety reasons. MCC usually request a maximum of double dropped vehicle crossover for driveway access for pedestrian amenity reasons.*
- *The residential car-park clusters should ensure these parking bays are in alignment with MCC standards (2.4 x 4.8m) with 6m aisle width. Some disabled bays should also be included (with an additional 1.2m side/rear hatched clearance).*

Framework Residential Travel Plan. *This should identify measures to promote/encourage sustainable modes of travel for all future residents. We would request that a full Travel Plan is conditioned with any approval.*

Stage 1 Road Safety Audit. *This will be required for any S278 and S38 highways works.*

I trust the above information will be of assistance to you.
The above advice is related to the information available to the City Council at this time. This advice may be subject to alteration as a result of consultation or if further information is brought to the attention of the City Council, which materially affects the consideration of this matter.

Appendix C: -

Highway Scoping Note

RHC-24-024 Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester May 2024, RHC-24-024-SN

Introduction

Roberts Highway Consultants Limited has been commissioned by Mosscare St. Vincents to support an upcoming planning application for a proposed residential development at Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester.

The proposed development will comprise of 70 affordable residential dwellings, split over three areas which are currently open greenspace. A proposed site plan, which is subject to change, is contained within **Appendix A** with a contextual site location plan provided within **Plan 1**.

Plan 1: Contextual Site Location Plan



© Google Maps

The purpose of this scoping note is to establish the scope of the Transport Assessment and Framework Travel Plan which will be prepared in support of the proposed planning application.

Access/New Road Link

Access to each land parcel will be directly achieved via the existing residential roads of Alderford Parade, Tamerton Drive, Dinnington Drive and Heatherdale Drive. Each road will serve the following number of dwellings:

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- Alderford Parade = 21 dwellings
- Tamerton Drive = 14 dwellings (split along the spine road)
- Dinnington Drive = 21 dwellings (split along the spine road)
- Heatherdale Drive = 14 dwellings

As part of the proposals, the client will seek to implement a new spine road between Dinnington Drive and Tamerton Drive for all highway users. Given the short length of the road, it is not considered there would be a significant alteration to residents' travel patterns upon its implementation however, this will be reviewed further within the Transport Assessment.

The client will also seek to provide a stopping up order of highway to facilitate the development, as shown within the draft stopping order plan within **Appendix B**.

Sustainability & Safety

The Transport Assessment and Travel Plan will include a full sustainability appraisal which will include a full review of all local facilities in the vicinity of the site, along with access to the site via sustainable travel modes (walking, cycling, bus, and rail services).

Particular consideration will be given to the National Cycle Network (NCN) infrastructure in the area, and any potential improvements this may benefit from.

Public Transport, including links to the rail network will be reviewed as part of both reports, including for the Greater Manchester Accessibility Level (GMAL).

Personal Injury Collision (PIC) data will be obtained for the most recently available five-year period using crashmap.co.uk (unless advised otherwise). The data will cover a suitable study area within proximity of the site.

Traffic Generation

Development traffic from the site will be calculated using the TRICS database for person trips, applying these rates to both the 2011 and 2021 census data for the E00026036 output area, in which much of the site is situated. A summary of the census data is provided overleaf.

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Table 1: Summary of Travel to Work Statistics

Method of Travel to Work	2011 Census Data		2021 Census Data	
	Persons	Percentage	Persons	Percentage
Work from Home	4	2.6%	27	15.7%
Underground/Metro/Light train/Tram	4	2.6%	1	0.6%
Train	3	1.9%	5	2.9%
Bus, Minibus/Coach	42	26.9%	25	14.5%
Taxi	4	2.6%	5	2.9%
Motorcycle/Scooter/Moped	0	0.0%	2	1.2%
Driving a Car or Van	59	37.8%	63	36.6%
Passenger in a Car or Van	10	6.4%	8	4.7%
Bicycle	2	1.3%	3	1.7%
On Foot	28	17.9%	27	15.7%
Other method of Travel to work	0	0.0%	6	3.5%
Total	156	100%	172	100%

As the 2021 census was impacted during the Covid-19 pandemic, with more people noted to be working from home, the 2011 census is considered to be a suitable dataset for projecting travel modes for future residents of the site.

A summary of the projected person trip rates can be found within **Table 2,** using the land use '03-Residential, Category B-Affordable/Local Authority Houses' for residential sites of similar size to the proposals. TRICS data is provided within **Appendix C**.

Table 2: Development Person Trip Rates

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Person Trip Rates (per dwelling)	0.293	0.870	1.163	0.478	0.185	0.663

Using the information within the above table, and applying it to the chosen 2011 census data, the following multimodal movements are projected from the site.

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Table 3: Projected Multimodal Movements (Two-Way)

Method of Travel to Work	Percentage	AM Trips	PM Trips
Work from Home	*2.6%*	*2*	*1*
Underground/Metro/Light train/Tram	2.6%	2	1
Train	1.9%	2	1
Bus, Minibus/Coach	26.9%	22	12
Taxi	2.6%	2	1
Motorcycle/Scooter/Moped	0.0%	0	0
Driving a Car or Van	37.8%	31	18
Passenger in a Car or Van	6.4%	5	3
Bicycle	1.3%	1	1
On Foot	17.9%	15	8
Other method of Travel to work	0.0%	0	0
Total	100%	81	46

As shown within **Table 3**, it is projected that the proposed development would generate 31 two-way vehicle movements during the busiest peak hour (AM Peak). Given that these movements will be distributed along four separate roads, no junction along the immediate highway network is likely to experience 30 two-way movements during this peak hour. It is therefore considered no formal junction assessments will be required as part of the Transport Assessment.

Framework Travel Plan

The Framework Travel Plan will outline a package of measures to be adopted as part of the full Travel Plan at the site. The package of measures will be tailored to the site with the aims of reducing single occupancy vehicle trips from the site.

Interim targets within the Framework Travel Plan will be set, which will include for a 10% reduction in single occupancy vehicle trips over a five-year monitoring period, with a shift towards more sustainable travel modes. These targets will be initially obtained from the Method of Travel to Work census data used as part of the Transport Assessment.

Please can you advise at your next available opportunity on the above, so it can be factored into the transportation work produced in support of the planning application.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- May 2024	Initial submission

Appendices

A – Indicative Site Layout

B – Stopping Up Plan

C – TRICS Outputs

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Appendix A: -



Heatherdale Drive Accommodation Schedule:

	Type A - 71m² 2b3p House	7No.
	Type B - 83m² 2b4p House	4No.
	Type C - 88m² 3b4p House	7No.
	Type D - 96m² 3b5p House	3No.
	Type F - 64m² 2b3p Apartment @ Ground Floor	2No.
	+ 68m² 2b3p Apartment @ First Floor	2No.
	Type G - 50m² 1b2p Apartment @ Ground Floor	5No.
	+ 55m² 1b2p Apartment @ First Floor	5No.
	Type H - 111m² 4b6p House	1No.
	Type I - 113m² 4b6p House	1No.
	Type J - 113m² 4b6p House 3 Storey	16No.
	Type K - 105m² 3b5p House 3 Storey	5No.
	Type L - 61m² 2b3p Apartment @ Ground Floor	2No.
	+ 61m² 2b3p Apartment @ First Floor	6No.
	+ 62m² 1b2p M4(3) Apt @ Ground Floor	4No.

