

Highway Technical Note

Ashton Old Road, Openshaw
October 2022, RHC-22-100-TN Revision A

Introduction

Roberts Highway Consultants Limited has been commissioned by MSV Housing Group to undertake supporting transportation and highway work in relation to a proposed residential development at Ashton Old Road, Openshaw. A proposed site plan is attached within **Appendix A** with a contextual site plan provided within **Plan 1**.

Plan 1: Contextual Site Location Plan



© Google Maps

The site is located within the unitary authority of Manchester City Council (MCC), who act as both the Local Planning Authority and the Local Highway Authority for the area. This report has therefore been prepared taking into consideration relevant MCC standards, alongside standards set out within Manual for Streets (MfS).

Existing Site

The development site, which is rectangular in shape, currently comprises overgrown shrub between building numbers 1466 and 1470 Ashton Old Road. The site is situated circa 6km to the east of Manchester City Centre and 5.3km to the northwest of Hyde.

The site is bound to the north by Ashton Old Road, with property number 1470 located to the east of the site. A footpath which connects with Lassell Street forms the immediate southern boundary of the site, with sports pitches and a tennis court in Delamere Park beyond. Property number 1466 forms the immediate western boundary of the site. Access to the site can be achieved via a dropped kerb directly off Ashton Old Road as outlined within **Image 1**.

Image 1: Existing Dropped Kerb Access



© Google Image Capture Sept 2021

Ashton Old Road (A635)

The A635 Ashton Old Road is a principal radial route connecting Manchester City Centre (inner ring road) with the Beswick, Openshaw, Fairfield and Audenshaw areas, alongside connecting with the M60 orbital route at Junction 23.

Ashton Old Road forms part of the Greater Manchester Key Route Network and comprises a 30mph speed limit. Outside the site frontage, Ashton Old Road is nominally 11m wide, laid out as a single lane in each direction with designated cycle lanes measuring circa 1.5m width. Double yellow lines are noted along large sections of the carriageway, with them prominent outside the frontage of the site to prevent on street parking.

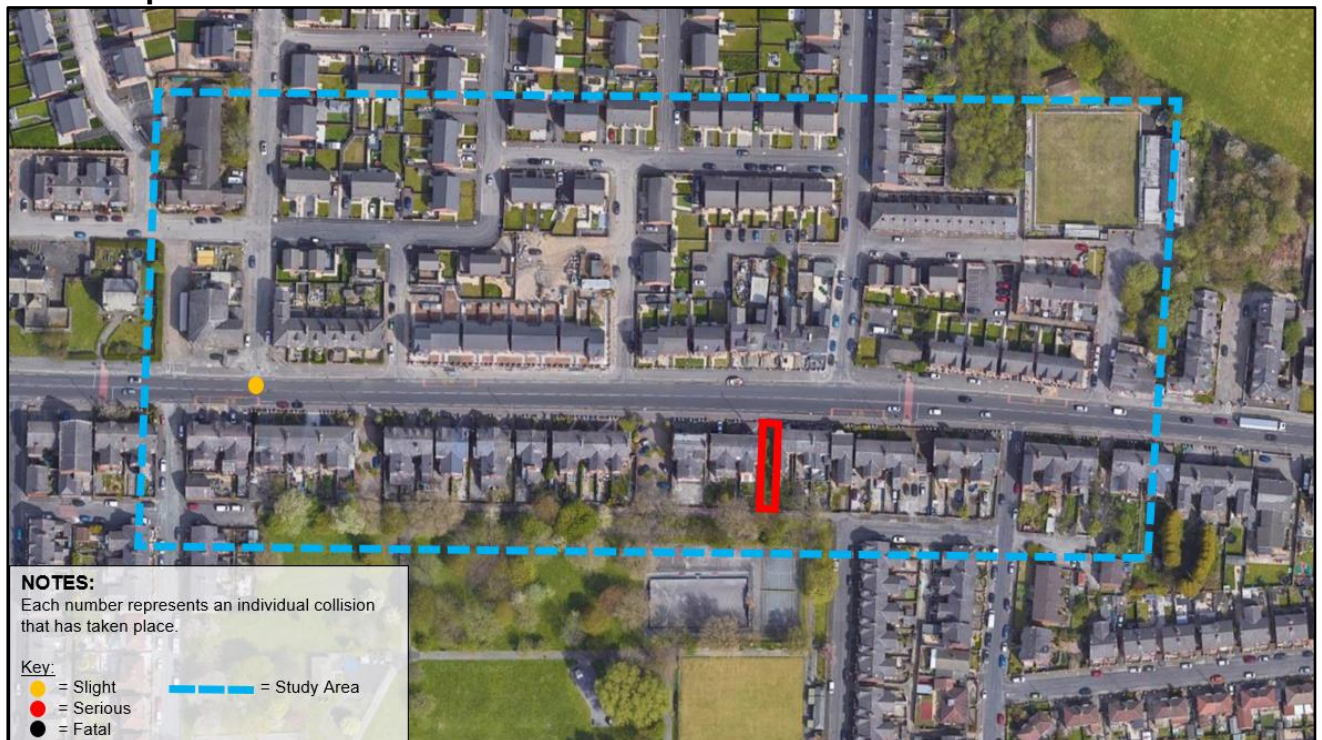
Street-lit footways of between 3-4m are located either side of Ashton Old Road, providing pedestrian access towards the facilities and amenities which are situated along the carriageway, including for sustainable travel options discussed later within this report. Additional pedestrian infrastructure such as signal crossings are situated along the carriageway.

