

Oldham Road Phase 2 and 3, Newton Heath

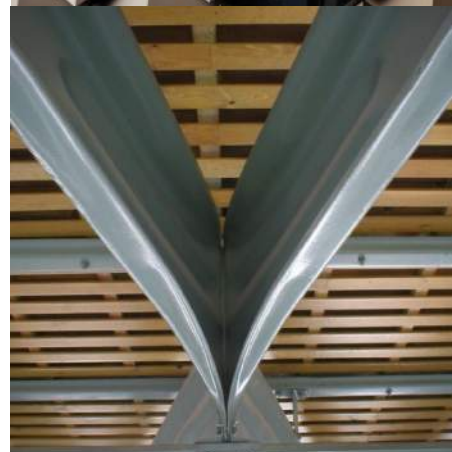
Transport Statement

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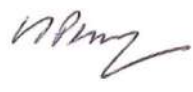
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Appendix B – Stage 1 Road Safety Audit
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of One Manchester to provide transport and highways advice in relation to the redevelopment of land adjacent to the A62 Oldham Road in Newton Heath.
- 1.1.2 One Manchester received planning consent for a residential development comprising 100 apartments (with ground floor commercial floorspace) and 39 houses on land off the A62 Oldham Road in Newton Heath, Manchester (Manchester City Council (MCC) planning ref: 125990/FO/2020). Curtins provided a Transport Assessment (TA) and Interim Travel Plan (ITP) in 2020 to accompany this planning application.
- 1.1.3 A drop-in application was subsequently approved to amend the layout of two houses on the corner of Newton Street with Holyoak Street (MCC planning ref. 133849/FO/2022) into a cottage apartment with two 2-bed units. Updated transport documents were not required as part of this application.
- 1.1.4 One Manchester intends to deliver the 37 houses and 2 cottage apartments as per the original consent and drop-in application. These units occupy the eastern side of the site and will form Phase 1 of the development, which is undergoing construction at the time of writing.
- 1.1.5 The development proposals for the remainder of the site have been revised and it is no longer the intention to deliver the 100 apartments (with ground floor commercial floorspace), as originally proposed. This land is known as Phase 2 of the development. Additional land has also been acquired – the parcel that previously occupied the Rosedale Building, bound by Oldham Road to the north, Dulverton Street to the east, and Old Church Street to the south / west. This is known as Phase 3 of the development. **Figure 2.1** below provides an indication of the extents of each Phase.
- 1.1.6 The latest development proposals for the western side of the site, which will form the basis of a new planning application for Phases 2 and 3 of the development, comprise 28 houses and 81 apartments, with 100% car parking for the houses and c. 38% car parking for the apartments (31 spaces, including 5 disabled spaces).
- 1.1.7 The application proposals include 11 car parking spaces which will be used by some of the Phase 1 residential units, to provide 100% parking for Phase 1. These Phase 1 dwellings will not be offered to the market until these parking spaces are built and operational.
- 1.1.8 The latest development proposals equate to a net increase of 9 homes compared with the existing consent. The proposed site layout is included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at MCC with regard to all traffic and transportation matters associated with the proposals. This TS refers to and provides an update to elements of the consented TA where appropriate.
- 1.2.2 The main purposes of this TS are to review the proposed access and parking provision, to consider the impacts of traffic generated by the site on the local road network, and review the accessibility of the development for pedestrians, cyclists, and users of public transport, ensuring there are sustainable choices of transport.
- 1.2.3 The TS is supported by a range of appendices, with swept path assessments showing the proposed servicing arrangements. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **82864-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

- 1.3.1 This TS has been prepared in accordance with current national and local transport planning policy. On this basis, this TS contains the following:
- A description of the highway network in the vicinity of the site;
 - A review of the accident record in the immediate vicinity of the site for a five-year period;
 - A summary of the development proposals, access, parking, and servicing arrangements;
 - A review of accessibility by all sustainable modes of travel;
 - Commentary on the highway impact associated with the development proposals; and
 - A summary of relevant transport planning policy.
- 1.3.2 Curtins attended a scoping meeting with Highways Officers from MCC on 4th May 2023. The following points were captured during the scoping meeting:
- MCC agreed that net increase of 11 additional homes (as per the iteration of the layout that was valid at the time of the meeting – it was acknowledged that the number of dwellings could change slightly) would not warrant revisiting the junction models prepared as part of the original application, and that the conclusions stated within the consented TA are still applicable;
 - All parties agreed that accessibility to / from the site and nearby amenities is excellent;
 - Final drawings of the proposed access arrangement would contain visibility splays and proposed footways (i.e., to link with amenities to the south of the site);
 - MCC noted that 100% parking provision for houses and 45% parking provision for apartments (at the time of the meeting) would be acceptable in principle. The final proposed level of parking for

the apartments (below 100%) would be subject to a robust justification of the accessibility of the site and suitability of existing walking / cycling routes;

- MCC suggested the provision of a dynamic car park management strategy;
- MCC indicated that the proposed waste collection strategy would be acceptable in principle;
- The intention to stop up the northern section of Dulverton Street to enable the creation of green space whilst offering some land within the site for adoption to create a turning head was acceptable in principle to MCC, however it was queried whether the proposed footpath connecting the remainder of Dulverton Street and Oldham Road would be offered for adoption, and if this would be designed to accommodate cyclists;
- MCC agreed to the proposed loading bay along Old Church Street in principle, subject to further detail on the number of vehicles anticipated to use it, and for the footway to the rear of the loading bay, which will be offered for adoption, to be of a minimum of 2m in width;
- MCC agreed that a TS would be sufficient to support the planning application, and that a Stage 1 Road Safety Audit (RSA) would be required; and
- MCC would provide a summary of Highways comments from the initial approval, and recommend that the TS provide a brief overview of what has already been implemented as part of the Phase 1 build-out.

- 1.3.3 The majority of Highways comments from the consented application relate to design matters, which have been considered in the development of the site layout.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.4.3 The development proposal is summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The site is located c. 1.5km to the south-west of Failsworth town centre, c. 5.5km to the north-east of Manchester City Centre, and c. 8km to the south-west of Oldham town centre. More locally, the site is bordered to the north by the A62 Oldham Road, to the east by Phase 1 of the site, which is currently undergoing construction, to the south by a Lidl superstore, and to the west by Old Church Street.

2.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network, and the respective phases of the development.

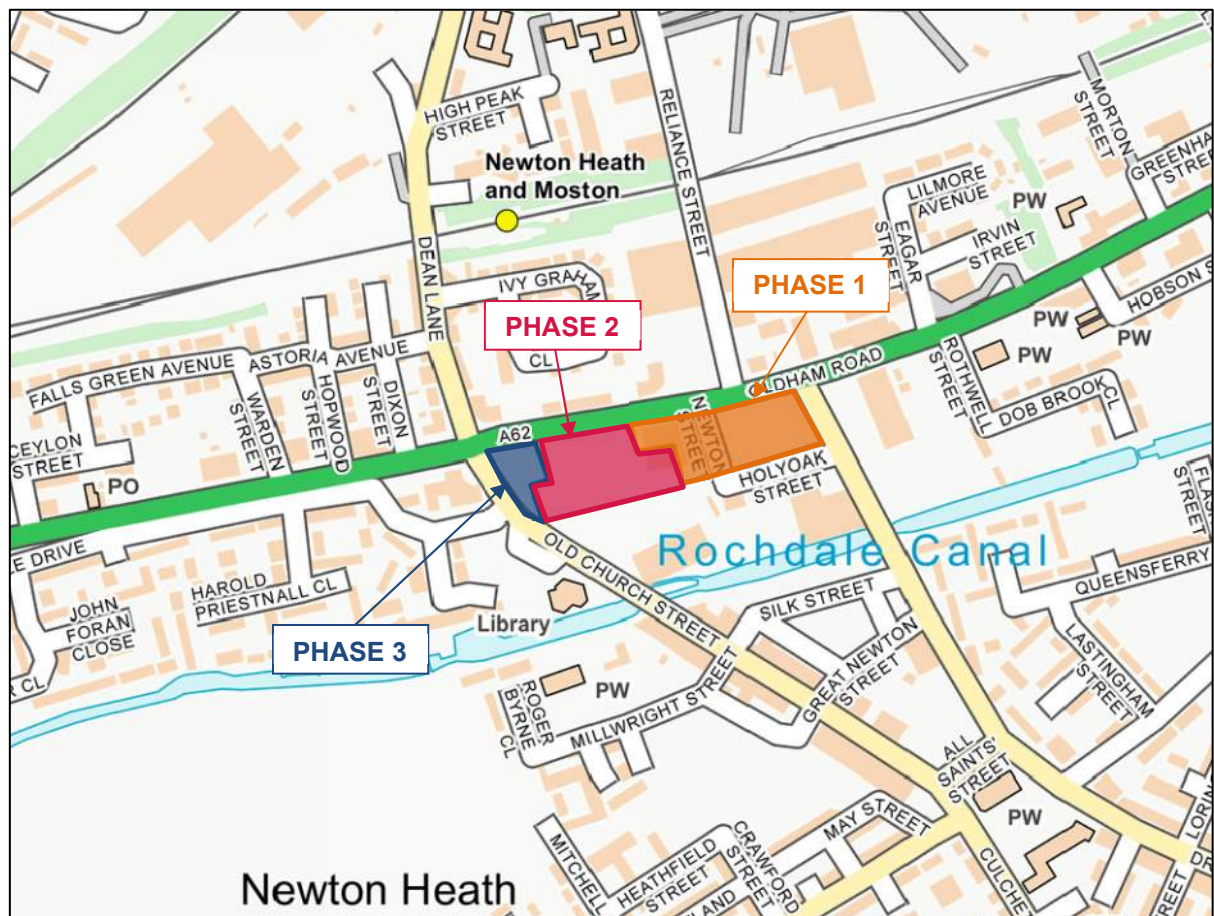


Figure 2.1 – Site Location in Relation to the Local Network

(Source: OS Maps, 2022)

2.2 Existing Use

2.2.1 Land occupied by Phases 2 and 3 of the site comprise open space at the time of writing. Historically, Rosedale Building was located on the north of the land occupied by Phase 3, however this was

demolished in 2020 (MCC planning ref: 128786/DEM/2020) and there is hoarding around the perimeter of the site to prevent unauthorised access.

- 2.2.2 The Rosedale Building site received planning permission in 2011 (MCC planning ref: 095431/REP/2011/N1) for the following development, however it is Curtins understanding that this has since expired.

“Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation of planning permission reference 082859/FO/2007/N1 for the Erection of a part 10, part 6, part 5 storey building behind retained facade of the Rosedale Building to form 114 x one, two and three bedroom flats, and Class A1 (retail) 568 square metres of floorspace at ground floor level with associated parking and landscaping | Rosedale Building Dulverton Street Manchester”

2.3 Existing Access Arrangements

Vehicular Access

- 2.3.1 Land occupied by Phase 2 was historically accessed off Newton Street, which, in turn, can be accessed from the A62 Oldham Road or Holyoak Street. Whereas land occupied by Phase 3 was historically accessed off Dulverton Street.

Pedestrian and Cycle Access

- 2.3.2 The majority of the Phase 2 and 3 sites is gated from public access. Historically, the Rosedale Building was accessible directly along its frontage onto Old Church Street and the A62 Oldham Road.

2.4 Surrounding Highway Network

A62 Oldham Road

- 2.4.1 Forming the northern boundary of the site, the A62 Oldham Road extends for a length of c. 7km between Manchester City Centre and Failsworth in a north-easterly direction, eventually continuing as the A62 Manchester Road into Oldham Town Centre.
- 2.4.2 In the vicinity of the site, the A62 Oldham Road comprises a two-way, single carriageway with an average width of c. 13m with two lanes in each direction. Where appropriate, the road also widens to accommodate turning lanes. At signalised junctions, there are also advanced cycle stop lanes.
- 2.4.3 There are footways of c. 3m wide along both sides of the carriageway, complete with dropped kerbs at key locations to facilitate safe crossing of the road. At the four-arm signalised junction between the A62 / Dean Lane / Old Church Street, there are also dropped kerbs with tactile paving and signalised crossing facilities. There are also guard rails to channel pedestrians. Whereas at the A62 / Droylsden Road junction, there are dropped kerbs and uncontrolled crossing facilities. There are central refuge

islands for pedestrians to cross the road in two stages. It can be observed that the footways are well-maintained and in good condition.

2.4.4 The road is bordered by a variety of terraced houses, local shops and bus stops, as such it is well-lit with street lighting columns at regular intervals. The bus stops in the vicinity of the site comprise infrastructure such as a shelter with seating, timetable information, and raised kerbs to assist boarding and alighting. These stops host bus services to Manchester City Centre, Oldham, and Uppermill (discussed further in **Section 4** below).