All to Manchester Emerging Space Standards **Total: 70No.**

Total GIA for all houses: 5,815m²

100% Car Parking (all in curtilage or adjacent properties)

Designs all subject to full surveys inc but not limited to Topographical, Services, Highways adoption, Phase 2 desktop.

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- Drawing to be read in conjunction with the Health and Safety Plan and all relevant Risk Assessments

1:5
1:50 1m 2 3

1:1
1:100 1m 2 3 4 5 6

KEY

- Proposed tree
- Retained existing tree
- Soft Landscaped area
- Private Lawned Garden
- Existing tree removed
- Shared surface
- New parking space
- Relocated/retained existing parking space

- Land Aquisition Boundary: **11,285 m2**
- Retained Land in Council's ownership: **4,345 m²**

Total: 15,630 m²

Rev.	Date	Drn.		Chkd.
A	17.04.24	PC	Revisions following layout update and MCC feedback	SW

BowkerSadler

Project
Heatherdale Drive

Client
Mosscare St. Vincents

Drawing
Site Plan - Land Acquisition

Scale	Sheet Size	Drawn	Checked	Date
1 : 500	@ A1	ACo	CL	11.12.23

Project No.	Originator	Zone	Level	Form	Discipline	Number	Revision
21-026 -	BSA -					**8000**	A

Status
Information

Hatherlow House, Hatherlow, Romiley, Stockport, SK6 3DY
0161 406 7333 office@bowker-sadler.co.uk www.bowker-sadler.co.uk

Appendix B: -

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1:5
1:50 1m 2 3
1:1
1:100 1m 2 3 4 5 6

N

Key:

- Existing tree
- Grassed area
- Underground Utilities Easement
- Site boundary
- Permanent Stopping up
- Possible permanent Stopping up if right of way has been established
- Temp Stopup wwhilist works commence

ALDERFORD PARADE
SubStation
DEERHURST DRIVE
Area 1
NEWPARK WALK
TAMERTON DRIVE
DINNINGTON DRIVE
STARMOOR DRIVE
Area 2
HEATHERDALE DRIVE

Rev.	Date	Drn.	Chkd.

BowkerSadler

Project
Heatherdale Drive

Client
Mosscare St. Vincents

Drawing
Stopping up plan

Scale	Sheet Size	Drawn	Checked	Date
1 : 500	@ A1	PC	SW	14/05/2024

Project No.	Originator	Zone	Level	Form	Discipline	Number	Revision
21-026 -	BSA -					**0055**	

Status
Discussion

Hatherlow House, Hatherlow, Romiley, Stockport, SK6 3DY
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P:\2021\21-026\Drawings\feasibility\xrefs\x-site.rvt

Appendix C: -

Roberts Highway Consultants Limited 154 Rothley Road Leicestershire Licence No: 608801

Calculation Reference: AUDIT-608801-240513-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

05	EAST MIDLANDS		
	LR	LEICESTER	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	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: 38 to 54 (units:)
Range Selected by User: 30 to 280 (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 22/10/21

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	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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)	1
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	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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:

10,001 to 15,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 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

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

Travel Plan:

No	2 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	2 days

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

LIST OF SITES relevant to selection parameters

1 KS-03-B-01 MIXED HOUSES KIRKLEES
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

2 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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): 2.56

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	46	0.043	2	46	0.272	2	46	0.315
08:00 - 09:00	2	46	0.293	2	46	0.870	2	46	1.163
09:00 - 10:00	2	46	0.478	2	46	0.696	2	46	1.174
10:00 - 11:00	2	46	0.413	2	46	0.500	2	46	0.913
11:00 - 12:00	2	46	0.261	2	46	0.293	2	46	0.554
12:00 - 13:00	2	46	0.402	2	46	0.326	2	46	0.728
13:00 - 14:00	2	46	0.239	2	46	0.261	2	46	0.500
14:00 - 15:00	2	46	0.533	2	46	0.326	2	46	0.859
15:00 - 16:00	2	46	0.543	2	46	0.370	2	46	0.913
16:00 - 17:00	2	46	0.402	2	46	0.250	2	46	0.652
17:00 - 18:00	2	46	0.478	2	46	0.185	2	46	0.663
18:00 - 19:00	2	46	0.337	2	46	0.261	2	46	0.598
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.422			4.610			9.032

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

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

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Company Number: 13958498

Andy Roberts

From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Sent: 04 June 2024 10:08
To: Andy Roberts
Subject: RE: Heatherdale Drive - Cheetham Hill - Highways feedback

Good Morning Andy

Thanks for the scoping note – the content looks fine and I agree that operational assessments will not be necessary – however, the TS should include commentary/plans and layout updates on all of the Highways points noted in Sue's email below (dated 3rd May). We would also expect to see a Stage 1 RSA as part of the submission.

Kind Regards,

Rebecca Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Engineer - Highways Development Control
Neighbourhoods Directorate
Manchester City Council

Mob: 07971 384 313
Email: rebecca.hesketh@manchester.gov.uk
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: Andy Roberts <andy@robertshighwayconsultants.co.uk>
Sent: Tuesday, June 4, 2024 8:57 AM
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Subject: FW: Heatherdale Drive - Cheetham Hill - Highways feedback

You don't often get email from andy@robertshighwayconsultants.co.uk. Learn why this is important

Good morning Rebecca,

I understand that the below enquiry has been sent to yourself as so we can agree the scope of the Transport Assessment and Framework Travel Plan, as requested as part of my clients pre-app.

Are you able to kindly advise on when we are likely to receive a response from yourselves?

