

Former Leisure Centre Site, Chorlton

Transport Statement

230403/SK222307/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22307	TS	00	Draft	L Speers	LGS	14/03/2023
SK22307	TS	01	Submission	L Speers	LGS	03/04/2023

1 Introduction

- 1.1 SK has been appointed to prepare a Transport Statement (TS) that assesses the implications of residential development (over 55s) on the former Chorlton Leisure Centre site.
- 1.2 The development will construct 50 apartments. The layout is attached as Appendix A.
- 1.3 The assessment has been undertaken in line with the following policy guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities

2 Baseline Situation

Site Location & Characteristics

- 2.1 Figure 2.1 shows that the site is located within a sustainable location within Chorlton District Centre offering opportunities for future residents to access local amenities and services by active travel modes.
- 2.2 The site is occupied by the former Chorlton Leisure Centre building. The building has not been in use for some time.
- 2.3 Existing vehicle access points into Manchester Road (B5127) are provided to the north of the site, broadly opposite the Oyster Catcher, and to the south of the site, immediately adjacent to the Unicorn Grocery building and just to the north of the existing signalised cross stop-line. The northern access is a vehicle crossover and provided access to the car park. The southern access is a kerbed priority junction and provided access to a service shutter.

Local Highway Network

- 2.4 In the vicinity of the site, Manchester Road is 9m wide with 3m+ footways on both sides of the road.
- 2.5 An existing signalised crossing is in place just to the south of the site on Manchester Road. As shown in Appendix B, Bee Network proposals have been drawn up by MCC as part of the Chorlton Cycle Way scheme (Area 3b) that will improve pedestrian and cycle infrastructure on Manchester Road in front of the site. These proposals show that there is an intention to move the existing pedestrian crossing further south away from the proposal site frontage. Further scheme details are provided in Section 4. These works are currently underway and are scheduled to be complete in September 2023.