2.4.5 The A62 Oldham Road is subject to a speed limit of 30mph which is enforced using speed cameras. This is signed to make road users aware. Parking restrictions are present along the entire road in the form of double yellow lines (no waiting at any time) and single yellow lines at bus stops (no stopping except buses). There are also several “Keep Clear” markings at the A62 / Reliance Street priority junction to the north of the site to prevent blocking.

Dulverton Street

2.4.6 Bisecting the site, Dulverton Street commences at a priority junction with the A62 Oldham Road and extends for c. 100m in an approximate southerly direction, prior to terminating at a priority junction with Old Church Street to the south of the site. At the time of writing, Dulverton Street is temporarily closed off to public access following the demolition of the Rosedale Building.

2.4.7 The road comprises a single carriageway subject to a speed limit of 20mph. Dulverton Street formerly comprised an average carriageway width of c. 5m, with footway provision along both sides of the carriageway ranging between 1-1.5m wide, dropped kerbs tactile paving at its junction with Old Church Street, and street lighting at regular intervals.

Old Church Street

2.4.8 Forming the western boundary of the site, Old Church Street commences at the signalised junction with the A62 Oldham Road and Dean Lane, and extends for c. 450m towards the southeast and continues as Culcheth Lane through Newton Heath. The road comprises a single, two-way carriageway with an average width of c. 6m throughout.

2.4.9 Footway provision on Old Church Street has an average width of c. 1.5-2m and is available on both sides of the carriageway, complete with dropped kerbs and some tactile paving where minor roads meet the main street. To the west of the site and in the vicinity of the Old Church Street bus turning circle, there is also a raised table with tactile paving across the carriageway. Further raised tables are located at the junctions with Millwright Street and Silk Street, and with Great Newton Street.

2.4.10 Old Church Street is well-lit, and the footways are well-maintained and in good condition. The road is subject to a speed limit of 20mph and comprises speed humps to ensure low vehicular speeds. The road primarily comprises parking restrictions in the form of double yellow lines.

2.4.11 The bus turning circle to the west of the site comprises a shelter with seating and timetable information on notice boards. Buses towards the Trafford Centre, Chorlton, Pendleton, Failsworth, and other destinations call here at frequent intervals throughout every day of the week. There is also a bus stop with a flag and pole arrangement along the western boundary of the site.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent 60 months. The search area included local roads within close proximity of the site, shown in **Figure 2.2** below. A breakdown of the information is contained in **Table 2.1**:

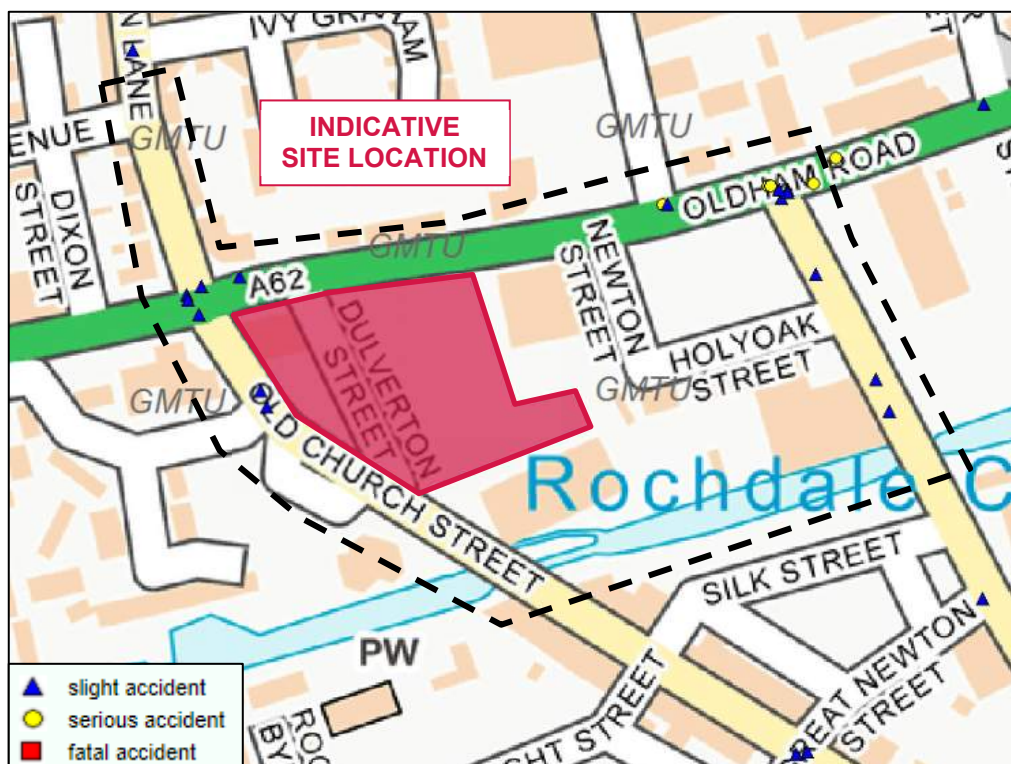


Figure 2.2 – Extents of Search Area

(Source: Transport for Greater Manchester and OS Maps, 2023)

Junction/Link	Slight	Serious	Fatal	Totals
A62 Oldham Road	1	0	0	1
A62 Oldham Road / Droylsden Road	3	3	0	6
A62 Oldham Road / Reliance Street	1	1	0	2
A62 Oldham Road / Old Church Street / Dean Lane	4	0	0	4
Old Church Street / Troydale Drive	2	0	0	2
Droylsden Road	3	0	0	3
Total	14	4	0	18

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.2 There has been a total of 18 accidents in the latest five-year period available, 14 of which were ‘slight’ severity accidents, and four of which were ‘serious’ severity incidents. No fatal accidents have been recorded in the study area and period.
- 2.5.3 The collisions are generally spread out across the study area, with no notable clusters, except at the A62 Oldham Road / Droylsden Road and A62 Oldham Road / Old Church Street / Dean Lane junctions where six and four collisions have occurred respectively in the past 60 months. However, this number of incidents are to be expected at major junctions with substantial traffic levels.
- 2.5.4 Upon review of the ‘serious’ severity incidents, it was observed that at the A62 Oldham Road / Droylsden Road, the incidents were spread out across the study years, occurring in 2016, 2019 and 2021.
- 2.5.5 Higher accident rates are not uncommon on busier A-roads and major junctions. Whilst all accidents are regrettable, the review does not highlight any clusters of collisions that would warrant further investigation in relation to the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 The latest development proposals for the western side of the site, which will form the basis of a new planning application for Phases 2 and 3 of the development, comprise 28 houses and 81 apartments, with 100% car parking for the houses and c. 38% car parking for the apartments (31 spaces in total, including 5 disabled spaces). The application proposals include 11 car parking spaces which will be used by some of the Phase 1 residential units, to provide 100% parking for Phase 1.
- 3.1.2 The latest development proposals equate to a net increase of 9 homes compared with the existing consent. The proposed site layout is included in **Appendix A**.
- 3.1.3 The following **Table 3.1** provides an indication of the number and type of dwellings per phase:

Dwelling type	Phase 1 (under construction)	Phase 2	Phase 3	Total (Phases 1+2+3)
Houses	37	28	0	65
Apartments	2	6	75	83
Total	39	34	75	148

Table 3.1 – Development Proposals Summary

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 It is envisaged that Phases 2 and 3 of the development will be accessed off Dulverton Street, which would remain a public highway for the majority of its length. The northern section will be partially stopped up, with a 2m footway retained within the public highway. A turning head will be provided at the end of Dulverton Street, fully located within the public highway.
- 3.2.2 Beyond this point and to the east, a new private road is proposed to run through Phase 2, providing access to driveways and parking courts of the respective houses.
- 3.2.3 Phase 3 will be accessed via a secure and gated car park directly off Dulverton Street. The gates will be located within the car park with sufficient space for several cars to queue before blocking the public highway.
- 3.2.4 **Drawing 82864-CUR-XX-00-D-TP-75002** to the rear of the report shows the proposed access arrangement, where Dulverton Street would comprise a carriageway width of 6.1m, and a 2m wide footway along both sides of the carriageway.

- 3.2.5 **Drawing 82864-CUR-XX-00-D-TP-75002** demonstrates that visibility splays of 2.4m x 25m, as per Manual for Streets (MfS) guidance for 20mph roads, can be achieved at the updated Dulverton Street / Old Church Street junction, with **Drawing 82864-CUR-XX-00-D-TP-75001** providing additional visibility splays across the development, including forward visibility along the tightest bend.
- 3.2.6 **Drawing 82864-CUR-XX-00-D-TP-05001** consists of the swept path analysis of a large car at the proposed vehicular access and within the internal access road / parking courts, demonstrating that a large car can enter and exit from the site in forward gear. **Drawings 82864-CUR-XX-00-D-TP-05002** and **82864-CUR-XX-00-D-TP-05004** show the swept path analysis of a large refuse vehicle and a fire tender respectively, both accessing and leaving the site satisfactorily and in a forward gear.

Pedestrian and Cycle Access

- 3.2.7 The houses fronting the A62 Oldham Road and the apartment blocks can be accessed directly off the main carriageway via the existing footways by pedestrians. The main entrances into the apartment blocks are located fronting the A62 Oldham Road / Old Church Street / Dean Lane junction (for Block A), and Old Church Street (for Block B). These lead into the main lobby and corridors, where the ground floor apartment units, lifts, stairwell, and cycle store can be accessed.
- 3.2.8 A cycle store for residents of the apartment units is located at the ground floor level of Block B. This secure store can be accessed from the car parking area; therefore, it is envisaged that the majority of cyclists would access the site in a similar manner to the vehicular access. The secure entrance along the western boundary of Block B off Old Church Street also leads towards the cycle store, providing an alternative access.
- 3.2.9 For the remainder of the houses, pedestrian access can be taken from: the A62 Oldham Road via a minimum 2m wide footpath, which will be adopted; from Newton Street via a private footpath; or from Dulverton Street junction with Old Church Street, where there will be an uncontrolled pedestrian crossing with dropped kerbs and tactile paving across Dulverton Street.
- 3.2.10 There are 2m footways provided within the site. Access to some private areas of the development is proposed to be gated for security purposes. Once within the site boundary, the site is fully permeable such that residents can access the apartment blocks, communal areas, cycle store, and the back gardens of the houses.
- 3.2.11 An independent Stage 1 Road Safety Audit has been commissioned for the updated access arrangement and proposed loading bay. The Audit is contained in **Appendix B**, with the Design Team Response included in **Appendix C**.

3.3 Parking Provision

- 3.3.1 Car and cycle parking for the development is provided in accordance with the Manchester Residential Quality Guidance (RQG) (2017), which requires proposals to *“incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement”* and *“provide secure cycle parking for residents and visitors, which is safe and convenient”*.
- 3.3.2 For car parking in residential developments outside the city centre, the RQG outlines recommended parking standards for new developments as 100% provision as a starting point. The subsequent paragraph then states circumstances (discussed further in Paragraph 3.3.15 below) where reduced on-site provision (i.e., below 100%) can be justified.

Car Parking

- 3.3.3 For the houses, it is proposed to provide one car parking space per dwelling either within the courtyard or via driveways.
- 3.3.4 Whereas the apartments have 31 car parking spaces associated (c. 38% provision), consisting of 26 standard spaces and 5 disabled bays (c. 16% provision). These are distributed as 25 spaces at Phase 3 and 6 at Phase 2. The following **Figure 3.1** provides an indication of the location of the parking spaces for the apartment uses:



Figure 3.1 – Apartment Car Park Locations

(Source: TP Bennet Architects)

- 3.3.5 It is noted that this provision is reflective of existing car ownership figures in the local area, evidenced in the 2011 Census dataset 'DC4203EW' titled 'Tenure by car or van availability'. This suggests that across the Manchester 011 Middle Super Output Area (MSOA) where the site is located, an average of 62% of people in socially rented housing do not have cars or vans in their households, followed by 34% who have 1 car or van in their household, and 4% who have 2 or more cars or vans in their household.
- 3.3.6 It is considered the proposals for parking provision are in accordance with the transport policies set out in the MCC Core Strategy and Manchester Residential Quality Guidance, with respect to the area schedule of the different elements on-site, the realistic needs of the end users, and the proximity of the site to sustainable modes of transport (discussed in **Section 4.4**). It is not envisaged that such provision would have a negative impact on the surrounding highway network. Notwithstanding, a dynamic car park management strategy could be implemented if required in the future.
- 3.3.7 The application proposals include 11 car parking spaces which will be used by some of the Phase 1 residential units, to provide 100% parking for Phase 1. These Phase 1 dwellings will not be offered to the market until these parking spaces are built and operational.

- 3.3.8 EV charging will be provided to 100% of dwelling-houses, along with 19 EV charging spaces to the apartment buildings, equating to c. 61% of apartment parking. These EVC bays are distributed as 13 spaces at Phase 3 car park, including one disabled space, and all six spaces dedicated to the apartment building proposed as part of Phase 2. Further to this, the development proposals are to future-proof electricity supply to accommodate future EVC bays.