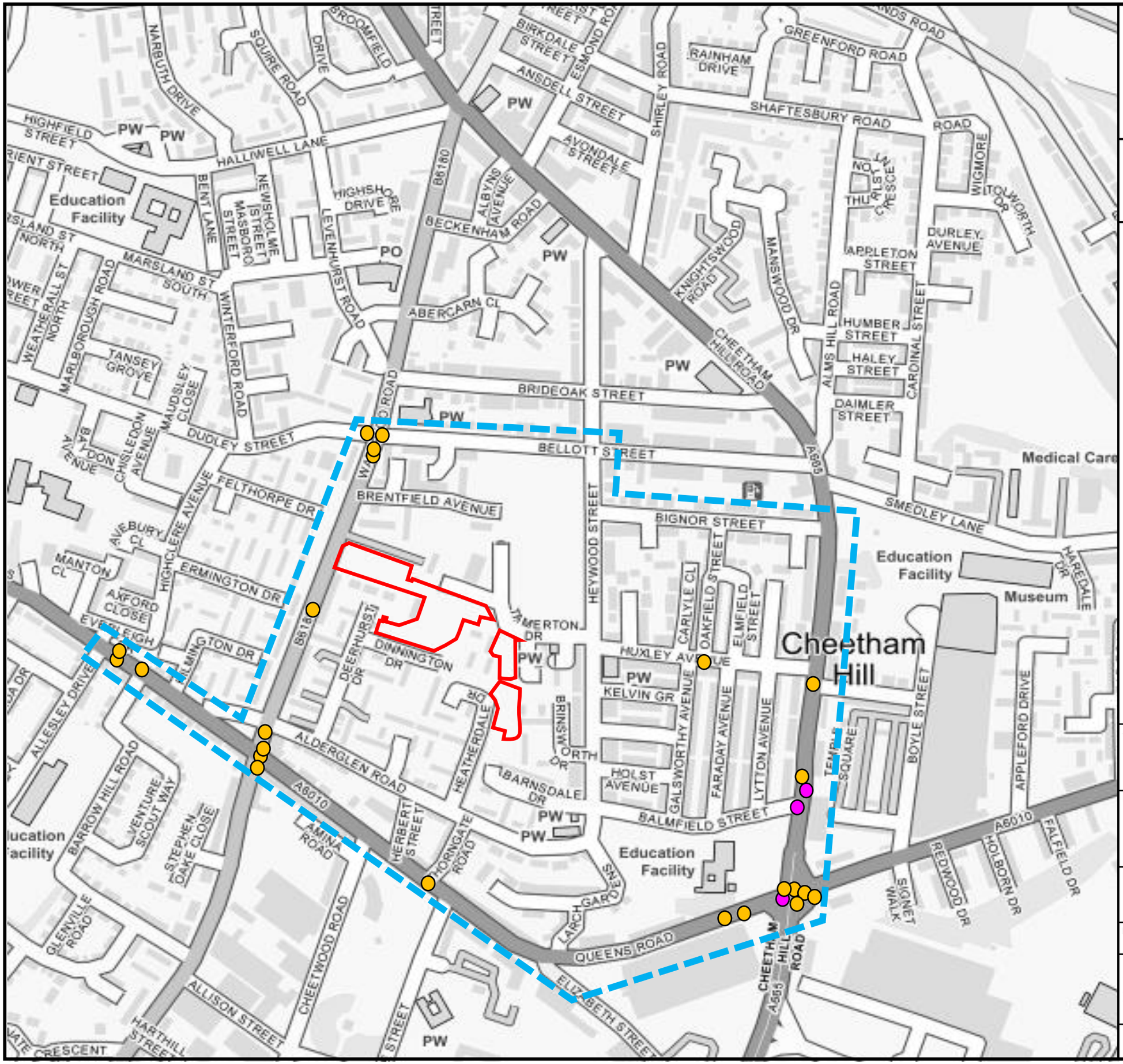
Kind Regards,

Andy Roberts BA (Hons) MCIHT MTPS
Managing Director

Roberts Highway Consultants Limited

T: 07935 229 255

Appendix D: -



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:
Mosscare St.Vincents

Project:
Cheetham Hill
Manchester

Diagram Title:
Collision Analysis

Drawn & Checked By:
AR

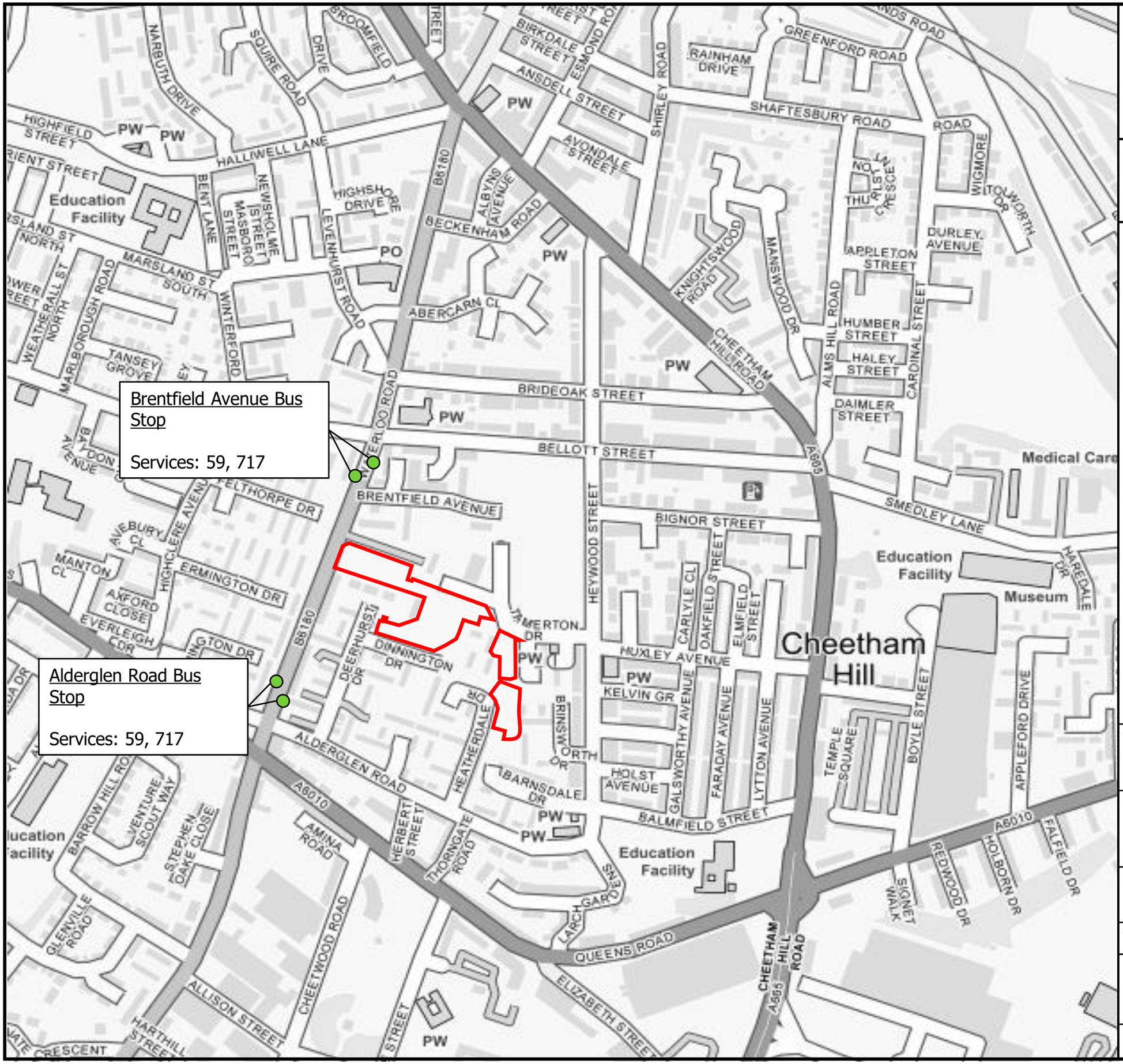
Date:
15/05/2024

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Appendix E: -



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Site Location

Selected Bus Stops Close To Site

Client: Mosscare St.Vincents

Project: Cheetham Hill Manchester

Diagram Title: Public Transport Plan

Drawn & Checked By: AR

Date: 15/05/2024

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Appendix F: -



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2. Site Plan Prepared By Bowker Sadler Drawing Reference 21-026-BSA-8000A Dated 17/04/2024.