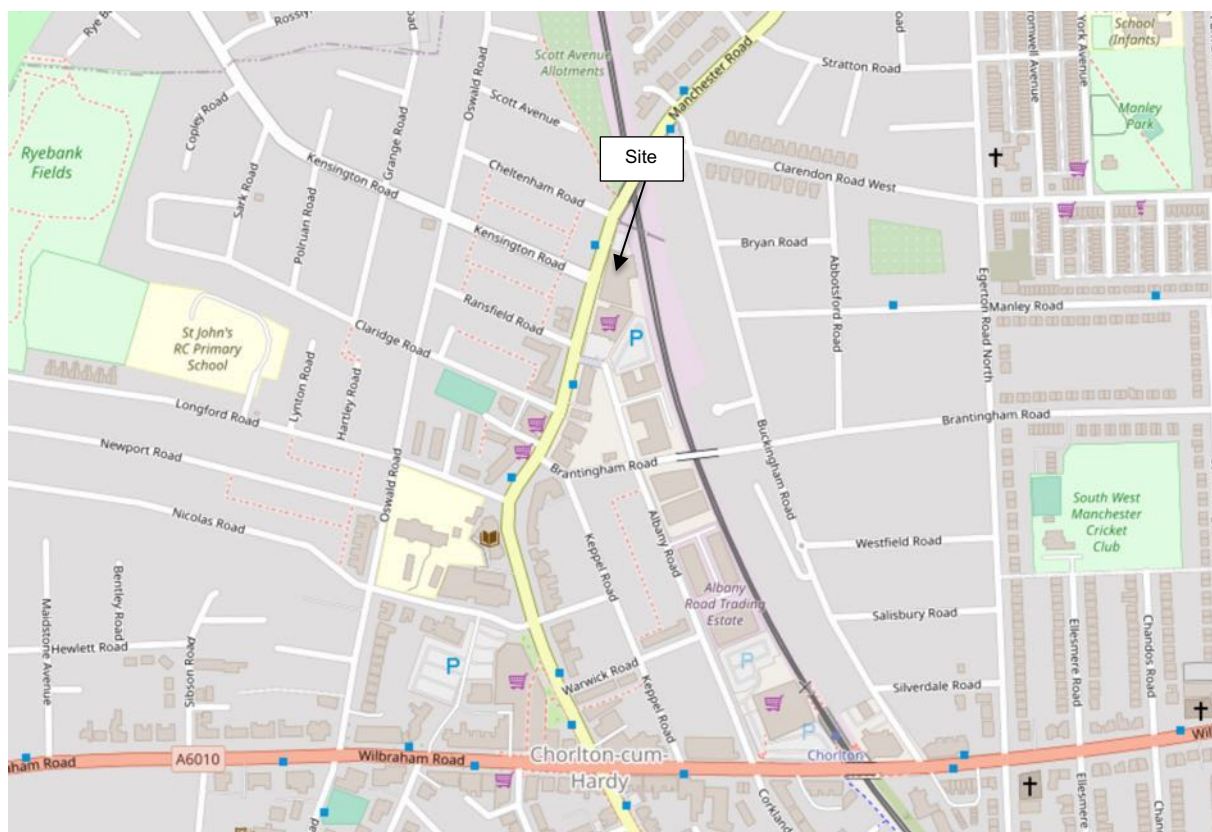


Figure 2.1: Site Location
[source: [IS04](#)]

Traffic Regulation Orders

- 2.6 In the vicinity of the site Traffic Regulation Orders (TRO) in place on the Manchester Road frontage in the form of single yellow line controls that restrict waiting (parking) between 8am and 6.30pm (Monday to Friday) and 8am to 5pm (Saturday). These controls restrict the practicability of a resident storing a car on street.
- 2.7 Loading restrictions are also in place on the site frontage between 8am and 9.30am and 5.30pm to 6.30pm (Monday to Friday).
- 2.8 Opposite the site (to the north of Kensington Road) small stretches of uncontrolled parking are available. Between Kensington Road and Ransfield Road short stay parking bays are provided limiting parking to one hour during the control period.
- 2.9 The Chorlton Cycle Way scheme proposes changes to the TRO to double yellow lines and time controlled loading restrictions. Double yellow lines are also proposed on the stretch of Manchester Road to the north Kensington Road. The short stay time controlled bays between Kensington Road and Ransfield Road are retained.

Manchester Road Traffic Flows

- 2.10 Transport for Greater Manchester's (TfGM) accident database provides details of existing daily traffic flows on Manchester Road, to the north of the site. Table 2.1 provides a summary of the existing traffic flows.

Annual Average Daily Traffic Flows	17,728
Annual Average Weekday Traffic Flows	19,355

Table 2.1: Daily Traffic Flows (in vehs)
[source: [TfGM](#)]

Road Safety Record

- 2.11 TfGM's accident database has been used to establish the road collision patterns surrounding the site. The data presents all personal injury accidents occurring for the most recent five-year period available (to December 2022).
- 2.12 The data shows that there have been no accidents on the site frontage during the period assessed.
- 2.13 The database shows that there have been two accidents on Manchester Road adjacent to the Kensington Road junction. The accidents occurred in 2019 and 2017. Both were classified as slight.
- 2.14 A single accident occurred at the junction of Manchester Road / Ransfield Road. The accident occurred in 2019 and was classified as slight.
- 2.15 None of the accidents involved a pedestrian or cyclist.
- 2.16 The accident patterns do not indicate any prevalent road safety issues or hotspots.