Cycle Parking

- 3.3.9 A total of 132 secure cycle spaces are proposed across the development.
- 3.3.10 A secure cycle store is provided at ground floor level to the west of the apartment building. This is accessed from either the proposed car park or an entrance off Old Church Street. The cycle store provides 70no. spaces (c. 93% provision) comprising 35 no. double tier cycle racks, a bib tap and floor drain will also be provided for wash down. Short stay visitor hoops will be provided externally in the vicinity of the proposed entrances.
- 3.3.11 For the 6no. apartments within building 2, cycle provision is provided by two 2no. cycle enclosures (100% provision), accessed off the public realm.
- 3.3.12 A secure cycle store for 2no. bicycles will be provided in the rear garden of all houses.
- 3.3.13 This provision is deemed appropriate for the scale and nature of the development, and the proximity of the site to cycle routes and infrastructure (i.e. the traffic-free route along the Rochdale Canal) which would present a genuine opportunity for cycling as a sustainable mode of daily travel.
- 3.3.14 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **82864-CUR-XX-XX-T-TP-00002**)).

Manchester Residential Quality Guidance Allows for Reduced On-Site Provision

- 3.3.15 As outlined above, the RQG comprises circumstances where reduced car parking can be acceptable. The circumstances relevant to the proposed development include the following:
- *“Secure cycle parking in excess of 50% provision relative to apartment numbers.”*
A total of 81 apartments are proposed with 96% secure cycle parking provision for residents (78 spaces), complemented with additional provision for visitors. This level of cycle parking provision significantly exceeds the 50% provision quoted;
 - *“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.”*

The provision of full car parking (i.e. 100% provision) for the apartments would require additional space at ground floor level, which would remove other uses and activity at ground floor level, including the village green. The ground floor is mostly required for plant, refuse store, cycle store, and parking, all of which are required to remain to service the building. The provision of 100% car parking would also likely require a multi-level parking solution;

- *“Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.”*

This point is addressed above, which set out the level of car ownership in social housing schemes. This concludes that the proposed level of car parking is suitable for typical residents of social housing schemes.

3.4 Proposed Servicing Arrangements

- 3.4.1 There are bin stores located at the ground floor of the apartment blocks, with residents of the houses storing the bins within their courtyards. These are complemented by communal temporary bin storage areas located throughout the site, for use on collection days only. Residents would be responsible for transporting the bins to the temporary stores, which would be collected by waste operatives on collection days.
- 3.4.2 The refuse vehicle is expected to stop along Newton Street to collect waste from the temporary bin store for Phase 1 and Phase 2 houses located in the vicinity of Newton Street. The remaining Phase 2 houses will use the other temporary bin store located near Dulverton Street. The apartment buildings will have their bins transported by One Manchester operatives to the collection point on collection day, located in the vicinity of the proposed loading bay along Old Church Street.
- 3.4.3 Other service vehicles such as deliveries would utilise the new proposed loading bay as the primary point to serve the apartment buildings, but will also utilise the updated access onto Dulverton Street and proposed turning head to service the site. This is illustrated in **Drawing 82864-CUR-00-XX-D-TP-05002** to the rear of the report. The drawing confirms that a 11.2m large refuse vehicle can access and egress the site safely in forward gear.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment has been considered. Distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT have been considered for commuting trips; which are a good approximation for trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 Within the 500m walking catchment there are a range of services and facilities. For instance, there are numerous supermarkets located nearby the site, with Lidl situated immediately to the south of the development. Other nearby supermarkets include Farmfoods and Asda. The 500m walking catchment also comprises medical facilities such as Newton Heath Health Centre, 'Well – Newton Heath' Pharmacy and Newchem Chemist. Several places of worship are located nearby the site, including Heathfield Church, Kingdom Hall of Jehovah's Witnesses and Ebenezer Baptist Church. Additional services include Newton Heath Working Men's Club, Garside Garden Centre, and Brighter Beginnings Nursery.
- 4.2.5 Key transport links such as Newton Heath and Moston Metrolink stop can be accessed within the 1,000m walking distance catchment, which provides regular services to areas such as Manchester City Centre and Oldham. Leisure facilities such as Failsworth Fitness 24/7 Gym, Orford Road Community Park, and Brookdale Park are located within 1km of the site, in addition to several educational facilities. These include Briscoe Lane Academy, Christ the King RC Junior and Infants School, Co-op Academy Broadhurst, St Wilfrid's Primary School, amongst many others. Further facilities within 1,000m include Brookdale View Care Home, Droylsden Road Family Practice, Morrisons Supermarket, The Railway Pub, Newton Heath Job Centre and Greater Manchester Police HQ.
- 4.2.6 Within a walking distance of 2,000m there is an abundance of educational, leisure and medical facilities, as well as numerous industrial plots along Oldham Road, which could provide employment opportunities to future residents of the site. There are also several pubs, parks and further transport links located within this catchment.
- 4.2.7 The proposed development has good pedestrian access to green space. Most notably, Clayton Vale is located approximately 1.8km south of the proposed development, which provides walking and cycling opportunities for nearby residents and future residents of the proposed development. Additional green spaces nearby the site include Moston Vale and Lower Memorial Park.
- 4.2.8 It is considered that the site is situated within a highly accessible area, with several complementary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.
- 4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.
- 4.3.5 The 5.5km catchment encompasses Moston to the north, Hollinwood and Littlemoss to the east, Droylsden to the south, and Manchester city centre to the west, including major transport links, employment opportunities, educational facilities, shopping centres, bars, restaurants, leisure centres and tourist attractions. Whereas the 8km catchment extends further to Chadderton to the north, Ashton-under-Lyne to the east, Levenshulme to the south, and Salford City Centre to the west.
- 4.3.6 Route 66 on the National Cycle Network (NCN) is situated approximately 200m south of the proposed development. The route runs along an east – west alignment, connecting the site to many nearby residential areas whilst providing access to Manchester Piccadilly and Failsworth Town Centre, as well as an abundance of other key facilities. Route 66 mostly runs along Rochdale Canal Tow Path and is therefore mostly free of any vehicular traffic, providing opportunities for future residents to travel by bicycle.
- 4.3.7 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** overleaf:

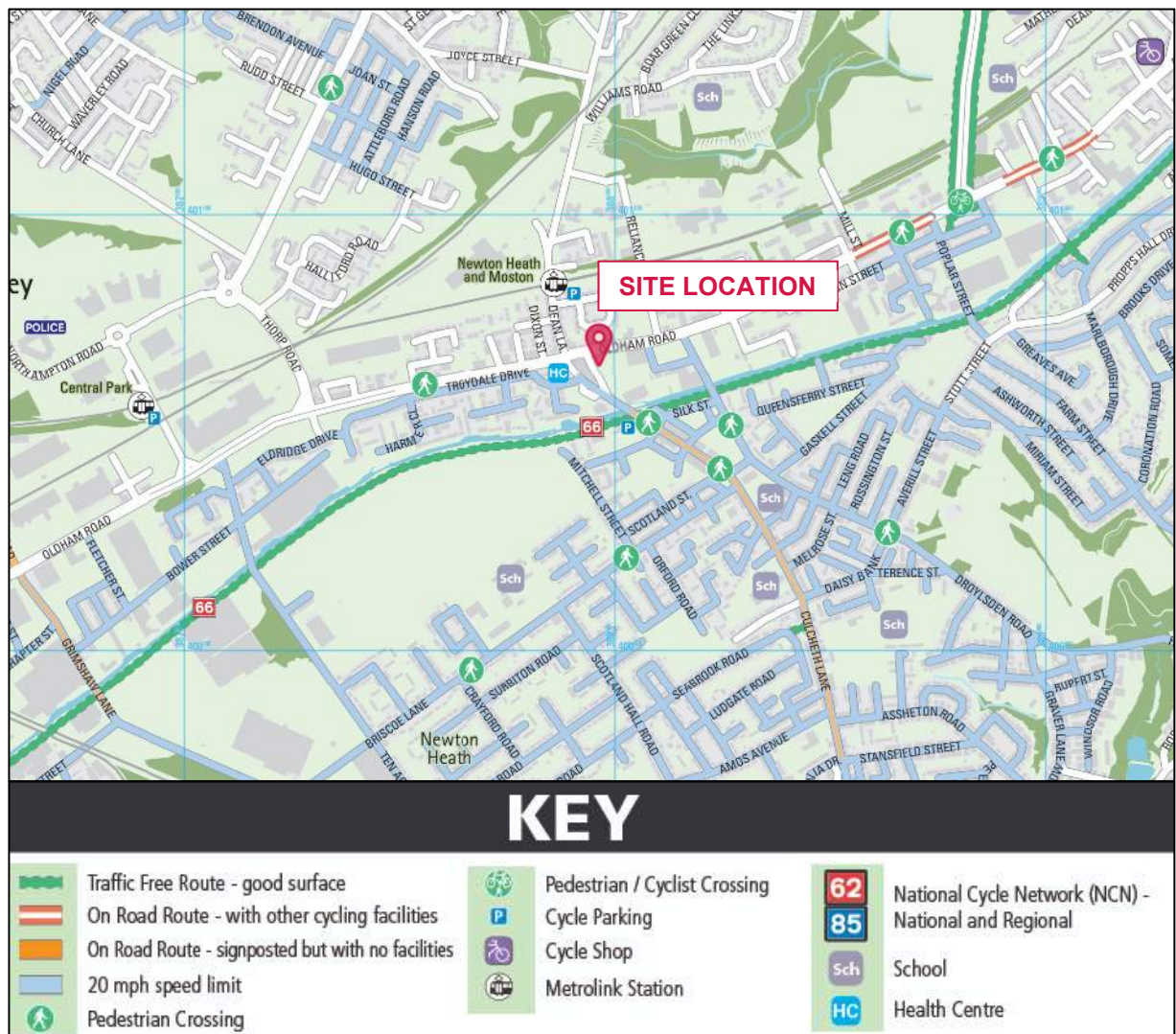


Figure 4.1 – Local Cycle Network

(Source: TfGM, 2022)

- 4.3.8 Route 86 can be accessed approximately 1.8km south of the proposed development. The route runs along an east – west alignment for approximately 5km, connecting Clayton Vale to Ancoats via The Etihad Campus. The cycle route is mostly off-road, running through Clayton Vale and along the River Medlock. Due to the location and connectivity of the route, it is considered a viable option for both leisure and commuting trip purposes.
- 4.3.9 Route 60 is just over 1.5km east of the proposed development and can be accessed via route 66. It runs along a north – south alignment, connecting to areas such as The Etihad Campus, Openshaw, Gorton and Reddish. The route eventually terminates at Stockport to the south, and Blackley to the north. The route comprises a combination of both on road and off-road links and notably consists of a segregated cycle lane in the vicinity of the site, along the A6010.

4.3.10 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike, shown in **Figure 4.2** below:

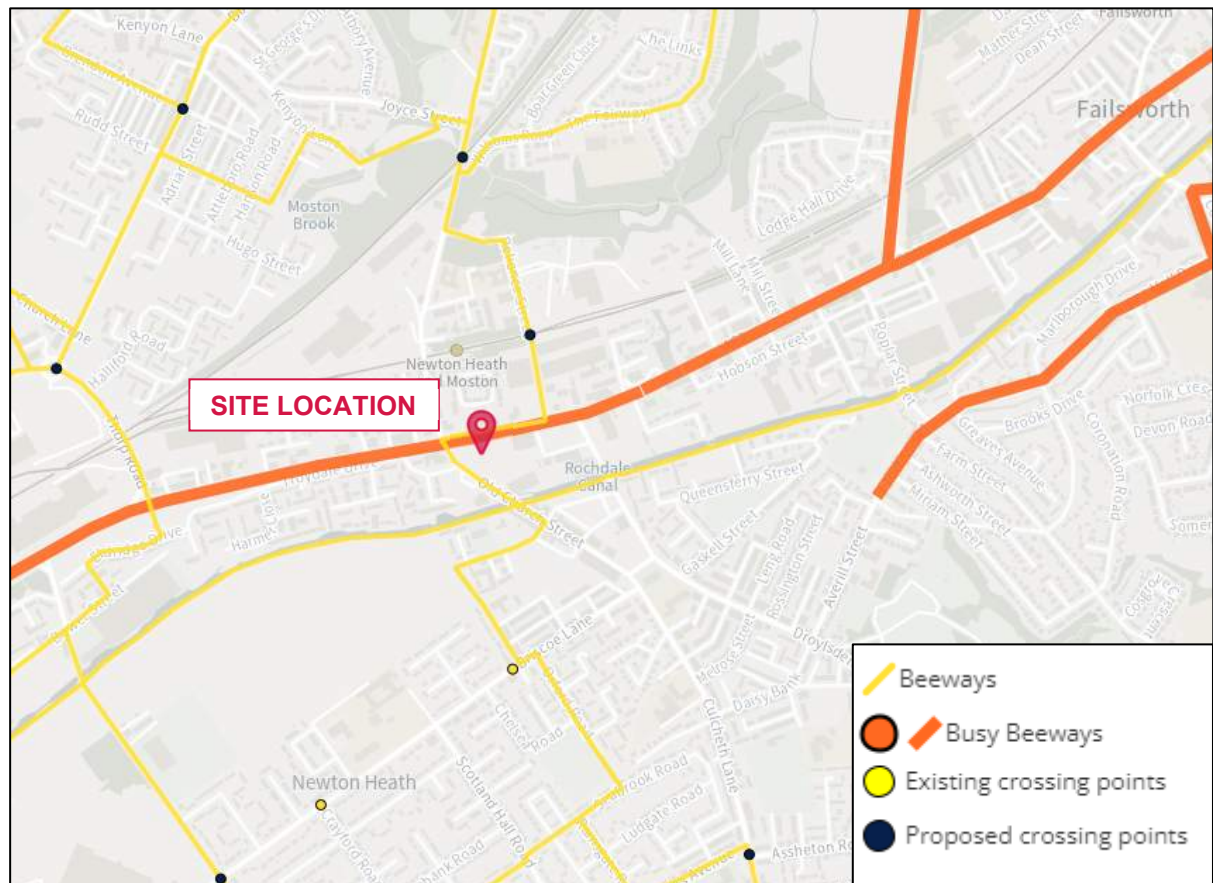


Figure 4.2 – Bee Network in the Vicinity of the Site

(Source: TfGM, 2023)

4.3.11 The site is therefore well placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site for commuting and / or for leisure pursuits.