Road Collision Data

Personal Injury Collision (PIC) data has been obtained from Crashmap.co.uk for collisions recorded by local police forces using the STATS19 form. The results have been obtained for the most recently available five-year period (01/06/2016 to 01/06/2021) and indicate that a single collision occurred within the chosen study area.

Plan 2 illustrates the location of this collision in context to the site.

Plan 2: Map of Collision Records



© Google Maps

With only a single vehicle collision recorded within the study area, it is concluded that there are no pre-existing road safety concerns which would be exacerbated by the completion of the proposed development.

Planning History & Proposed Development

Planning permission was granted at the site in May 2015 for the development of a three-storey dwelling comprising three bedrooms (planning application reference: 108356/FO/2015/N2). The applicant did not progress with the proposals and now seek planning permission for a single three floor unit, split into three one-bedroom flats.

Accessibility on Foot & Bicycle

The development site is located within the residential area of Openshaw and therefore, is within a suitable location for residential development. Several key facilities and amenities can be found within a 1km walking distance of the site, with these including Lime Square Retail Park, restaurants, convenience stores, supermarkets, schools, a doctor's surgery, and pharmacies.

To understand how these distances relate to the site and the surrounding infrastructure available to

accommodate journeys by foot, an iso-distance map indicating a 2km iso-distance has been produced and presented in **Plan 3**.