Rev	Description	Date

Client: Mosscare St. Vincents

Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title: Visibility Extents (Tamerton Drive)

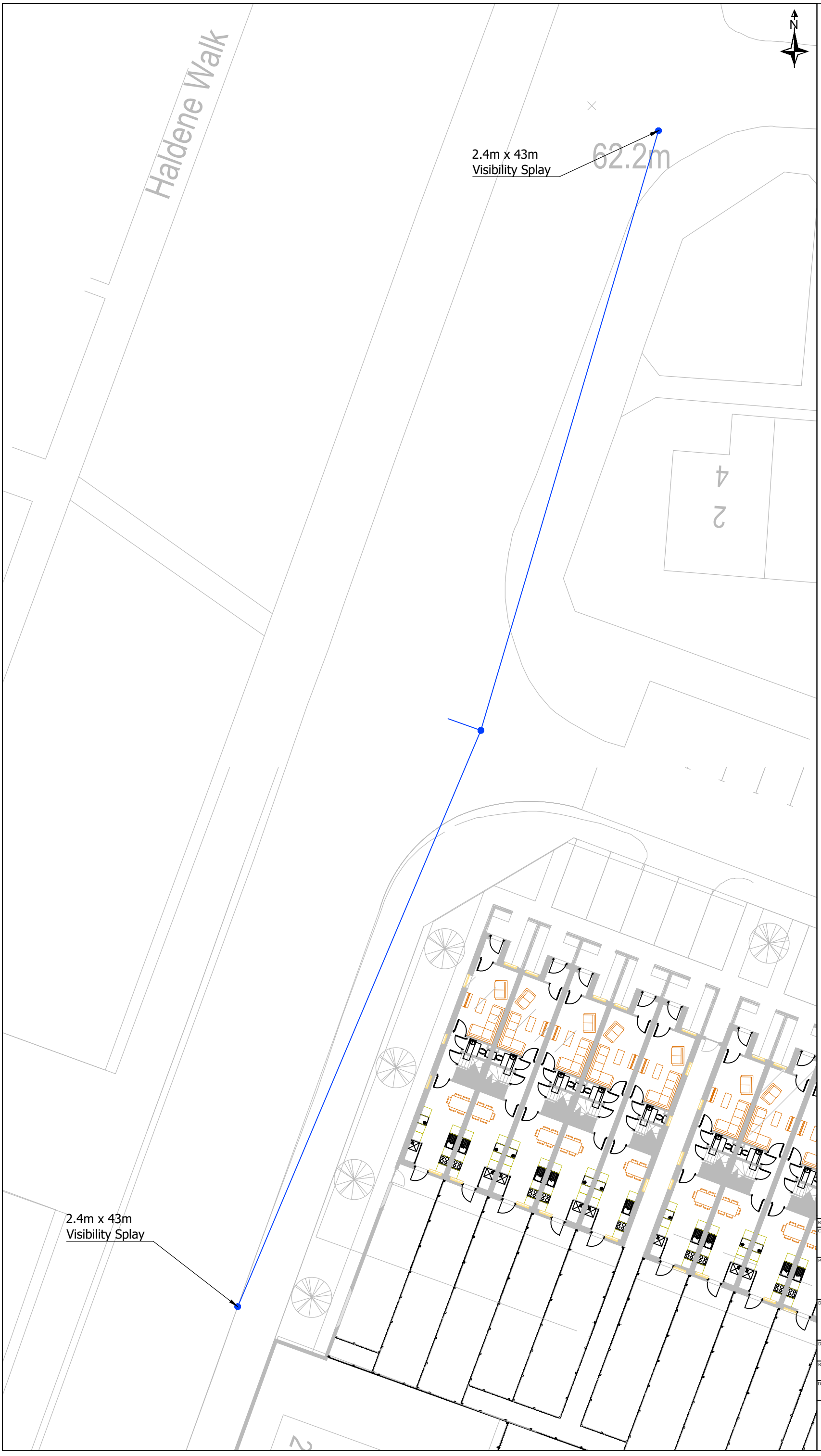
Drawing Number: RHC-24-024-02

Revision:	Sheet Size:	Scale:
-	A3	1:250
Drawn & Checked By:	**Date:**	**Status:**
AR	23/06/2024	Information

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2. Site Plan Prepared By Bowker Sadler Drawing Reference 21-026-BSA-8000A Dated 17/04/2024.

Rev	Description	Date

Client: Mosscare St. Vincents

Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title: Visibility Extents (Alderford Parade)

Drawing Number: RHC-24-024-03

Revision:	Sheet Size:	Scale:
-	A3	1:250
Drawn & Checked By:	**Date:**	**Status:**
AR	23/06/2024	Information

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Appendix G: -

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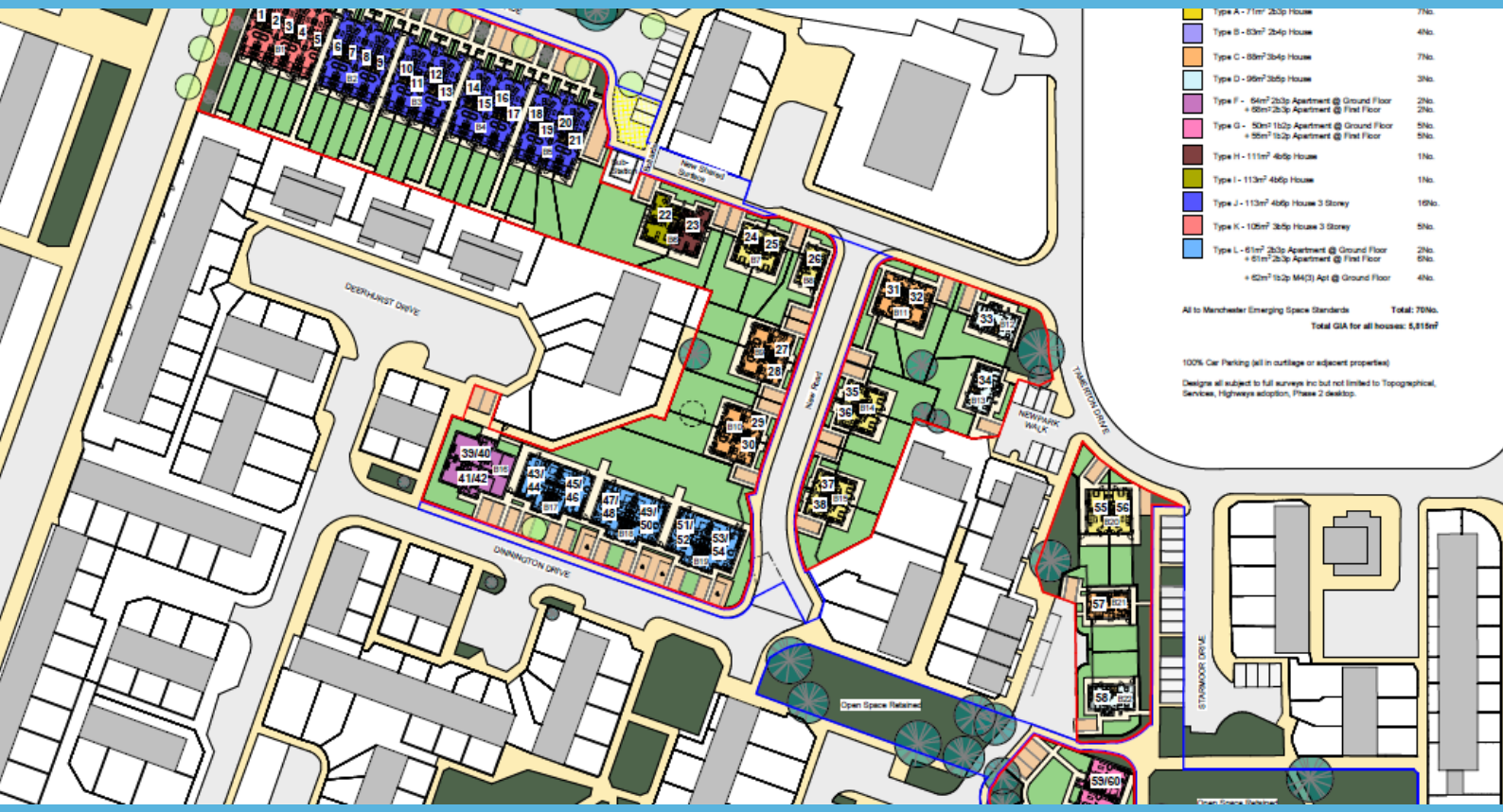
PROPOSED RESIDENTIAL DEVELOPMENT