4.4 Accessibility by Public Transport

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

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4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with an 'excellent' GMAL rating of 7 and is considered appropriately situated to take advantage of existing public transport infrastructure in the vicinity of the site.

4.4.3 Accessibility by bus and rail are considered in further detail within the subsections below, with a local public transport network map included in **Figure 4.3**:

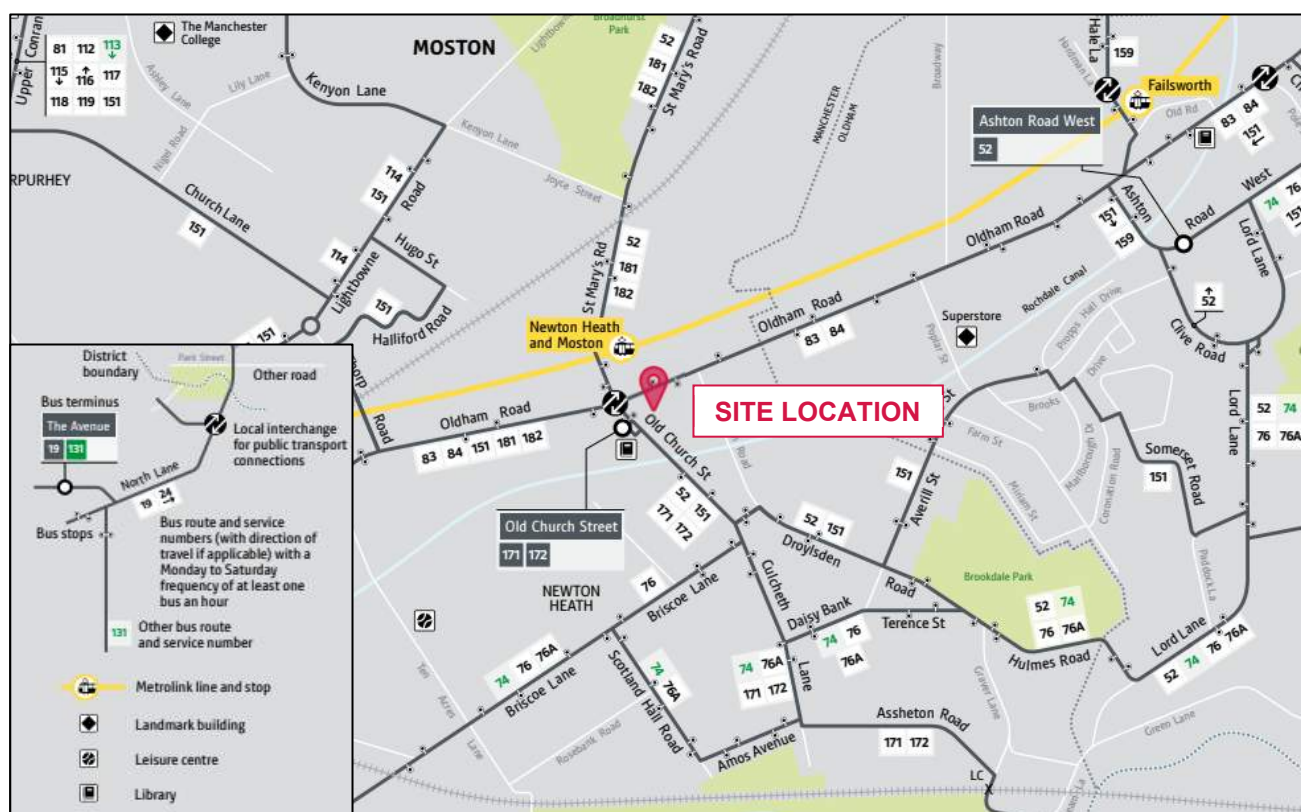


Figure 4.3 – Local Public Transport Network
(Source: Transport for Greater Manchester, 2023)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 The nearest bus stop is located directly to the west of the site along Old Church Street, with northbound and southbound services. There are also additional stops to the north of the site along the A62 Oldham Road (c. 75m walk from the centre of the site).

4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Old Church Street:						
52	Failsworth – Moston – Weaste – Eccles – The Trafford Centre	06:11	23:01	30 mins	30 mins	Hourly
	The Trafford Centre – Eccles – Moston – Failsworth	05:43	22:36	30 mins	30 mins	Hourly
151	Higher Crumpsall – Moston – Failsworth – Ashton-under-Lyne	07:00	18:19	Hourly	Hourly	No Service
	Ashton-under-Lyne – Failsworth – Moston – Higher Crumpsall	07:39	18:49	Hourly	Hourly	No Service
171	Newton Heath – Droylsden – Gorton – Burnage – East Didsbury	06:59	13:20	Hourly	Hourly	No Service
	East Didsbury – Burnage – Gorton – Droylsden – Newton Heath	07:43	13:41	Hourly	Hourly	No Service
172	Newton Heath – Droylsden – Gorton – Didsbury – Chorlton	05:56	22:04	Hourly	Hourly	Hourly
	Chorlton – Didsbury – Gorton – Droylsden – Newton Heath	06:51	23:04	Hourly	Hourly	Hourly
688 (school bus)	Queens Park – Moston – Newton Heath – Clayton – Ryder Brow	07:32	N/A	1 only	No Service	No Service
	Ryder Brow – Openshaw – Clayton – Newton Heath – Monsall	16:03	N/A	1 only	No Service	No Service
704 (school bus)	Harpurhey – Moston – Newton Heath – Droylsden – Abbey Hey	07:18	N/A	1 only	No Service	No Service
	Abbey Hey – Droylsden – Newton Heath – Moston – Harpurhey	16:07	N/A	1 only	No Service	No Service
708	New Moston – Moston – Newton Heath – Harpurhey – Plant Hill (school bus)	07:48	N/A	1 only	No Service	No Service
709 (school bus)	New Islington – Holt Town – Newton Heath – Moston	07:57	N/A	1 only	No Service	No Service
	Moston – Failsworth – Newton Heath – New Islington	15:14	N/A	1 only	No Service	No Service

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
711	Higher Blackley – Moston – Newton Heath – Monsall (school bus)	15:16	N/A	1 only	No Service	No Service
713 (school bus)	Newton Heath – Droylsden – Clayton – Gorton – Belle Vue	07:44	N/A	1 only	No Service	No Service
	Belle Vue – Gorton – Droylsden – Clayton – Newton Heath	15:54	N/A	1 only	No Service	No Service
724	Moston – Newton Heath – Ancoats – Chorlton upon Medlock (school bus)	07:22	N/A	1 only	No Service	No Service
726	White Gate – Moston – Newton Heath – Sportcity – Beswick (school bus)	07:25	N/A	1 only	No Service	No Service
From A62 Oldham Road:						
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	05:01	00:16	10 mins	10 mins	30 mins
	Sholver – Oldham – Failsworth – Piccadilly Gardens	04:34	23:49	10 mins	10 mins	30 mins
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	05:16	00:31	10 mins	10 mins	20 mins
	Uppermill – Lees – Oldham – Failsworth – Piccadilly Gardens	04:49	00:04	10 mins	10 mins	20 mins
151	Ashton-under-Lyne – Failsworth – Moston – Higher Crumpsall	07:39	16:55	Hourly	Hourly	No Service
181	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	06:07	17:48	Hourly	Hourly	No Service
182	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	07:46	22:46	Hourly	Hourly	No Service

Table 4.3 – Summary of Bus Service Frequencies

- 4.4.8 These stops provide access to various destinations in and across Greater Manchester, providing access to a variety of key employment, leisure and educational destinations.
- 4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.
- 4.4.10 Overall, the site is well served by bus. During peak periods, there are up to 13 buses utilising each stop every hour, providing excellent potential for future residents of the site to travel by bus.

Rail Accessibility

- 4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.12 The closest rail station to the development is Moston, located approximately 3km north of the proposed development. This is outside the preferred maximum walking catchment, but is within the cycle catchment. Alternatively, this station is accessible in under half an hour by a combination of walking and the no. 52, 181, and 182 bus services.
- 4.4.13 There is step-free access across the whole station in the form of ramps to the platforms, which, in turn, can be accessed from the main road (A6104 Hollinwood Avenue). There is no ticket office, but there are storage spaces for c. 10 bicycles.
- 4.4.14 A summary of rail services from the station is outlined in **Table 4.4**. The abbreviations WB and EB stand for westbound and eastbound services respectively.

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn				
Calling at: Leeds, Bramley, New Pudsey, Bradford Interchange, Low Moor, Halifax, Sowerby Bridge, Hebden Bridge, Todmorden, Walsden, Littleborough, Smithy Bridge, Rochdale, Castleton, Mills Hill, Moston, Manchester Victoria. Change at terminal stations to access further stops.	WB: 06:02 EB: 05:57	WB: 23:03 EB: 23:42	Every 30 mins in both directions	Hourly

Table 4.4 – Summary of Rail Services calling at Moston

- 4.4.15 The trains that service Moston run regularly on Mondays to Sundays, allowing residents to change at busier stations such as Rochdale and Manchester Victoria in a journey time of less than 60 minutes (excluding walking and waiting times).
- 4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/travel/timetables>.
- 4.4.17 Access to the above stations is of benefit to future residents at the site, and is a viable alternative to private car use, as part of a multi-modal journey. Based on the above, it is considered that the site is accessible by rail.

Metrolink (Light Rail) Accessibility

- 4.4.18 The closest Metrolink stop to the proposed development is Newton Heath and Moston, located approximately 550m north of the site. The stop is located within an acceptable walking distance from the proposed development.
- 4.4.19 Newton Heath and Moston has regular services to areas such as East Didsbury, Rochdale Town Centre, Failsworth and Shaw via the Pink Line. Users can also change at Victoria or St Peter's Square station to access additional services to Piccadilly, Bury, Eccles, Altrincham, or Manchester Airport, as shown in the Metrolink map in **Figure 4.4** below.