Plan 3: 2km Walking Map Shown in 1km Isochrones

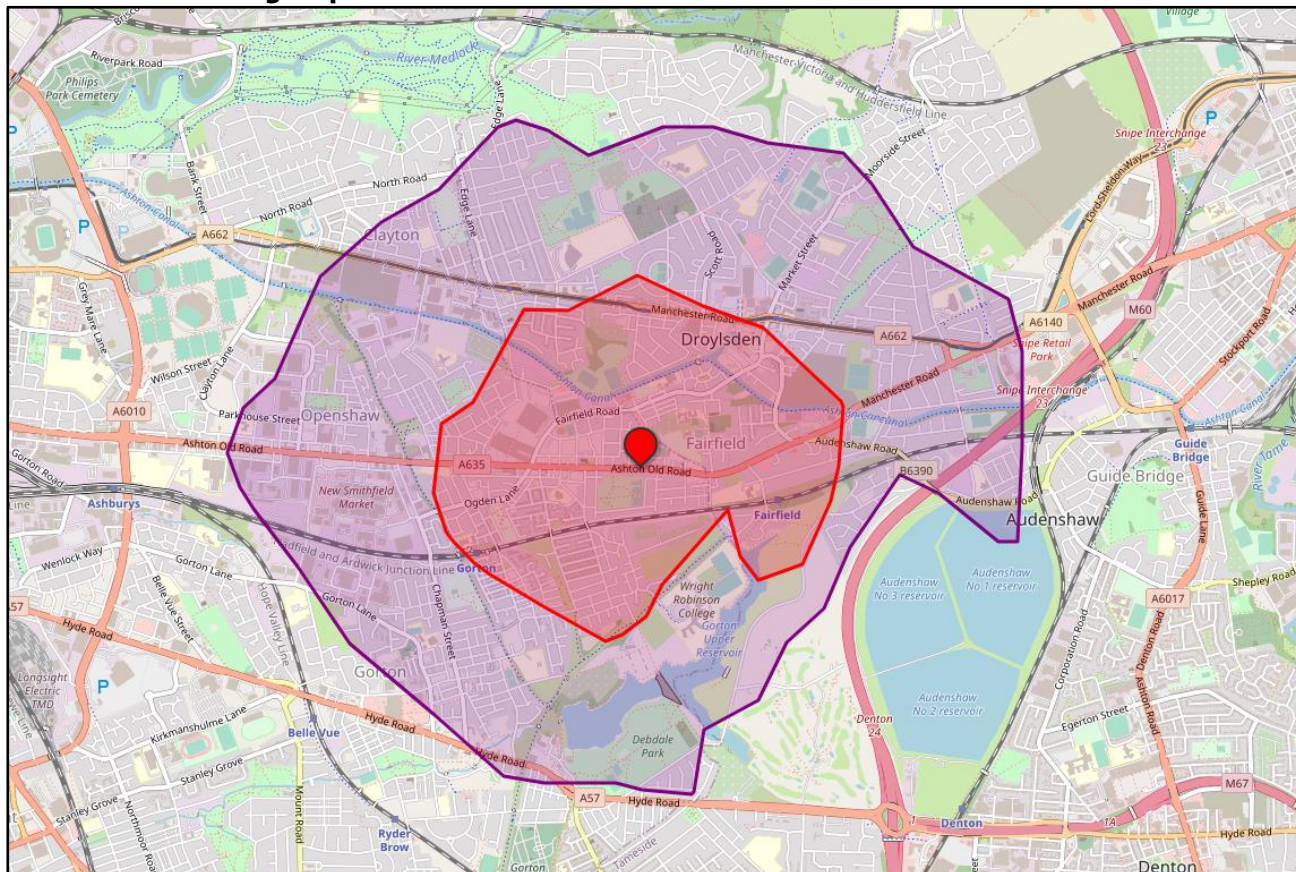


Image Source: [Openrouteservice.org](https://openrouteservice.org/)

Plan 3 illustrates that large areas of Openshaw and Droylsden are within a 2km walking distance of the site, with both areas providing opportunities for employment, education and shopping.

The DfT National Travel Survey (England) 2021 found that nationally, approximately 29% of people who commute do so principally by cycle.

A review of [Sustrains.org.uk](https://sustrains.org.uk) indicates that there are two National Cycle Routes located within proximity of the site; National Route 60 and National Route 85. **Plan 4** outlines the locations of these National Cycle Routes, with both located within a 1km distance of the site.