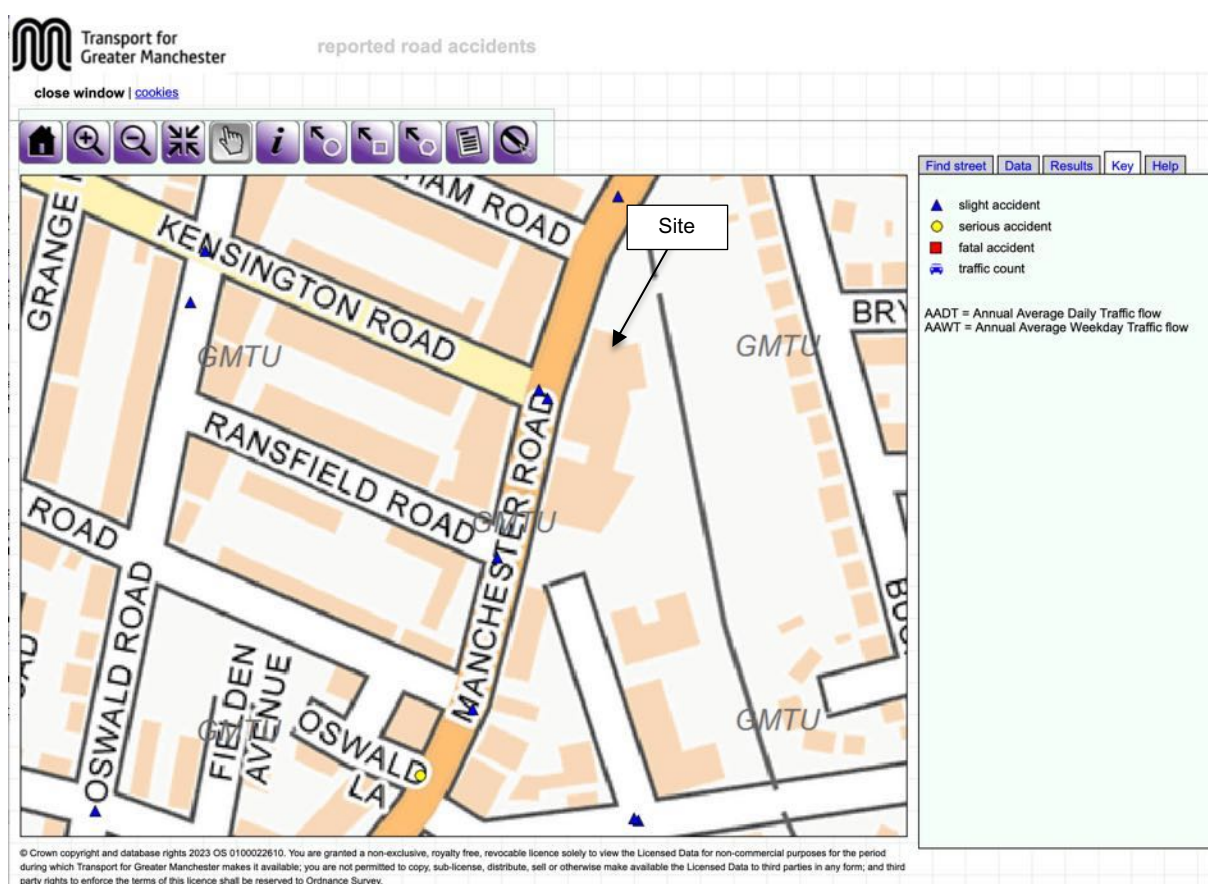


Figure 2.2: Accident Data
[source: TfGM]

3 Proposed Development

Overview

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 The proposal will deliver a residential development with apartment accommodation for over 55s. It will provide 50 apartments. The proposal includes community space, a resident lounge and courtyard / garden space.

Site Access Arrangements

- 3.3 The vehicle access arrangements are attached as Appendix C. The vehicle access is located to the southwest corner of the site, slightly to the north of one of the existing site access points on Manchester Road. The access will provide a 5.5m width access road with corner radii of 4m. Visibility splays of 2.4m x 33m can readily be achieved. The access will be delivered by Section 278 Agreement.
- 3.4 The vehicle access makes provision for pedestrians and tactile paving and dropped kerbs are included. A segregated entrance point is also provided into the building.
- 3.5 Appendix C also shows the vehicle access in the context of the Chorlton Cycle Way proposal. In line with this proposal TRO on the site frontage will be double yellow lines with loading restrictions.

Car Parking

- 3.6 The site will provide 19 parking spaces, including two disabled space. The appropriateness of the parking level is examined in Section 4.
- 3.7 A secure store is provided for cycles and mobility scooters. A total of 48 cycle parking spaces and 10 scooter storage spaces are provided.