HEATHERDALE DRIVE, CHEETHAM HILL, MANCHESTER

STAGE 1 – ROAD SAFETY AUDIT

JUNE 2024

REPORT REF: 24-1717-RSA1



PROPOSED RESIDENTIAL DEVELOPMENT

HEATHERDALE DRIVE, CHEETHAM HILL, MANCHESTER

STAGE 1 ROAD SAFETY AUDIT

JUNE 2024

REPORT REF: 24-1717-RSA1

CLIENT: Roberts Highway Consultants

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

EMAIL: chris.berry@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	19.06.2024	CB	RC
Draft (Internal)	19.06.2024	CB	RC

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CONTENTS

		Page Number
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
4.	ADDITIONAL OBSERVATIONS	5
5.	AUDIT STATEMENT	8

APPENDICES

A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

1. INTRODUCTION

1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on proposed amendments to the existing highway layout of Alderford Parade, Deerhurst Drive, Dinnington Drive, Tamerton Drive and Heatherdale Drive in Cheetham Hill, Manchester as well as the construction of a new residential access road. The works are arising from a residential development across the above roads and include the conversion of existing on-carriageway parking areas and some green space in an existing residential area into a further 70 residential dwellings and footway crossovers.

1.2 The report was requested by Roberts Highway Consultants on behalf of Mosscare St. Vincent's. The Overseeing Organisation is Manchester City Council.

1.3 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MCIHT, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

Robert Cyples, BSc, MIHE, FCIHT, FSoRSA, NH RSA Certificate of Competency

1.4 A site inspection was carried out by the Audit Team together on Monday 17th June 2024 between the hours of 10:50 and 11:30. During the site visit the weather conditions were overcast and the road surface was dry. Traffic flows were observed as being light, with occasional pedestrians and few cycle movements being observed.

1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.6 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit'. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of "Additional Observations" will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.

1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

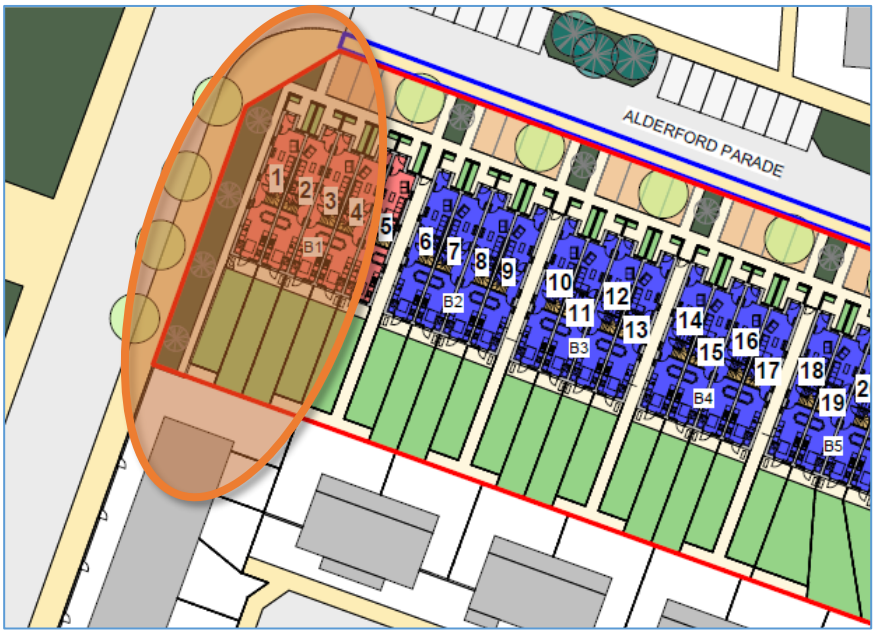
3.1. The Audit Team has identified one safety problems to be addressed.

3.2. **Problem 1**

Location: Waterloo Road – to the south of the junction with Alderford Parade.

Summary: Proposed trees may block visibility at the junction / to the signals at the nearby crossing, risking junction pull-out type collisions or signal violations and pedestrian collisions.

There are a number of proposed trees shown along the eastern footway of Waterloo Road, to the south of the junction with Alderford Parade. These trees may restrict visibility of northbound vehicles for drivers gap seeking from Alderford Parade, risking failure to give way collisions between them and emerging right turners at the junction. Furthermore, they may obstruct visibility to the nearside signal head of the controlled crossing point to the south of the junction, risking late braking shunt collisions and red light signal violations with resultant vehicle to pedestrian collisions.