Plan 4: National Cycle Network Route Map

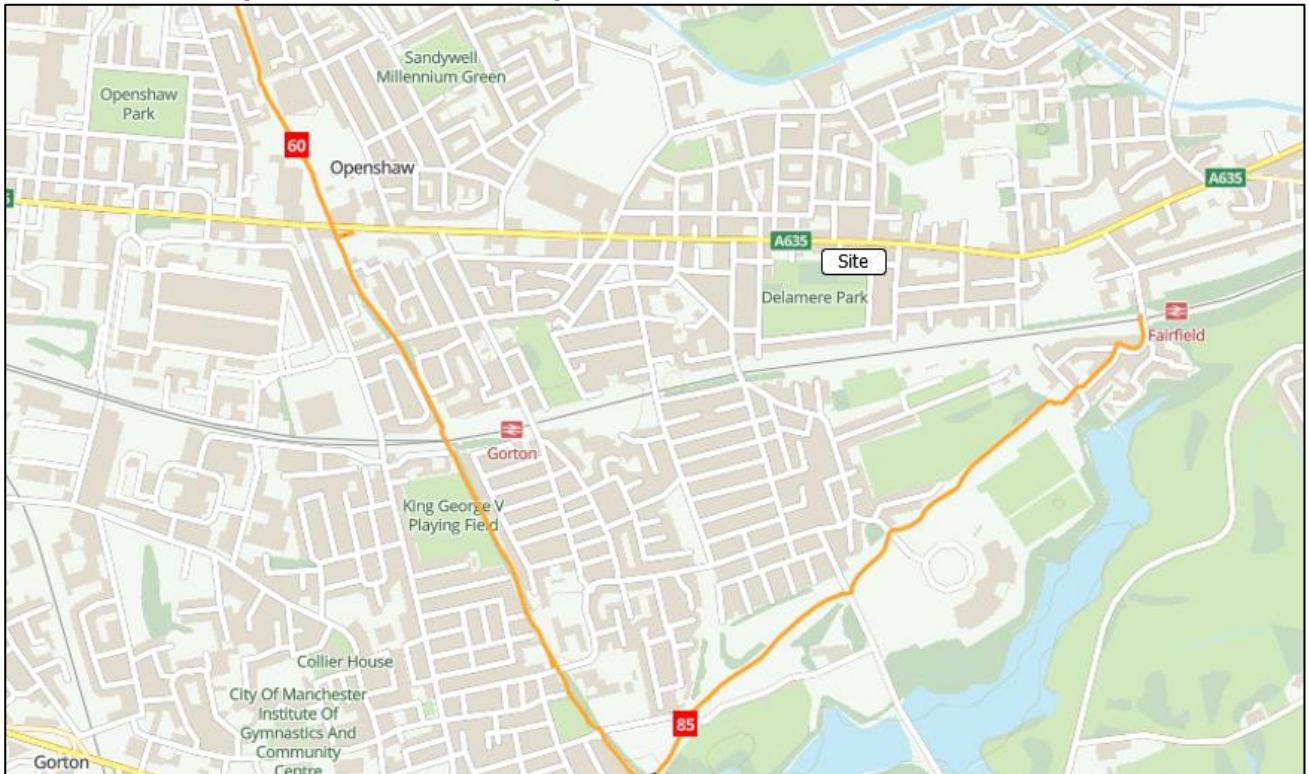


Image Source: Sustrans.org / Map Layer: OS Maps

Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loophole. National Cycle Network Route 85 links Route 60 with Booth Road adjacent to Fairfield Rail Station. Both routes can be utilised as part of a cycle journey to and from the site when accessing the wider area of Manchester.

Accessibility by Bus

The closest bus stop to the site is located circa 20m walking distance to the east along Ashton Old Road. The stop comprises a flag-and-pole design, with a bus cage situated along the carriageway identifying the stop. The stop located along the northern side of the carriageway is circa 100m walking distance from the site via a pedestrian crossing and comprises a flag-and-pole, with a bus shelter and accessible kerbs. A bus cage is again situated along the carriageway to assist with identifying the stop.

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

Both stops are served by the No. 219, No. 221, No. 747 and the No.793 services, with the northern stop served by additional services. A summary of the services at the Ashton Old Road bus stops can be found within **Table 1**.