Service Access Arrangements

- 3.8 Servicing will be accommodated on site and provision has been made for large vehicles to access and leave in a forward gear. Swept Path Analysis has been undertaken and is attached as Appendix D. The swept paths show that the site can be serviced internally and that a refuse vehicle (MCC specification) and box van can enter and leave in a forward gear.

Travel Plan

- 3.9 An Interim Travel Plan has been prepared for the site and is attached as Appendix E.

Construction Traffic Management Plan

- 3.10 A full Construction Management Plan will be prepared once a contractor has been appointed and the requirement to prepare and submit a full version will be dealt with by a suitably worded planning condition. In the meantime, draft measures are set out below.
- 3.11 It is anticipated that, for the majority of the construction period, activity will be confined to the site with the front part of the site, including the future parking area, serving as a compound whilst the building is constructed. Goods will be handled within the site and banksmen used for vehicle manoeuvring to and from Manchester Road.
- 3.12 The final plan will identify any requirement to extend the working area and hoardings beyond the site boundary for any part of the construction period.
- 3.13 Other measures will be introduced to reduce the effects on the highway network and consideration will be given to the following:
 - Construction hours and delivery hours will be agreed with MCC to reduce amenity effects and impact on the peak hour highway network.
 - Measures will be used to control the emission of dust and dirt, including wheel washing before going out of the site.
 - All contractors will park in identified locations either in the site or other locations by arrangement of the contractor.
 - Appropriate hoarding and signage will be used at the site.
 - All storage, loading and unloading of plant and materials will occur within the site, with appropriate turning space provided for large vehicles.

- An appropriate scheme will be put in place for recycling / disposing of waste resulting from the construction works.
- The site set up will include appropriate facilities for the work force, including health & safety.
- Site lighting will be used to provide sufficient illumination for the site construction, but not providing any glare to nearby road users.

4 Accessibility Assessment

Pedestrian & Cycle Infrastructure

- 4.1 Pedestrian access to the site is provided from a segregated location on Manchester Road that provides a direct access to the building. Pedestrian provision is also made at the vehicle access in the form of tactile paving and dropped kerbs.
- 4.2 Enhancements to pedestrian and cycle infrastructure serving the site will be improved by the Chorlton Cycle Way scheme that is due for completion in September 2023. The scheme layout is attached as Appendix B. The scheme shows that the existing signalised crossing will be relocated south of Ranfield Road. Footways will be re-surfaced, and tactile paving / dropped kerbs provided on side roads. New cycle routes are provided on both sides of the road, with bus stop bypass facilities.
- 4.3 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km.
- 4.4 Figure 4.1 shows a 2km walking catchment from the site. This shows that the site is within 500m of all of the District Centre. The District Centre provides a range of services and amenities, such as food retail stores, non-food retails stores, pharmacies, health centres, banks, and food and beverage destinations.
- 4.5 It also shows that access can be gained in a short walk (1km) of open space, such as Longford Park. The site is within 2km of the surrounding communities of Old Trafford, Gorse Hill, and Whalley Range.