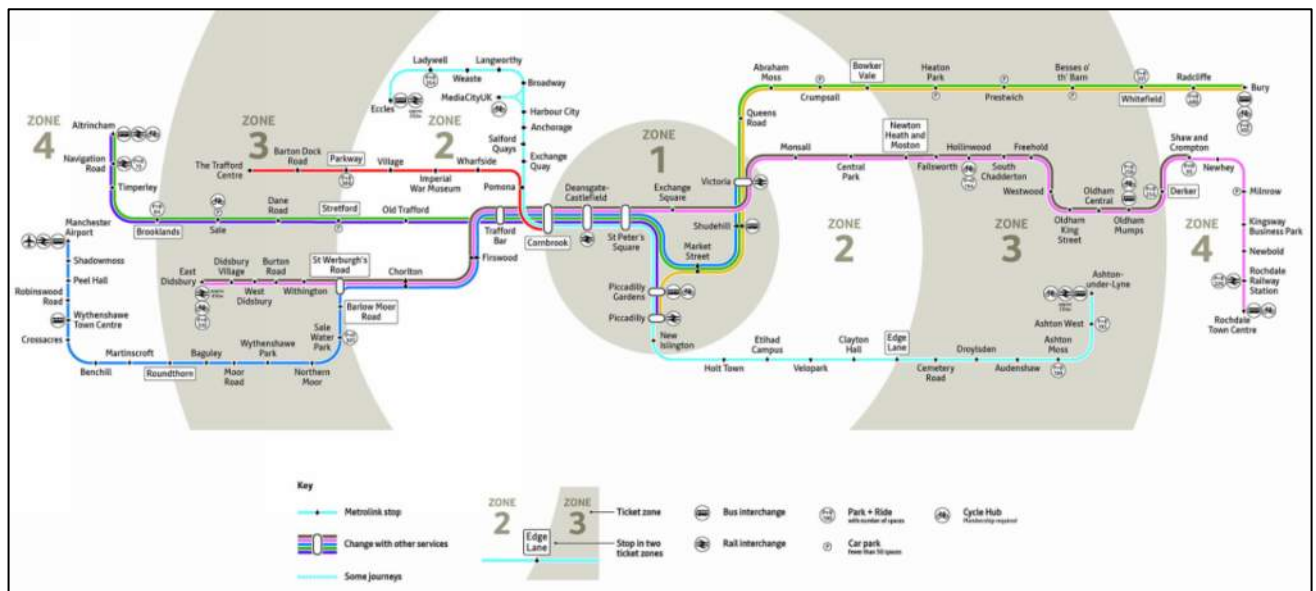


Figure 4.4 – TfGM Metrolink Network Map

(Source: TfGM, 2023)

- 4.4.20 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.
- 4.4.21 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.
- 4.4.22 It is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport and is located in an enviable location from a public transport accessibility perspective, with a large number of public

transport opportunities within acceptable walking distance of the site. Furthermore, the surrounding area exhibits good levels of pedestrian and cycling infrastructure.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, the TRICS database has been used for the forecast trip generation.
- 5.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, which is estimated using vehicular peak hour trip rates obtained from surveys of sites of a similar size and nature.

5.2 Consented Trip Generation

- 5.2.1 As stated in **Section 1.1** earlier, prior to the Phase 2 and 3 development proposals, the site secured permission (MCC planning ref: 125990/FO/2020) in 2020 for 100 apartments and 39 houses. This permission was effectively implemented following the approval of the drop-in application in 2022 (MCC planning ref: 133849/FO/2022) which amended the layout of two houses into a cottage apartment with two 2-bed units, with Phase 1 of the development undergoing construction at the time of writing.
- 5.2.2 The 2020 application is therefore still considered to be live, and up to 100 apartments could be built out without a new consent. The consented trip generation for the 100 apartments is as follows:

TRICS Category: Affordable / Local Authority Flats	Consented 100 Apartments		
	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	7	8	15
PM Peak (17:00 – 18:00)	12	9	21

Table 5.1 – Consented Trip Generation

- 5.2.3 The consented Transport Assessment also undertook junction capacity assessments to understand the impact of the development traffic at the following junctions in close proximity of the site:
- **Junction 1** – Old Church Street / Dulverton Street priority junction;
 - **Junction 2** – A62 Oldham Road / Droylsden Road signalised junction; and
 - **Junction 3** – A62 Oldham Road / Old Church Street / Dean Lane signalised junction.
- 5.2.4 The conclusions of the assessment suggest that the Old Church Street / Dulverton Street priority junction and A62 / Droylsden Road signalised junction would operate well during peak hours in the future year assessment scenarios with the development in place. Notwithstanding this, the A62 / Dean Lane / Old Church Street signalised junction was already operating over capacity in the observed

scenario, and was predicted to continue operating over capacity in the future year traffic scenarios whether the development comes forward or not. However, the impact of the proposed development was considered to be minimal when compared to existing conditions and daily variations in traffic flow; therefore mitigation was not considered to be necessary.

5.3 Proposed Trip Generation

5.3.1 The development proposals for the remainder of the site have been revised. It is no longer the intention to deliver the 100 apartments as originally proposed. The latest development proposals comprise 28 houses and 81 apartments, which equate to a net increase of 9 homes compared with the existing consent.

5.3.2 TRICS trip rates have been updated and the proposed traffic generation are shown in **Table 5.2** below. All trip rates are per 1 unit / dwelling, and the full TRICS outputs are provided in **Appendix D** to the rear of the report. The additional applied selection criteria are set out below:

- Sites in England only (excluding Greater London);
- Land Use and Category of '03 – Residential' and 'B – Affordable / Local Authority Houses' and 'D – Affordable / Local Authority Flats';
- Edge of Town, Edge of Town Centre, and Neighbourhood Centre sites;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

5.3.3 In normal circumstances, Edge of Town and Edge of Town Centre sites would not be compatible, however it is considered that these categories accurately represent the site given its location in relation to high frequency bus services and the Metrolink stop which leads directly into Manchester City Centre.

Flats	TRICS Trip Rates (per 1 unit)			Proposed Trip Generation (81 apartments)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.049	0.081	0.13	4	7	11
PM Peak (17:00 – 18:00)	0.088	0.067	0.155	7	5	13
Houses	TRICS Trip Rates (per 1 dwelling)			Proposed Trip Generation (28 houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.084	0.191	0.275	2	5	8
PM Peak (17:00 – 18:00)	0.169	0.11	0.279	5	3	8
Total Development	TRICS Trip Rates			Proposed Trip Generation (Apartments & Houses)		

	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	N/A			6	12	<u>18</u>
PM Peak (17:00 – 18:00)				12	9	<u>20</u>

Table 5.2 – Proposed Trip Generation

- 5.3.4 **Table 5.2** demonstrates that the proposed development could generate 18 and 20 two-way movements in the AM and PM peak hours of 08:00 – 09:00 and 17:00 – 18:00 respectively.

5.4 Net Trip Generation

- 5.4.1 **Table 5.3** below shows the net impact of the proposed development, compared to the consented uses at the site:

Data	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Consented Uses	7	8	15	12	9	21
Proposed Development	6	12	18	12	9	20
Net Impact	<u>-1</u>	<u>+4</u>	<u>+3</u>	<u>0</u>	<u>0</u>	<u>+1</u>

Table 5.3 – Net Trip Generation

- 5.4.2 The above table demonstrates that the proposed development would result in an increase of 3 and 1 two-way vehicular trips in the AM and PM peak hours respectively, when compared against the extant uses of the site. This increase in trips is considered minimal, and equates to one additional vehicle every 20 minutes, and would not result in any significant impacts on the surrounding highway network.
- 5.4.3 On this basis, there is no traffic impact upon the existing highway network that would be considered severe, and the conclusions within the consented Transport Assessment remain valid.
- 5.4.4 Curtins do not believe that further capacity assessments would be required, and that the highway network is sufficient to accommodate the proposed development traffic.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (NPPF) (2021)

- 6.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...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.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

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

- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*"

6.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within an accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF 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."

6.2.9 Trip generation forecasts using TRICS data have demonstrated that there would be a negligible increase in vehicular trip generation for the proposed uses of the site during the network AM and PM peak hours.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *"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; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development therefore accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version

in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (ITP) (Document Reference: **82864-CUR-XX-XX-T-TP-00002**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that ... Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

6.4.4 **Section 3** above has demonstrated that the provision of car parking is considered in accordance with the transport policy and residential guidance set out by MCC, with respect to the nature of the site and realistic needs of the end users. Additionally, cycle parking would also be provided to encourage more people to travel by sustainable modes.

6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

6.5.3 The principles of the above measures, and additional initiatives, are reflected in the accompanying Interim Travel Plan (Document Reference: **82864-CUR-XX-XX-T-TP-00002**).

6.5.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*

- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

6.5.5 This TS has demonstrated that the development proposals would not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

6.6 Conclusions

6.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking distance.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of One Manchester to provide transport and highways advice in relation to the redevelopment of land adjacent to the A62 Oldham Road in Newton Heath.
- 7.1.2 One Manchester received planning consent for a residential development comprising 100 apartments (with ground floor commercial floorspace) and 39 houses on land off the A62 Oldham Road in Newton Heath, Manchester (Manchester City Council (MCC) planning ref: 125990/FO/2020). A drop-in application was subsequently approved to amend the layout of two houses on the corner of Newton Street with Holyoak Street (MCC planning ref. 133849/FO/2022) into a cottage apartment with two 2-bed units.
- 7.1.3 One Manchester intends to deliver the 37 houses and 2 cottage apartments as per the original consent and drop-in application. These units occupy the eastern side of the site and will form Phase 1 of the development, which is undergoing construction at the time of writing.
- 7.1.4 The development proposals for the remainder of the site have been revised. Part of the original application will be now updated and delivered as Phase 2 of the development. Additional land has also been acquired – the parcel that previously occupied the Rosedale Building, bound by Oldham Road to the north, Dulverton Street to the east, and Old Church Street to the south / west. This is known as Phase 3 of the development.
- 7.1.5 The latest development proposals for the western side of the site, which will form the basis of a new planning application for Phases 2 and 3 of the development, comprise 28 houses and 81 apartments, equating to a net increase of 9 homes compared with the existing consent.
- 7.1.6 Car parking is provided at a 100% ratio for the dwelling-houses and c. 38% for the apartments (31 spaces, including 5 disabled spaces - c. 16% provision). EV charging will be provided to 100% of dwelling-houses, and c. 61% of the apartment parking (19 EV charging spaces). The remainder of the parking bays will be future proofed to accommodate EV charging if required. The application proposals include 10 car parking spaces which will be used by some of the Phase 1 residential units.
- 7.1.7 A total of 132 secure cycle spaces are proposed across the development, comprising a 100% provision for the dwelling-houses and c. 94% for the apartments (100% at Phase 2 and c. 93% at Phase 3).
- 7.1.8 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.

- 7.1.9 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- 7.1.10 An independent Stage 1 Road Safety Audit has been commissioned, with the results and Design Team Response attached to the rear of this report.
- 7.1.11 It is considered the site is highly accessible by sustainable modes of transport and is located in an enviable location from a public transport accessibility perspective, with a large number of public transport opportunities within acceptable walking distance of the site. Furthermore, the surrounding area exhibits good levels of pedestrian and cycling infrastructure.
- 7.1.12 Trip generation forecasts using TRICS data has demonstrated that there would be a negligible increase in vehicular trip generation for the proposed uses of the site during the network AM and PM peak hours.
- 7.1.13 Notwithstanding, measures outlined in the accompanying Interim Travel Plan (Document Reference: **82864-CUR-XX-XX-T-TP-00002**) will be implemented to encourage residents to travel by sustainable modes, reduce reliance on the private car, and further reduce the number of vehicular trips associated with the development.
- 7.1.14 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policies and guidance.

7.2 Conclusions

- 7.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.
- 7.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 82864-CUR-XX-00-D-TP-75001 – Visibility Splays

Drawing 82864-CUR-XX-00-D-TP-75002 – Proposed Access Arrangement

Drawing 82864-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) Large Car

Drawing 82864-CUR-XX-00-D-TP-05002 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Drawing 82864-CUR-XX-00-D-TP-05004 – (Swept Path Analysis) Fire Tender



GENERAL NOTES:

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6. BASED ON LAND SURVEY WHERE AVAILABLE

7. BASED ON BASED ON TP BENNETT'S LAYOUT: 'T8170D0020P1'

KEY:

PROPOSED RAISED KERB

PROPOSED FLUSH KERB / BACK OF FOOTWAY

PROPOSED ROAD MARKINGS

RED LINE BOUNDARY

PROPOSED VISIBILITY SPLAYS (20mph)

P05 Updated site layout03/08/23JMDD

P04 Updated site layout13/07/23MQDD

P03 Updated site layout26/05/23MQDD

P02 Updated site layout. Added land survey12/07/23MQDD

Rev:

Description:

Date:

By:

Chkd:

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Status:

PLANNING

Project:

OLDHAM ROAD - PHASE 2 - 3
MANCHESTER

Orig Title:

ACCESS ARRANGEMENTS

Drawn ByMQ

Designed ByMQ

Checked ByDD

Date13/03/23

Scales @ A11:250

Project No - Originator - Function - Spatial - Form - Discipline - Number

Revision

82864 - CUR - XX - 00 - D - TP- 75002

P05

\\msb27\projects\828001 - 030000\82864 - Oldham Road Phase 2-3\04-Production\44-Models\Drawings\TP\CA\075



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6. BASED ON LAND SURVEY WHERE AVAILABLE

7. BASED ON BASED ON TP BENNETT'S LAYOUT: 'T8170D0020P1'

KEY:

PROPOSED RAISED KERB

PROPOSED FLUSH KERB / BACK OF FOOTWAY

PROPOSED ROAD MARKINGS

PROPOSED VISIBILITY SPLAYS FROM JUNCTIONS (20mph)

PROPOSED FORWARD VISIBILITY SPLAYS (9.5mph)

INDICATIVE LANE CENTRE LINE

2.40 x 25.00m

11.00m

P03 Updated site layout

03/08/23

JM

DD

P02 Updated site layout. Added land survey

12/07/23

MQ

DD

Rev:

Description:

Date:

By:

Chkd:

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Status:

PLANNING

Project:

OLDHAM ROAD - PHASE 2 - 3 MANCHESTER

Orig Title:

VISIBILITY SPLAYS

Drawn By

MQ

Designed By

MQ

Checked By

DD

Date

23/03/23

Scales @ A1

1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number

82864 - CUR - XX - 00 - D - TP- 75001

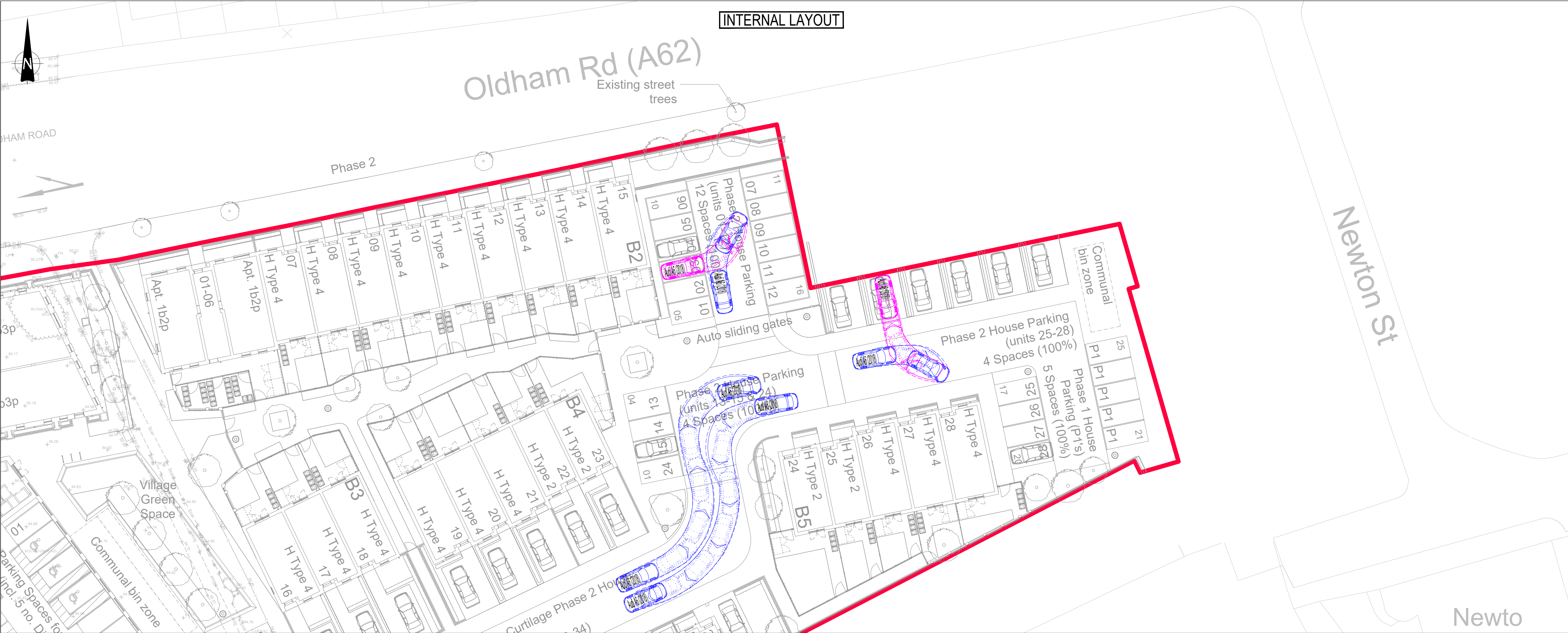
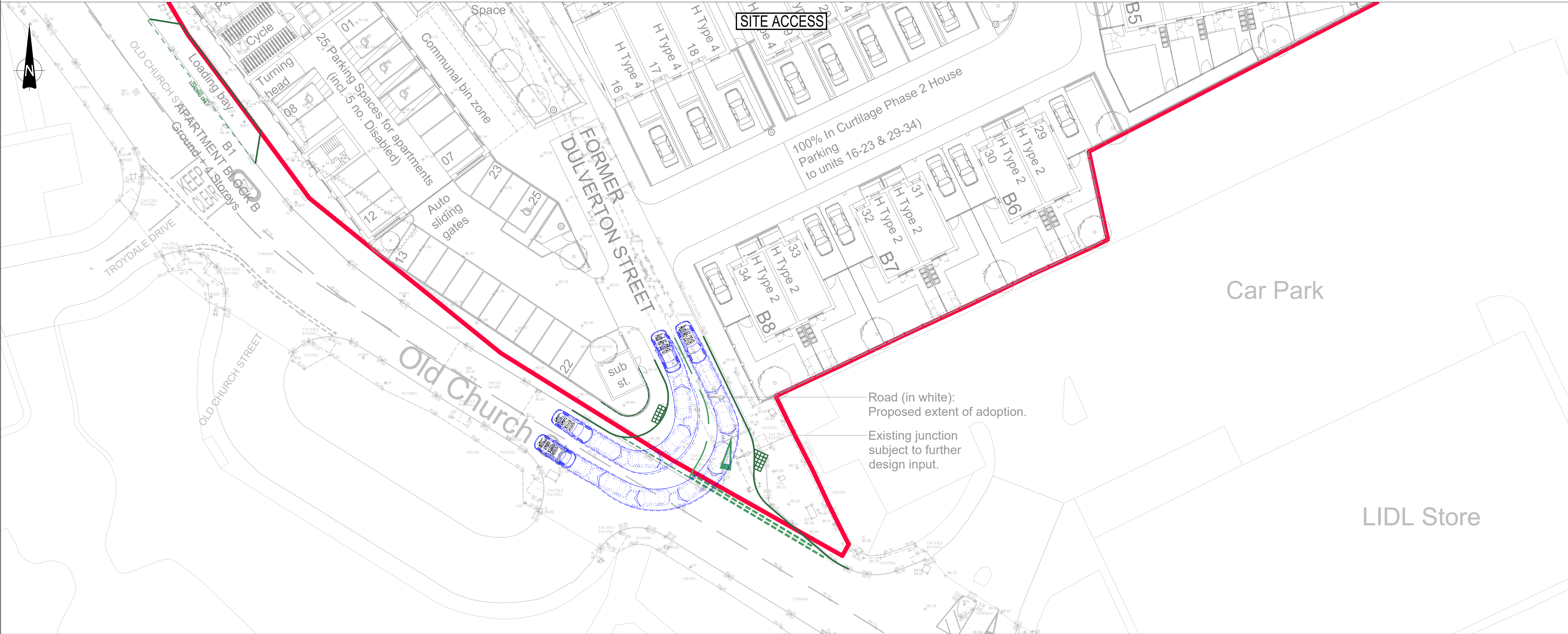
Revision

P03

1:200

FORWARD VISIBILITY

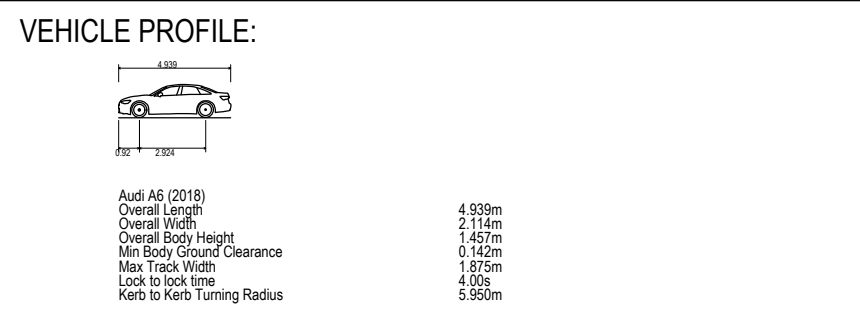
FORWARD VISIBILITY ENVELOPE. AREA TO BE KEPT FREE FROM VISUAL OBSTRUCTIONS



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 - BASED ON LAND SURVEY WHERE AVAILABLE
 - BASED ON BASED ON TP BENNETT'S LAYOUT: 'T8170D0020P1'

KEY:

- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- RED LINE BOUNDARY



P03	Updated site layout	03/08/23	JM	DD
P02	Updated site layout	12/07/23	MQ	DD

Rev:	Description:	Date:	By:	Chkd:
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Status: **PLANNING**

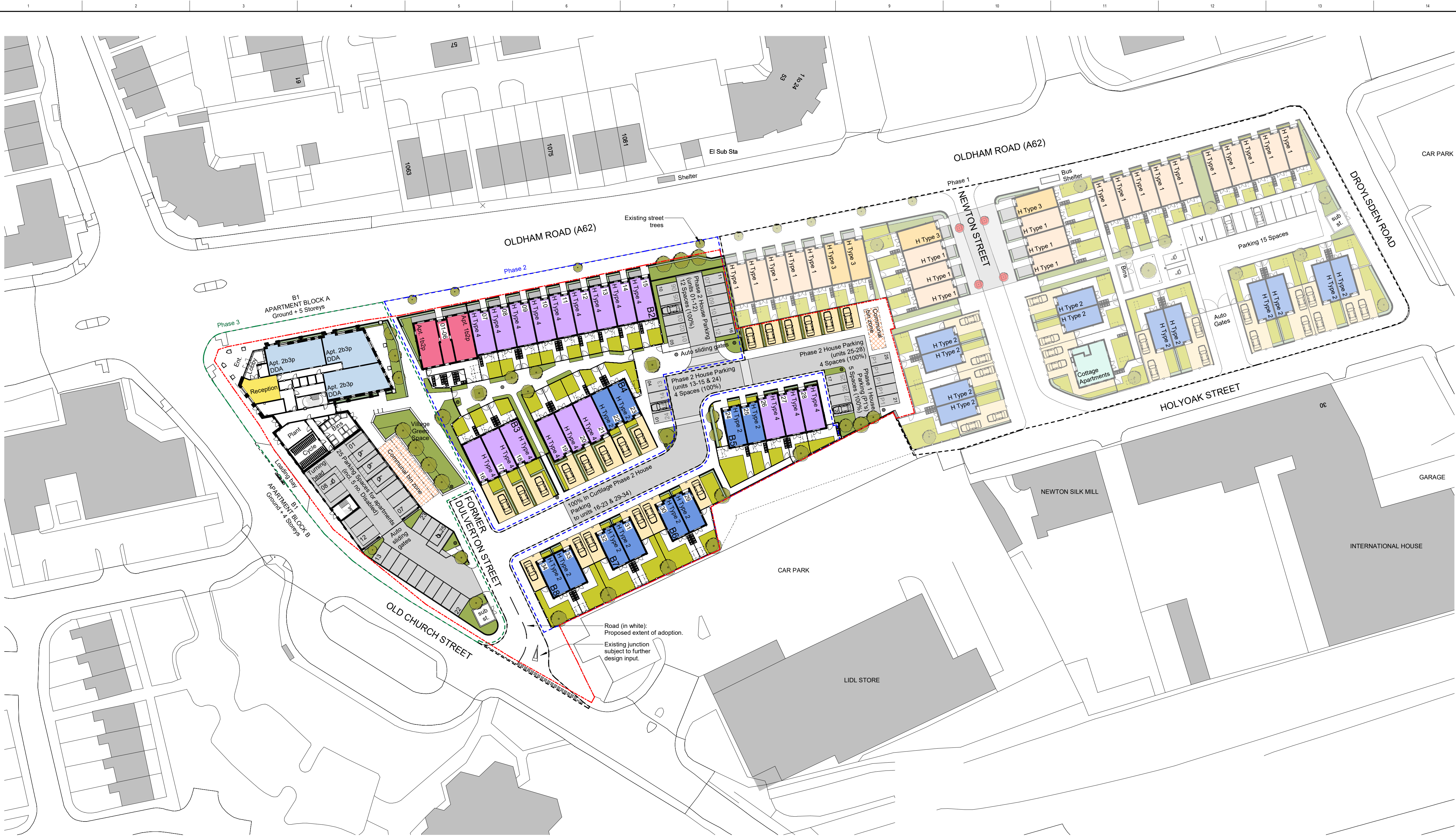
Project: **OLDHAM ROAD - PHASE 2 - 3 MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS LARGE CAR**

Drawn By	Designed By	Checked By
MQ	MQ	DD
Date	0703/23	Scales @ A1 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
82864 - CUR - XX - 00 - D -TP- 05001	P03

Appendix A – Proposed Site Layout



1 Proposed Site Plan
1:500

<div></div>	Type 1 3b4p - 2.5 Storey 95.1m ² (39.8m ² /floor + 15.3m ² /att)	21 no.
<div></div>	Type 2 2b3p - 2 Storey 70 m ² (35m ² /floor)	22 no.
<div></div>	Type 3 3b5p - 3 Storey 106.6m ² (35.5m ² /floor)	04 no.
<div></div>	Type 4 3b4p - 2 Storey 67m ² (43.5m ² /floor)	18 no.
<div></div>	Cottage Apartments 2b3p 61.5m ² g/f / 63.5m ² ff	02 no.
<div></div>	Corner Plot Apartment 1b2p 50m ²	06 no.
<div></div>	Phase 3 Apartment 1b2p 50m ²	41 no.
<div></div>	Phase 3 Apartment 2b3p 61m ²	34 no.
<div></div>	Houses	65 no.
<div></div>	Apartment	83 no.
<div></div>	Total	148 no.