Table 1: Summary of Bus Services along Ashton Old Road

Service	Operating Days	Operating Times	Frequency (up to)	Route	Provider
219	Mon - Fri	04:38 – 21:36	15 mins	Manchester - Ashton / Stalybridge	Stagecoach
	Sat	02:21 – 23:46	20 mins		
	Sun	02:21 – 23:47	30 mins		
220	Mon - Fri	06:55	Once	Manchester - Stalybridge	
221	Mon - Fri	06:44 – 18:34	30 mins during peak periods only	Manchester - Broadbent Fold	
700	Mon - Fri	07:44*	Once	Dane Bank - Fairfield High School via Denton	The Burnley Bus Company
719	Mon - Fri	08:10*	Once	Clayton - St Thomas More HS	Stagecoach
747	Mon - Fri	07:46*	Once	Denton - Fairfield High School	
793	Mon - Fri	07:46*	Once	Littlemoss - Audenshaw High Sch	First

*Timetable data taken from 'traveline.info' accessed 28/09/2022. *Denotes school service only*

The bus timetable information demonstrates that residents will be able to use the accessible bus services along Ashton Old Road to access local villages, towns, educational facilities and railway stations.

Accessibility by Rail

The nearest train station to the site is Fairfield Railway Station. The station is located to the southeast of the site, approximately 800m walking distance. **Table 2** provides details on rail services to the major destinations from Fairfield Railway Station.

Table 2: Summary of Main Services Operating from Fairfield Railway Station

Destination	Frequency (Peak Hours)
Manchester Piccadilly	07:35, 07:43, 08:42
Hyde Central	06:43, 07:43, 08:42

Greater Manchester Accessibility Level (GMAL)

The proposed development site is located in an area with a Greater Manchester Accessibility Level (GMAL) rating of 7, where a rating of 1 indicates a very low level of accessibility and 8 indicates a very high level of accessibility. The site is therefore considered to have very good access to public transport (bus and rail) with these services providing an alternative to private car use.

Upon reviewing the information above, the site can be described as being in accordance with Paragraph 105 of the NPPF which states:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

In addition, 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"

It is apparent that a residential development comprising three flats would be accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities.

Parking

In accordance with the Manchester Residential Quality Guidance document (2017), parking standards for apartment development will be expected to provide 100% parking provision as a starting point, with all parking needed to be provided off the highway. It is understood that reduced on-site parking provision can be acceptable, subject to the following factors:

- Secure cycle parking in excess of 50% provision relative to apartment numbers would need to be provided;
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development;
- 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; and,
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

It is also understood that MCC's preference is to adopt maximum parking standards for developments, as to encourage sustainable transport opportunities and reduce the reliance on car travel.

The proposed development will provide a single vehicle parking space directly via Ashton Old Road, which will be allocated to the highest need. If there are no car users of the site, this space would be allocated for visitors.

The applicant proposes to provide three Bikeaway, Warrior-2 Horizontal cycle lockers (two cycles) to the rear of the property for residents and visitors of the site. It is not anticipated there will be over-spill of parking onto the highway as those flats without an allocated vehicle space will be advertised as such.

In addition to the above, a review of the 2011 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 flats, maisonettes, apartments, caravans or other mobile or temporary structures within the Bradford ward, in which the site is situated. A summary of these results is presented within **Table 3**, with full results attached within **Appendix B**.

Table 3: 2011 Census Accommodation Type by Car or Van Availability by Number of Usual Residents Aged 17 or Over in Households in the Bradford Ward

	No Cars or Vans	One Car or Van	Two Cars or Vans
Residents (2,460)	1,577	763	120
Percentage	64.1%	31.0%	4.9%

Table 3 outlines that 64.1% of residents living within flats, maisonettes, apartments, caravans or other mobile or temporary structures within the Bradford ward do not have a car or van, with 31% having access to a single car or van.

Using this information, a projection has been made regarding the likely number of vehicles associated with a development of three flats when assuming one person over the age of 17 per flat. A summary is provided within **Table 4**.

Table 4: Projected Number of Vehicles Associated with Proposed Development

	No Cars or Vans	One Car or Van	Two Cars or Vans
Residents (3)	2	1	0

Upon reviewing the information provided when based on an assessment of one person over the age of 17 per apartment given each apartment will be a single bedroom, it is calculated that a single vehicle will be associated with the proposed development. It is therefore considered that the number of spaces proposed meets with both the standards outlined and likely demand.