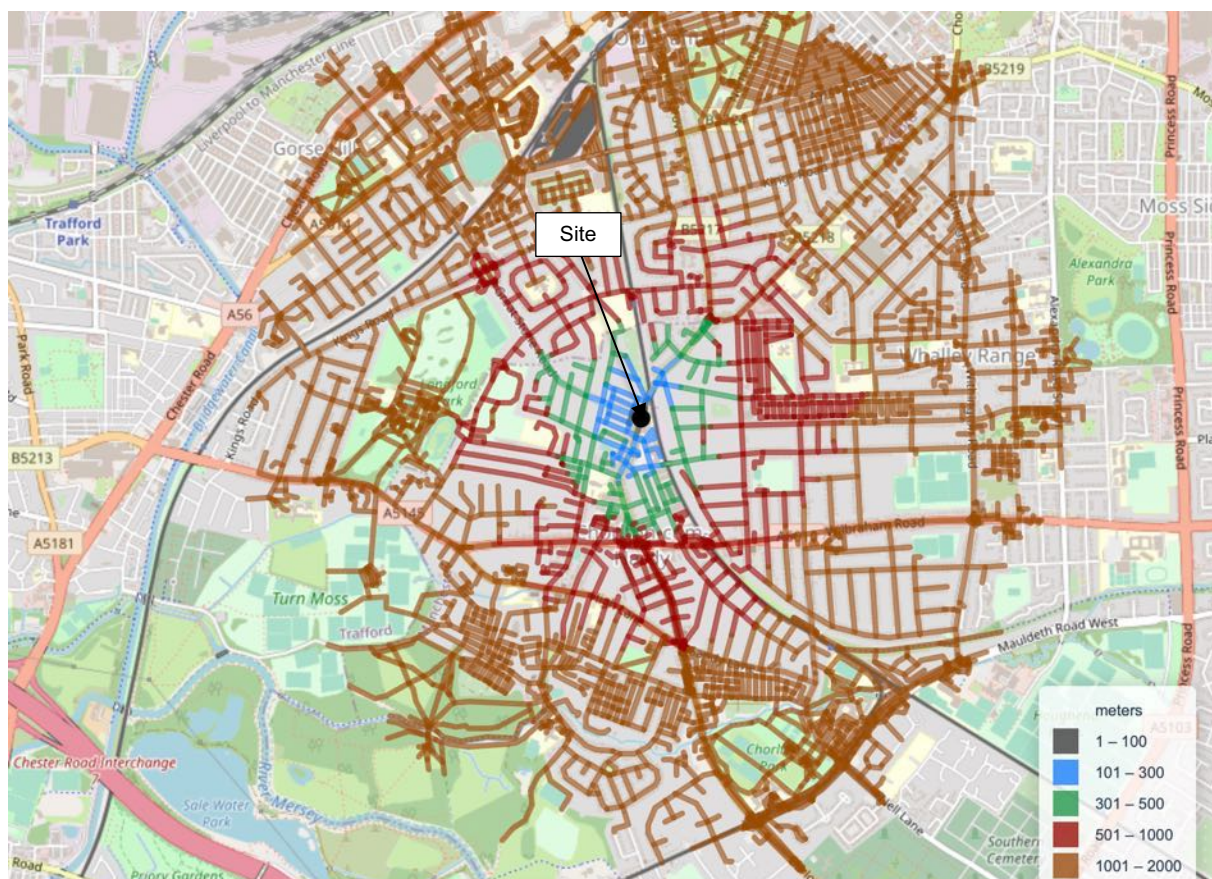


Figure 4.1: 2km Walk Catchment
[source: [IS04](#)]

- 4.6 TfGM promotes '15-Minute City' principles and developments that occupy locations whereby residents can access services and amenities within a short, active travel trip of their home. The site's location in Chorlton District Centre accords with this aspiration. TfGM's Bee-Active software has been used to show the key areas of activity in a 15-minute walk of the site. Figure 4.2 confirms that the site is well placed to allow access to numerous services and amenities, in line with these principles.