Recommendation:

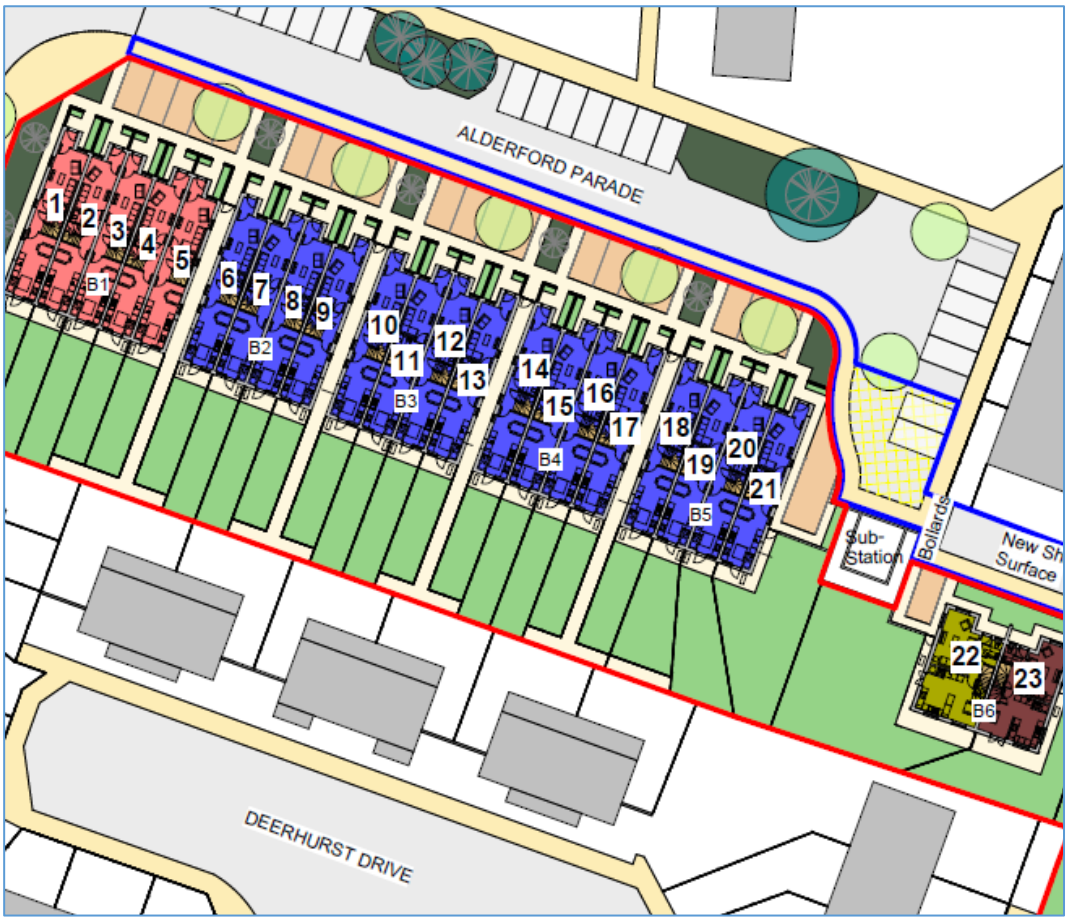
It is recommended that the trees are relocated outside of the visibility splay at the junction and that they do not obstruct forward visibility to the nearside signal head at the adjacent pedestrian crossing.

End of the 'Safety Problems' in this Section of the Report

4. ADDITIONAL OBSERVATIONS

4.1. Additional Observation 1

Within the proposed Alderford Parade layout there are a number of trees that appear to be within the carriageway or proposed parking bays. As the design develops and tree locations further determined, it is recommended that the trees are located such that they do not obstruct vehicle movements or significantly narrow the proposed 2m wide footway network that is proposed.



4.2. Additional Observation 2 – General Comment scheme wide

Many of the existing footways that are fronting and adjacent to the proposed developments are uneven and in a poor state of repair. This increases the risk of pedestrian trips and falls and can cause accessibility restrictions to mobility and visually impaired pedestrians. It is recommended that the footway surfaces are reviewed and improved as necessary as part of the detailed design.



4.3. Additional Observation 3 – General Comment scheme wide

Whilst it is recognised that the proposed development sits within an existing residential area, it was noted as part of the site visit that there is a lack of dropped kerb crossing points throughout the existing area. A lack of appropriate pedestrian facilities can lead to pedestrians crossing in less safe locations, wheelchair and prams users being trapped in the carriageway by raised kerbs as well as pedestrians tripping whilst negotiating raised kerbs to cross the carriageway. It is recommended that the residential layout is reviewed as a whole, with appropriate facilities provided on likely pedestrian desire lines throughout the scheme.

5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd



Signed: _____

Date: 19.06.2024

5.3. **AUDIT TEAM MEMBER:**

Robert Cyples, BSc, MIHE, FCIHT, FSoRSA, NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd



Signed: _____

Date: 19.06.2024

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
RHC-24-024-01	Swept Path Analysis (Refuse) Alderford Parade	-
21-026-BSA-8000	Site Plan – Land Acquistion	A

Documents

Author	Title	Rev	Date
Roberts Highway Consultants	Road Safety Audit Brief (by email)	-	14.06.2024

APPENDIX B

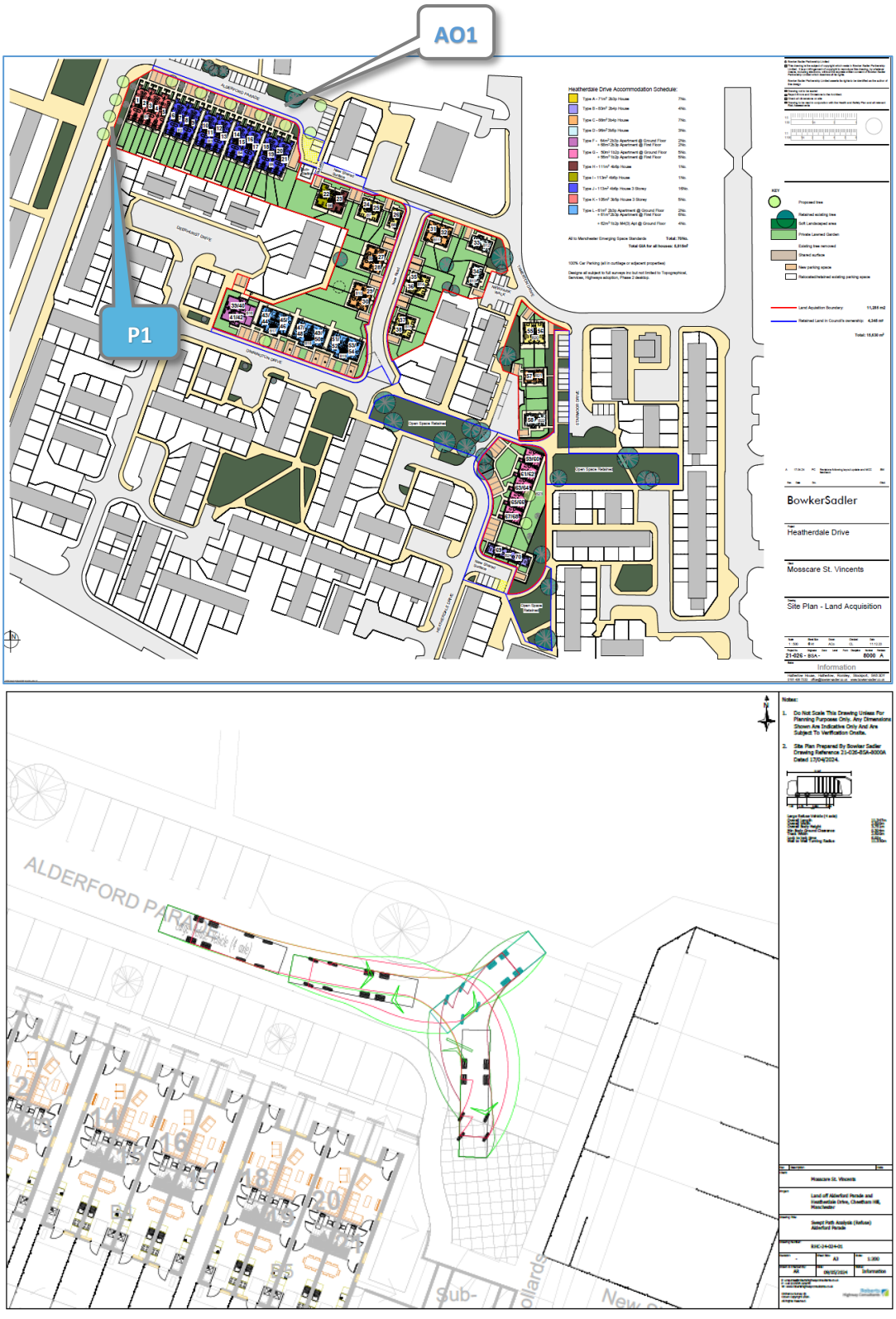
The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google Maps]