Vehicle Impact

Given the proposals will provide a single vehicle parking space, it is not considered that the proposals will result in a severe impact upon the highway network.

To further justify the likely number of vehicles associated with the site, analysis of the 2011 Census Data 'Method of Travel to Work' has been undertaken associated with the Bradford ward. The data outlines that there are 6,659 economically active people within employment, with an additional 5,121 residents not in employment.

Of the 6,659 economically active people within employment, 2,496 (37.5%) of people drive to work in a car or van, with 62.5% of the remaining working residents using other modes of travel. A summary of this data can be found within **Appendix C**.

The data suggests that one in three economically active people within the Bradford ward drive to work therefore, a single vehicle space as part of the development proposals could cater for the single apartment which will have an allocated vehicle parking space.

Conclusions

This Highway Technical Note has been prepared on behalf of MSV Housing Group to provide supporting transportation and highway work in relation to a proposed residential development at Ashton Old Road,

Openshaw. A summary of the findings are as follows:

- A review of available collision data supplied by crashmap.co.uk highlights that there are no road safety concerns within the study area.
- The proposed residential development would be well accommodated by the existing infrastructure within the site's locale, with direct access to public transport links as well as existing amenities, reducing reliance on car borne trips.
- Access to the site will utilise the dropped kerb which once served the site therefore, no new point of access is proposed onto the highway.
- Evidence provided within the report demonstrates that a single vehicle car parking space for the three one-bedroom flats would be sufficient when taking into consideration the availability of public transport, car ownership levels within the Bradford ward, and chosen methods of travel to work for economically active people within the ward.

Based on the information provided above and attached, it is considered that there are no highways or transportation reasons why the Local Highway Authority cannot provide an 'in principle' support for the proposed planning application.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- Oct 2022	Initial submission
A Oct 2022	Minor Alterations Made to Text

Appendices

A – Proposed Site Plan

B – 2011 Census Data 'Accommodation Type by Car or Van Availability'

C – 2011 Census Data 'Method of Travel to Work' Bradford Ward

Appendix A: -

DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION



Rev	Date	Int	Description
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btp
ARCHITECTS

RIBA
Chartered Practice

Client:
MSV

Project:
**1468 Ashton Old Road,
Openshaw**

Description:
Site as Proposed **DRAFT**

Purpose of Issue:
Planning

Drawn By:	Checked By:	Date:	Scale @ A2:
AJ	VS	11/12/20	1 : 100

Job No:	Status Code:	Drawing No:	Rev:
3764	S4	202	

File Identifier:
AR-BTP-00-SP-DR-A-3764_202

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Appendix B: -

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household
ONS Crown Copyright Reserved [from Nomis on 30 September 2022]

population	All households
units	Persons
date	2011
area type	2011 wards
area name	E05000690 : Bradford
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

No of Usual Residents in Households	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
All categories: Number of usual residents aged 17 or over in household	2,460	1,577	763	120
No usual residents aged 17 or over in household	0	0	0	0
One usual resident aged 17 or over in household	1,371	1,035	321	15
Two or more usual residents aged 17 or over in household	1,089	542	442	105

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 C: -

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 30 September 2022]

population	All usual residents aged 16 to 74	
units	Persons	
area type	2011 wards	
area name	E05000690 : Bradford	
rural urban	Total	Working Population

Method of Travel to Work	2011	6659
All categories: Method of travel to work	11,780	
Work mainly at or from home	169	2.5%
Underground, metro, light rail, tram	129	1.9%
Train	281	4.2%
Bus, minibus or coach	1,634	24.5%
Taxi	44	0.7%
Motorcycle, scooter or moped	24	0.4%
Driving a car or van	2,496	37.5%
Passenger in a car or van	274	4.1%
Bicycle	199	3.0%
On foot	1,370	20.6%
Other method of travel to work	39	0.6%
Not in employment	5,121	

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.