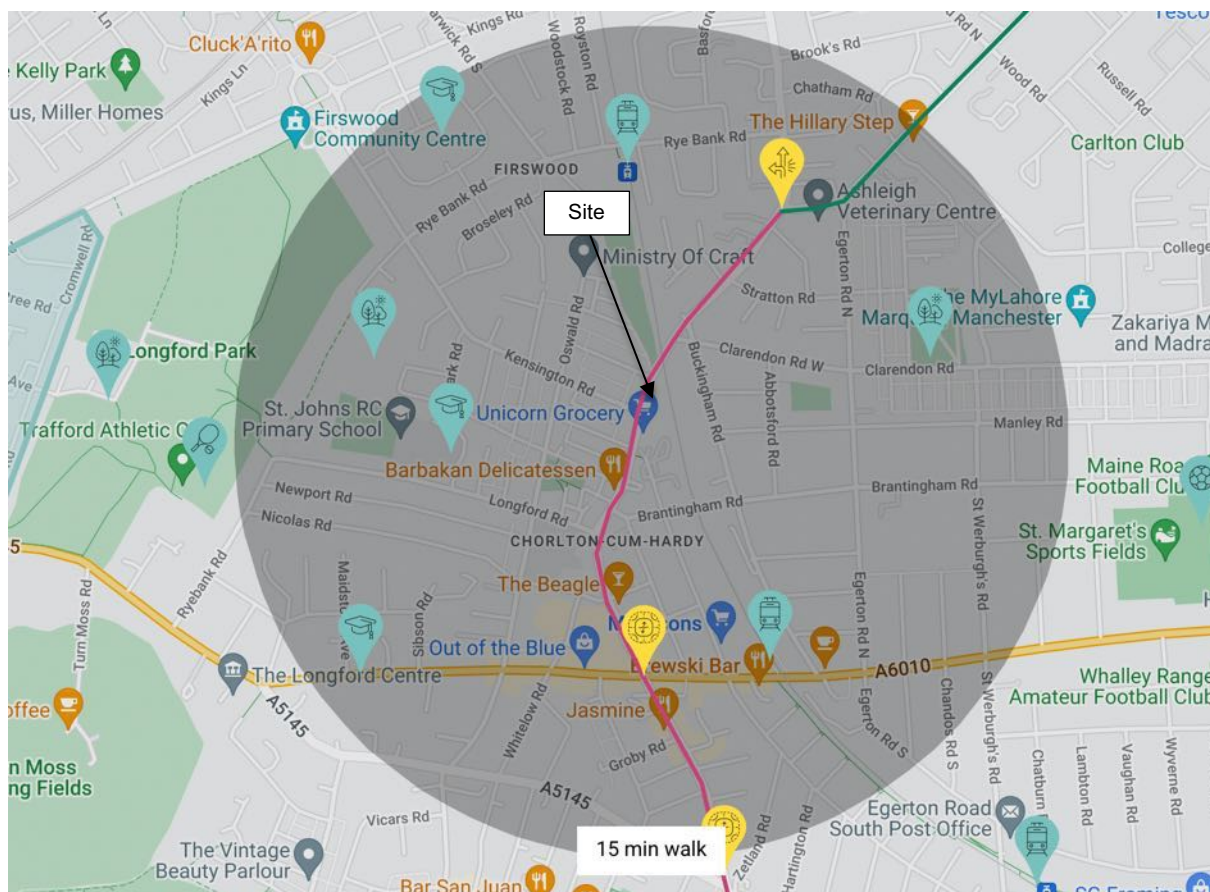


Figure 4.2: 15-Minute Walk Time
[source: [TfGM](#)]

- 4.7 Figure 4.3 shows the cycle network serving the site. This shows that the streets surround the site are 20mph roads which create a suitable environment for cyclists. The Chorlton Cycle Way proposal will deliver improved routes on Manchester Road, further enhancing accessibility to the site, as shown in Appendix B.
- 4.8 Salford and Manchester Councils launched a [public bike hire scheme](#) in 2022. This provides a low-cost public bike hire scheme across parts of both cities and covers the site location¹.
- 4.9 The assessment shows that site is well located for opportunities for access on foot and by cycle. Appropriate pedestrian access to the site is provided and provision is made for storing bikes and scooters. Active travel will be promoted and supported via the Travel Plan.