PHASING BREAKDOWN

PHASE 3 - 75 HOMES			
HOUSES	00		
APARTMENTS	75		
1B 2P	41	54.6%	
2B 3P	34	45.4%	
TOTAL	75	100%	

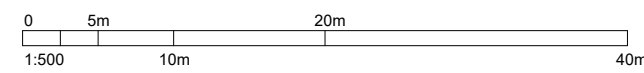
PHASE 2 - 34 HOMES			
HOUSES	28		
APARTMENTS	06		
TYPE 1	-		
TYPE 2	10		
TYPE 3	-		
TYPE 4	18		
Apt. 1B 2P	06		
TOTAL	34		

PHASE 1 - 39 HOMES			
HOUSES	37		
APARTMENTS	02		
TYPE 1	21		
TYPE 2	12		
TYPE 3	04		
TYPE 4	-		
Apt. 2B 3P	02		
TOTAL	39		

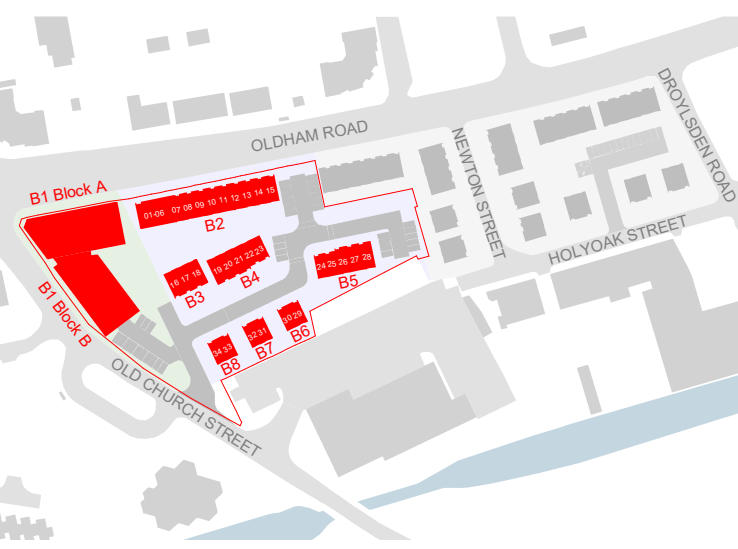
PHASE BREAKDOWN			
HOUSES	65		
APARTMENTS	83		
PHASE 1	39		
PHASE 2	34		
PHASE 3	75		
TOTAL	148		

OVERALL SPLIT			
1B 2P	Apartment	47	31.7%
2B 3P	Apartment	36	24.3%
2B 3P	House	22	14.9%
3B 4P	House	39	26.4%
3B 5P	House	04	2.7%

PHASING KEY	
<div></div>	Phase 1 (shown faded out)
<div></div>	Phase 2
<div></div>	Phase 3



CLIENT
One Manchester
STRUCTURAL ENGINEER
Curtins Consulting
SERVICES ENGINEER
TBC
CONSULTANT
Wilkinson Cowan Partnership Ltd
KEY PLAN



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11	28-07-2023	Issued for Planning	DJW	AJL
P3	07-07-2023	General updates. Issue for comment and approval.	JMG	AJL
P2	13-06-2023	Amendments to Building 2 Apartments. Minor landscaping adjustments. Site enclosures omitted.	JMG	AJL
P1	11-05-2023	First issue following option development and confirmation of fixed building and road arrangement.	JMG	AJL

No.	Date	Comments	Drawn	Checked
Revisions				

Issue Status

Information

tp bennett
architecture
interiors
planning

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Project

Residential Development
Phase 2 & 3
Newton Heath, Manchester

Drawing Title

Proposed Site Plan

Drawn	Date	Scale @ A1	Alt. Ref.
JMG	01/02/2023	1:500	
tp bennett Project No.	Series	Zone	Drawing Number
T8170	D	0	020
			Rev.
			11

NOTE: All dimensions are approximate only

Appendix B – Stage 1 Road Safety Audit

OLDHAM ROAD PHASE 2 & 3, NEWTON HEATH PROPOSED SECTION 278 HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

610/2023/127/01 Rev 1

15 June 2023

six:TEN Highways & Traffic Ltd
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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 14 June 2023	Tristan Brooks 14 June 2023	
1	FINAL	Jon Preston 15 June 2023	Tristan Brooks 15 June 2023	Jon Preston 15 June 2023

Report Title:	Oldham Road Phase 2 & 3, Newton Heath Proposed S278 Highway Works Stage 1 Road Safety Audit
Date:	15 June 2023
Document Reference & Revision:	610/2023/127/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Curtins

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed S278 highway works at Oldham Road Phase 2 & 3, Newton Heath, Manchester, at the request of Curtins, the designer of the scheme who provided the audit brief that was accepted by the audit team. The Overseeing Organisation, Manchester City Council, have approved the audit team to carry out Road Safety Audits on their highway network.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a Highways England approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 1 June 2023 and 15 June 2023. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the afternoon of Thursday 1 June 2023 between 12:30hrs and 13:15hrs. During the site visit the weather was partially cloudy and the carriageway surface was dry. During the site visit traffic movements in the vicinity of the proposed highway works were moderate with some pedestrian and cyclist movements observed. During the site visit Dulverton Street was inaccessible due to the presence of site fencing.
- 1.6 Old Church Street in the vicinity of the proposed highway works is currently subject to a 20mph speed limit changing to a 30mph speed limit approximately 70m south of Oldham Road and is street lit.
- 1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

- 1.8 The proposed highway works are associated with the construction of a residential development and in summary includes:
- Amendments to the existing major/minor priority controlled junction of Dulverton Street with Old Church Street;
 - Stopping up of Dulverton Street at its junction with Oldham Road;
 - Provision of a loading layby on Old Church Street opposite the junction with Troydale Drive; and
 - Provision of uncontrolled pedestrian crossings on Dulverton Street near its junction with Old Church Street.
- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.10 Personal injury collision data has been obtained from the online crashmap.co.uk database which shows there has been six personal injury collisions in the vicinity of the proposed highway works during the five-year period 2017 – 2021. All six collisions were classed as slight in severity. Four collisions occurred at the junction of Oldham Road with Old Church Street and the remaining two collisions occurred at the junction of Old Church Street with Troydale Drive. The personal injury collision location plan is shown in Appendix Four.
- 1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 Location: Old Church Street/Dulverton Street junction

Problem

Summary: Excessive vehicular encroachment into opposing lanes when turning into the access road

The refuse vehicle swept path analysis drawing provided for audit shows the vehicle encroaching wholly into the opposing lane of Dulverton Street when turning left from Old Church Street. Whilst it is recognised that some encroachment may occur, this excessive encroachment by a left-turning refuse vehicle into the opposing traffic lane may increase the risk of low-speed head-on or side-impact collisions.

Recommendation

It is recommended that amendments should be made to the proposed design to ensure any vehicle encroachment into opposing lanes is kept to a minimum.

2.4 Walking, Cycling and Horse Riding

2.4.1 No road safety issues identified at this stage.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 15 June 2023

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 15 June 2023

APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 82864-CUR-XX-XX-T-TP-00003 P01 RSA Brief
- 082864-CUR-XX-00-D-TP-75002 P02 Access Arrangements
- 082864-CUR-XX-00-D-TP-05002 P02 Swept Path Analysis Refuse Vehicle
- 82864-CUR-XX-XX-T-TP-00001 P01 Transport Statement
- T8170-D-0-020 P1 Proposed Site Plan
- 5 year (up to December 2021) Personal Collision Data from crashmap.co.uk

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



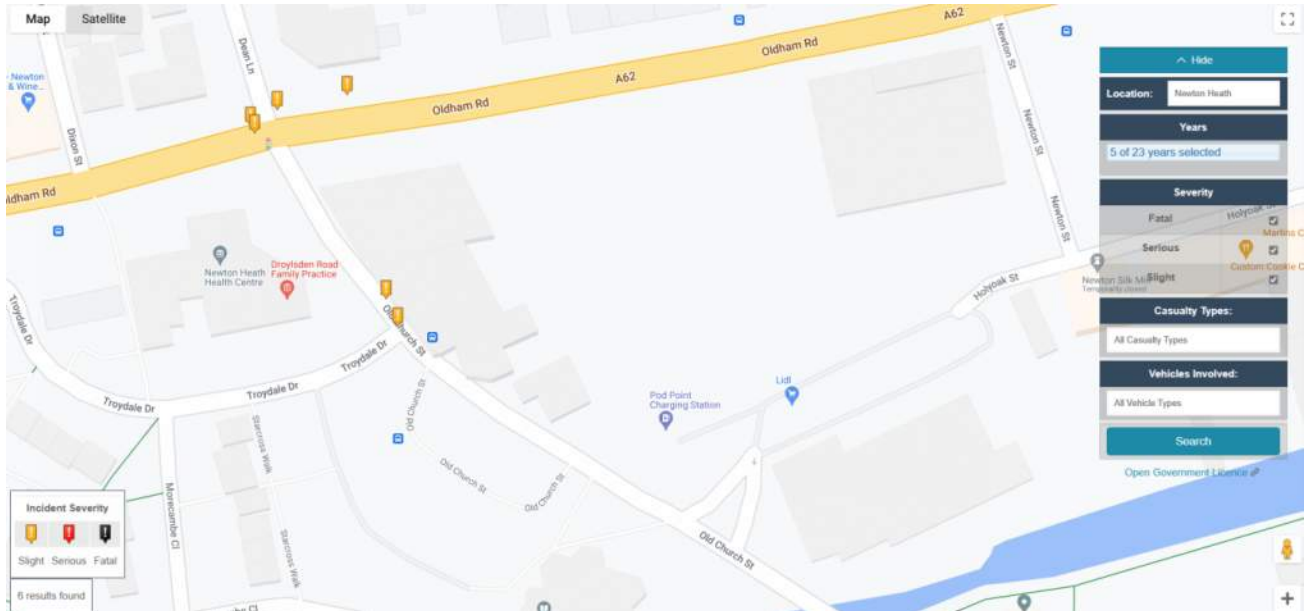
6.1 Old Church Street looking southeast towards Dulverton Street



6.2 Old Church Street looking northwest towards Dulverton Street

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN



Appendix C – Design Team Response to Stage 1 Road Safety Audit

Oldham Road Phases 2 and 3, Newton Heath

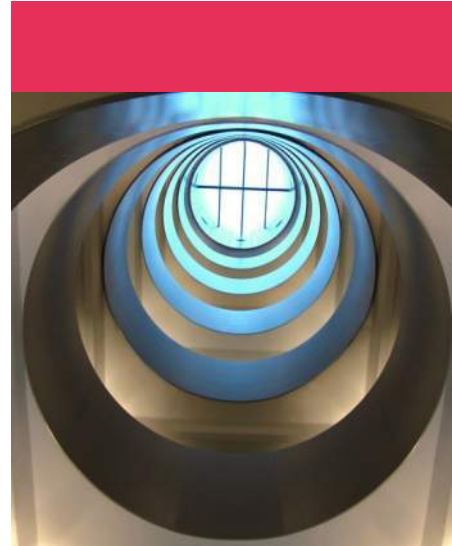
Stage 1 Road Safety Audit Response Report

Curtins Ref: 082864-CUR-XX-XX-T-TP-00003

Revision: P01

Issue Date: 27 June 2023

Client Name: One Manchester



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Control Sheet

Rev	Description	Issued by	Checked	Date
P01	First Issue	DD	CP	27 June 2023

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
David Dominguez Senior Transport Planner		27 June 2023

Reviewed	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		27 June 2023

Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		27 June 2023

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Appendix A – Stage 1 Road Safety Audit Report

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by One Manchester to provide transport and highways advice in relation to Phases 2 and 3 of a residential development along Oldham Road, Newton Heath.
- 1.1.2 A Transport Assessment (TS) (Document Reference: **082864-CUR-XX-XX-T-TP-00001**) will be submitted as part of the planning submission.
- 1.1.3 The latest development proposals for the western side of the site, which will form the basis of a new planning application for Phases 2 and 3 of the development, comprise 28 houses and 81 apartments, with 100% car parking for the houses and c. 33% car parking for the apartments (27 spaces, including 2 disabled spaces).
- 1.1.4 A Stage 1 Road Safety Audit of the site access proposals was undertaken in June 2023. This was undertaken by an independent auditor at Six:Ten Highways and Traffic. The Audit report is included in **Appendix A**.

1.2 Structure of the Report

- 1.2.1 Following this introduction, **Section 2** sets out the Design Team Response.