Figure 2 – Problem Location Plan





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Road Safety Audit Designers Response Schedule
RSA Report Reference: 24-1717-RSA1
Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Roberts Highway Consultants

Ref	Summary of Problems & Recommendations	Designers Response	Designers Recommendation of Project Sponsor	Overseeing Organisation Response	Overseeing Organisation Signature
Problem 1 (3.2)	Location: Waterloo Road – to the south of the junction with Alderford Parade. Summary: Proposed trees may block visibility at the junction / to the signals at the nearby crossing, risking junction pull-out type collisions or signal violations and pedestrian collisions. There are a number of proposed trees shown along the eastern footway of Waterloo Road, to the south of the junction with Alderford Parade. These trees may restrict visibility of northbound vehicles for drivers gap seeking from Alderford Parade, risking failure to give way collisions between them and emerging right turners at the junction. Furthermore, they may obstruct visibility to the nearside signal head of the controlled crossing point to the south of the junction, risking late braking shunt collisions and red light signal violations with resultant vehicle to pedestrian collisions. It is recommended that the trees are relocated outside of the visibility splay at the junction and that they do not obstruct forward visibility to the nearside signal head at the adjacent pedestrian crossing.	As shown on Drawing Number RHC-24-024-03, visibility splays from the Alderford Parade junction do not interfere with the trees referenced.	A review of such should be undertaken at a detailed design stage by Manchester City Council in-line with audit comment.		Name: Signed: Date:
Additional Observation (4.1)	Within the proposed Alderford Parade layout there are a number of trees that appear to be within the carriageway or proposed parking bays. As the design develops and tree locations further determined, it is recommended that the trees are located such that they do not obstruct vehicle movements or significantly narrow the proposed 2m wide footway network that is proposed.	As part of the detailed design, a review of the proposed trees will be undertaken as to ensure these are not situated within a parking bay or within a footway.	A review of such should be undertaken at a detailed design stage by Manchester City Council in-line with audit comment.		Name: Signed: Date:
Additional Observation (4.2)	Many of the existing footways that are fronting and adjacent to the proposed developments are uneven and in a poor state of repair. This increases the risk of pedestrian trips and falls and can cause accessibility restrictions to mobility and visually impaired pedestrians. It is recommended that the footway surfaces are reviewed and improved as necessary as part of the detailed design.	Agreed – footways outside the site frontages will be improved as part of the proposed development.	A review of such should be undertaken at a detailed design stage by Manchester City Council in-line with audit comment.		Name: Signed: Date:

DATE: 24/06/2024

Additional Observation (4.3)	Whilst it is recognised that the proposed development sits within an existing residential area, it was noted as part of the site visit that there is a lack of dropped kerb crossing points throughout the existing area. A lack of appropriate pedestrian facilities can lead to pedestrians crossing in less safe locations, wheelchair and prams users being trapped in the carriageway by raised kerbs as well as pedestrians tripping whilst negotiating raised kerbs to cross the carriageway. It is recommended that the residential layout is reviewed as a whole, with appropriate facilities provided on likely pedestrian desire lines throughout the scheme.	Agreed – dropped kerbs will be provided at junctions associated with the proposed development.	A review of such should be undertaken at a detailed design stage by Manchester City Council in-line with audit comment.		Name: Signed: Date:

Appendix H: -

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 25 June 2024]

population	All households
units	Households
date	2021
area type	2022 wards
area name	Cheetham
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	4,283		1,006	3,277		23%	77%
No cars or vans in household	1,291		570	721	30%		
1 car or van in household	2,061		415	1,646	48%		
2 or more cars or vans in house	931		21	910	22%		

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.

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 25 June 2024]

population	All households
units	Households
date	2021
area type	2022 wards
area name	Cheetham
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

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	2,667		1,259	1,408		47%	53%
No cars or vans in household	1,471		835	636	55%		
1 car or van in household	1,011		406	605	38%		
2 or more cars or vans in house	185		18	167	7%		

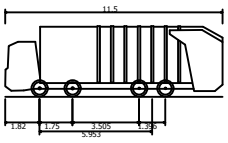
In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix I: -

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. Site Plan Prepared By Bowker Sadler Drawing Reference 21-026-BSA-8000A Dated 17/04/2024.



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

Rev	Description	Date

Client:
Mosscare St. Vincents

Project:
Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title:
Swept Paths (Spine Road)

Drawing Number:
RHC-24-024-04

Revision:	Sheet Size:	Scale:
-	A3	1:500
Drawn & Checked By: AR	Date: 23/06/2024	Status: Information

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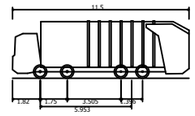
N

Large Refuse Vehicle (4 axle)

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. Site Plan Prepared By Bowker Sadler Drawing Reference 21-026-BSA-8000A Dated 17/04/2024.