2.0 Design Team Response

Ref.	Location	Summary	Recommendation	Design Team Response
Problem 2.3.1	Old Church Street/Dulverton Street junction	<p>Excessive vehicular encroachment into opposing lanes when turning into the access road.</p> <p>The refuse vehicle swept path analysis drawing provided for audit shows the vehicle encroaching wholly into the opposing lane of Dulverton Street when turning left from Old Church Street. Whilst it is recognised that some encroachment may occur, this excessive encroachment by a left-turning refuse vehicle into the opposing traffic lane may increase the risk of low-speed head-on or side-impact collisions.</p>	<p>It is recommended that amendments should be made to the proposed design to ensure any vehicle encroachment into opposing lanes is kept to a minimum.</p>	<p>The design team notes the audit point, but the recommendation is not accepted.</p> <p>Access for refuse vehicles is only required once a week, with other servicing and delivery requirements likely utilising a smaller vehicle and thus reducing any potential encroachments. Further to this, the number of servicing vehicles accessing Dulverton Street would be limited to the proposed 28 houses as part of Phase 2, with the 81 apartments proposed as part of Phase 3 serviced from the proposed loading bay off Old Church Street (which has been subject to this Stage 1 RSA as well). The junction layout itself would lend to slow speeds, reducing the likelihood of collisions.</p> <p>Increasing the width of the bell mouth and road to reduce or eliminate the occasional encroachment would in result increase the width of the proposed pedestrian crossing, which would have additional safety implications. Introducing a refuge island is not possible due to the angle at which Dulverton Street joins Old Church Street and relocating the pedestrian crossing would create a diversion for pedestrians off the desire line.</p> <p>The proposed design and occasional encroachment by large service vehicles is supported by Manual for Streets, which states in Paragraph 6.8.1: <i>“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre”</i></p>

Table 2.1 – Design Team Response

Appendix A – Stage 1 Road Safety Audit Report

OLDHAM ROAD PHASE 2 & 3, NEWTON HEATH PROPOSED SECTION 278 HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

610/2023/127/01 Rev 1

15 June 2023

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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 14 June 2023	Tristan Brooks 14 June 2023	
1	FINAL	Jon Preston 15 June 2023	Tristan Brooks 15 June 2023	Jon Preston 15 June 2023

Report Title:	Oldham Road Phase 2 & 3, Newton Heath Proposed S278 Highway Works Stage 1 Road Safety Audit
Date:	15 June 2023
Document Reference & Revision:	610/2023/127/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Curtins

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed S278 highway works at Oldham Road Phase 2 & 3, Newton Heath, Manchester, at the request of Curtins, the designer of the scheme who provided the audit brief that was accepted by the audit team. The Overseeing Organisation, Manchester City Council, have approved the audit team to carry out Road Safety Audits on their highway network.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a Highways England approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 1 June 2023 and 15 June 2023. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the afternoon of Thursday 1 June 2023 between 12:30hrs and 13:15hrs. During the site visit the weather was partially cloudy and the carriageway surface was dry. During the site visit traffic movements in the vicinity of the proposed highway works were moderate with some pedestrian and cyclist movements observed. During the site visit Dulverton Street was inaccessible due to the presence of site fencing.
- 1.6 Old Church Street in the vicinity of the proposed highway works is currently subject to a 20mph speed limit changing to a 30mph speed limit approximately 70m south of Oldham Road and is street lit.
- 1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

- 1.8 The proposed highway works are associated with the construction of a residential development and in summary includes:
- Amendments to the existing major/minor priority controlled junction of Dulverton Street with Old Church Street;
 - Stopping up of Dulverton Street at its junction with Oldham Road;
 - Provision of a loading layby on Old Church Street opposite the junction with Troydale Drive; and
 - Provision of uncontrolled pedestrian crossings on Dulverton Street near its junction with Old Church Street.
- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.10 Personal injury collision data has been obtained from the online crashmap.co.uk database which shows there has been six personal injury collisions in the vicinity of the proposed highway works during the five-year period 2017 – 2021. All six collisions were classed as slight in severity. Four collisions occurred at the junction of Oldham Road with Old Church Street and the remaining two collisions occurred at the junction of Old Church Street with Troydale Drive. The personal injury collision location plan is shown in Appendix Four.
- 1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 Location: Old Church Street/Dulverton Street junction

Problem

Summary: Excessive vehicular encroachment into opposing lanes when turning into the access road

The refuse vehicle swept path analysis drawing provided for audit shows the vehicle encroaching wholly into the opposing lane of Dulverton Street when turning left from Old Church Street. Whilst it is recognised that some encroachment may occur, this excessive encroachment by a left-turning refuse vehicle into the opposing traffic lane may increase the risk of low-speed head-on or side-impact collisions.

Recommendation

It is recommended that amendments should be made to the proposed design to ensure any vehicle encroachment into opposing lanes is kept to a minimum.

2.4 Walking, Cycling and Horse Riding

2.4.1 No road safety issues identified at this stage.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 15 June 2023

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 15 June 2023

APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 82864-CUR-XX-XX-T-TP-00003 P01 RSA Brief
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- T8170-D-0-020 P1 Proposed Site Plan
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APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



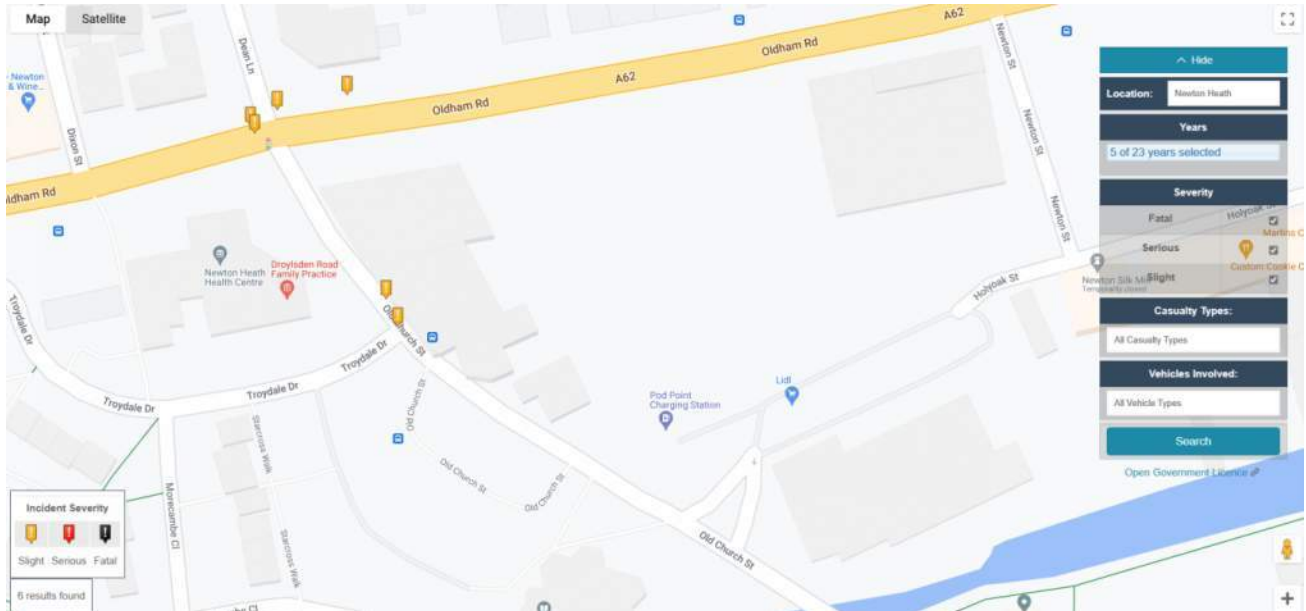
6.1 Old Church Street looking southeast towards Dulverton Street



6.2 Old Church Street looking northwest towards Dulverton Street

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN



Our Locations

Birmingham

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Appendix D – TRICS Output

Calculation Reference: AUDIT-148301-230430-0421

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 15 to 467 (units:)
 Range Selected by User: 6 to 467 (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: 01/01/15 to 16/05/22

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:

Monday	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Edge of Town	2

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	4
No Sub Category	1

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.

Secondary Filtering selection:

Use Class:

C3 5 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

Population within 1 mile:

20,001 to 25,000 2 days
25,001 to 50,000 3 days

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

Population within 5 miles:

125,001 to 250,000 2 days
250,001 to 500,000 2 days
500,001 or More 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 4 days
1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days
No 4 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 5 days

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

LIST OF SITES relevant to selection parameters

1	BR-03-D-04 WHITCHURCH LANE BRISTOL HARTCLIFFE Edge of Town No Sub Category Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 467 24/11/21	BRISTOL CITY Survey Type: MANUAL
2	HF-03-D-02 SILAM RD STEVENAGE Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: FRIDAY	BLOCK OF FLATS 103 28/06/19	HERTFORDSHIRE Survey Type: MANUAL
3	WM-03-D-02 BRANCH ROAD BIRMINGHAM KINGS NORTON Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCKS OF FLATS 84 09/11/15	WEST MIDLANDS Survey Type: MANUAL
4	WS-03-D-01 SHELLEY ROAD WORTHING Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCKS OF FLATS 111 16/05/22	WEST SUSSEX Survey Type: MANUAL
5	WY-03-D-04 BELLE VUE ROAD LEEDS Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCK OF FLATS 15 19/10/15	WEST YORKSHIRE 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	156	0.024	5	156	0.042	5	156	0.066
08:00 - 09:00	5	156	0.049	5	156	0.081	5	156	0.130
09:00 - 10:00	5	156	0.053	5	156	0.051	5	156	0.104
10:00 - 11:00	5	156	0.054	5	156	0.062	5	156	0.116
11:00 - 12:00	5	156	0.063	5	156	0.079	5	156	0.142
12:00 - 13:00	5	156	0.050	5	156	0.050	5	156	0.100
13:00 - 14:00	5	156	0.072	5	156	0.065	5	156	0.137
14:00 - 15:00	5	156	0.068	5	156	0.085	5	156	0.153
15:00 - 16:00	5	156	0.085	5	156	0.068	5	156	0.153
16:00 - 17:00	5	156	0.100	5	156	0.079	5	156	0.179
17:00 - 18:00	5	156	0.088	5	156	0.067	5	156	0.155
18:00 - 19:00	5	156	0.071	5	156	0.063	5	156	0.134
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.777			0.792			1.569

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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Parameter summary

Trip rate parameter range selected:	15 - 467 (units:)
Survey date range:	01/01/15 - 16/05/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-148301-230430-0437

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 16 to 228 (units:)
 Range Selected by User: 14 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: 01/01/15 to 13/05/22

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:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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	4
Village	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	6 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days
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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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,000 or Less	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 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	6 days
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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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-B-02 PENNINE WAY ALSTON	SEMI DETACHED & TERRACED	CUMBRIA
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 66 Survey date: FRIDAY 13/05/22		Survey Type: MANUAL
2	EX-03-B-01 SHIMBROOKS NEAR BRAINTREE GREAT LEIGHS	MIXED HOUSES & FLATS	ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 228 Survey date: THURSDAY 10/05/18		Survey Type: MANUAL
3	NF-03-B-01 NELSON ROAD NORTH GREAT YARMOUTH	TERRACED HOUSES	NORFOLK
	Edge of Town Centre Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 13/09/17		Survey Type: MANUAL
4	TW-03-B-01 SCEPTRE STREET NEWCASTLE UPON TYNE	TERRACED HOUSES	TYNE & WEAR
	Edge of Town Centre Residential Zone Total No of Dwellings: 83 Survey date: THURSDAY 18/10/18		Survey Type: MANUAL
5	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES	WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 14/11/16		Survey Type: MANUAL
6	WY-03-B-04 SYKES CLOSE BATLEY	TERRACED HOUSES	WEST YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: FRIDAY 19/10/18		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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	76	0.044	6	76	0.180	6	76	0.224
08:00 - 09:00	6	76	0.084	6	76	0.191	6	76	0.275
09:00 - 10:00	6	76	0.079	6	76	0.125	6	76	0.204
10:00 - 11:00	6	76	0.070	6	76	0.084	6	76	0.154
11:00 - 12:00	6	76	0.077	6	76	0.092	6	76	0.169
12:00 - 13:00	6	76	0.092	6	76	0.090	6	76	0.182
13:00 - 14:00	6	76	0.070	6	76	0.075	6	76	0.145
14:00 - 15:00	6	76	0.116	6	76	0.110	6	76	0.226
15:00 - 16:00	6	76	0.165	6	76	0.121	6	76	0.286
16:00 - 17:00	6	76	0.156	6	76	0.086	6	76	0.242
17:00 - 18:00	6	76	0.169	6	76	0.110	6	76	0.279
18:00 - 19:00	6	76	0.180	6	76	0.105	6	76	0.285
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.302			1.369			2.671

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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Parameter summary

Trip rate parameter range selected:	16 - 228 (units:)
Survey date range:	01/01/15 - 13/05/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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