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 Refuse Vehicle	25/06/2024

Client:
Mosscare St. Vincents

Project:
Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title:
Swept Path Analysis (Refuse) Alderford Parade

Drawing Number:
RHC-24-024-01

Revision:	Sheet Size:	Scale:
A	A3	1:200
Drawn & Checked By:	Date:	Status:
AR	09/05/2024	Information

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Appendix J: -

Roberts Highway Consultants Limited 154 Rothley Road Leicestershire Licence No: 608801

Calculation Reference: AUDIT-608801-240513-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

05	EAST MIDLANDS		
	LR	LEICESTER	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	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: 38 to 54 (units:)
Range Selected by User: 30 to 280 (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 22/10/21

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	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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)	1
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	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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:

10,001 to 15,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 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

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

Travel Plan:

No	2 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	2 days

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

LIST OF SITES relevant to selection parameters

1 KS-03-B-01 MIXED HOUSES KIRKLEES
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

2 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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): 2.56

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	46	0.043	2	46	0.272	2	46	0.315
08:00 - 09:00	2	46	0.293	2	46	0.870	2	46	1.163
09:00 - 10:00	2	46	0.478	2	46	0.696	2	46	1.174
10:00 - 11:00	2	46	0.413	2	46	0.500	2	46	0.913
11:00 - 12:00	2	46	0.261	2	46	0.293	2	46	0.554
12:00 - 13:00	2	46	0.402	2	46	0.326	2	46	0.728
13:00 - 14:00	2	46	0.239	2	46	0.261	2	46	0.500
14:00 - 15:00	2	46	0.533	2	46	0.326	2	46	0.859
15:00 - 16:00	2	46	0.543	2	46	0.370	2	46	0.913
16:00 - 17:00	2	46	0.402	2	46	0.250	2	46	0.652
17:00 - 18:00	2	46	0.478	2	46	0.185	2	46	0.663
18:00 - 19:00	2	46	0.337	2	46	0.261	2	46	0.598
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.422			4.610			9.032

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 K: -

Roberts Highway Consultants

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 13 May 2024]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 output areas
area name	E00026036
rural urban	Total

	Dwellings
	70
Total	156
Working Population	

TRICS PERSON RATES PEAK			
	Arr	Dep	Two-Way
AM	0.293	0.87	1.163
PM	0.478	0.185	0.663
Day	4.422	4.61	9.032

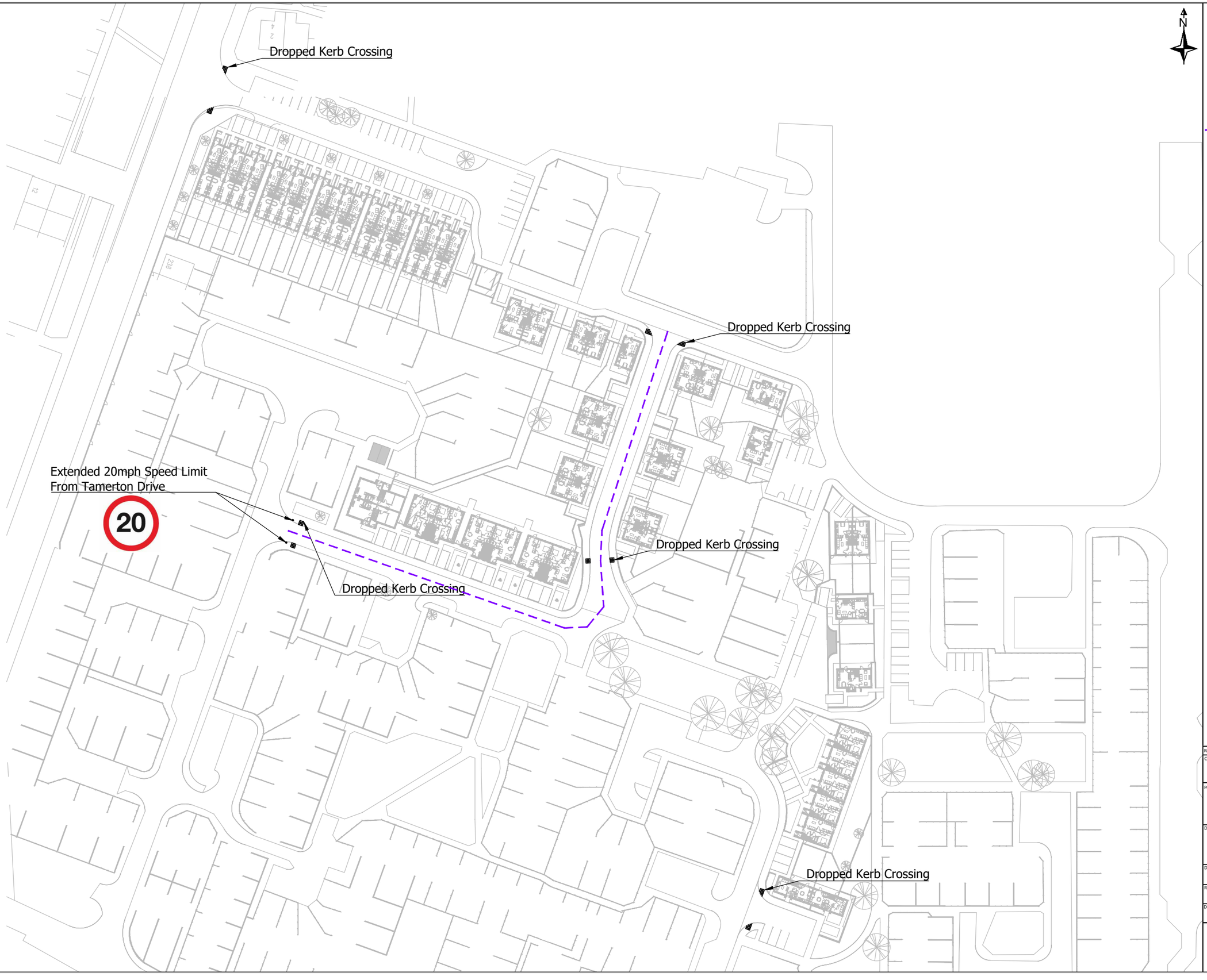
Arrive AM	Arrive PM	Day Arrive	Dep AM	Dep PM	Day Dep
21	33	310	61	13	323

Method of Travel to Work	**2011**	**%age**						
All categories: Method of travel to work	344							
Work mainly at or from home	4	2.6%	1	1	8	2	0	8
Underground, metro, light rail, tram	4	2.6%	1	1	8	2	0	8
Train	3	1.9%	0	1	6	1	0	6
Bus, minibus or coach	42	26.9%	6	9	83	16	3	87
Taxi	4	2.6%	1	1	8	2	0	8
Motorcycle, scooter or moped	0	0.0%	0	0	0	0	0	0
Driving a car or van	59	37.8%	8	13	117	23	5	122
Passenger in a car or van	10	6.4%	1	2	20	4	1	21
Bicycle	2	1.3%	0	0	4	1	0	4
On foot	28	17.9%	4	6	56	11	2	58
Other method of travel to work	0	0.0%	0	0	0	0	0	0
Not in employment	188							

CENSUS VEHICLE RATES PEAK			
	Arr	Dep	Two-Way
AM	0.111	0.329	0.440
PM	0.181	0.070	0.251
Day	1.672	1.744	3.416

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.

Appendix L: -



N

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. Site Plan Prepared By Bowker Sadler Drawing Reference 21-026-BSA-8000A Dated 17/04/2024.

20mph Speed Limit Extension

Rev	Description	Date

Client: Mosscare St. Vincents

Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title: Proposed Dropped Kerb Crossings & 20mph Speed Limit Extension

Drawing Number: RHC-24-024-05

Revision:	Sheet Size:	Scale:
-	A3	1:250
Drawn & Checked By:	**Date:**	**Status:**
AR	25/06/2024	Information

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