¹ <https://beryl.cc/scheme/greater-manchester>

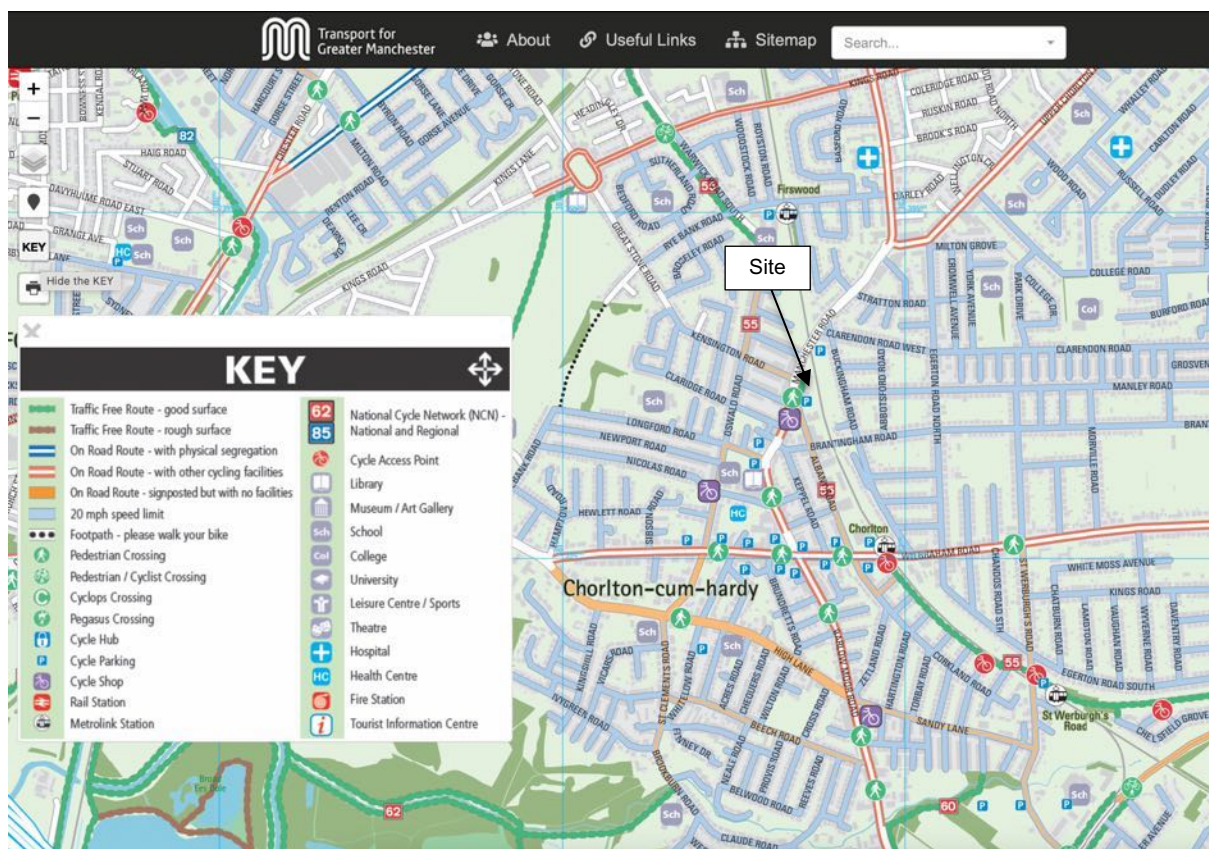


Figure 4.3: Existing Cycle Network
[source: [TfGM](#)]

Public Transport Infrastructure

- 4.10 Figure 4.4 shows the public transport network serving the site. The nearest bus stops to the site are located on Manchester Road. The northbound bus stop is retained by the Chorlton Cycle Way proposal and a new bus stop is proposed to the south of the signalised crossing.
- 4.11 Manchester Road is served by Route 86 that travels between Manchester city centre and Chorlton. The service operates as a 'turn up and go' facility with buses approximately every 10 minutes each way (Monday to Friday). Services also operate on a Sunday (three buses per hour) and in the evenings (four services per hour).
- 4.12 Access can also be gained to Chorlton tram station is located 650m from the site (an eight-minute walk). The tram station sits on the Manchester Airport to Victoria and East Didsbury to Rochdale lines. The station is served by frequent services throughout the week and at the weekend. Cycle parking is provided at the station.
- 4.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility. Figure 4.4 shows that the site has a GMAL of index of 7, which is a very high level of accessibility.
- 4.14 The assessment shows that the site is very well placed for public transport trips. The use of public transport services will be promoted and supported via the Travel Plan.

Car Club Vehicles

- 4.15 It is accepted that there may be occasions when occupiers of a development who do not own a car may require the use of a private car. To facilitate this casual demand [Enterprise Car Club](#)² vehicles are located in Chorlton.

² <https://www.enterpriseclub.co.uk/gb/en/home.html>

- 4.16 The car club provides an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car. The closest vehicles to the site are located on Nicolas Street, 400m (five-minute walk) away.
- 4.17 The use of car club vehicles will be promoted and supported via the Travel Plan.

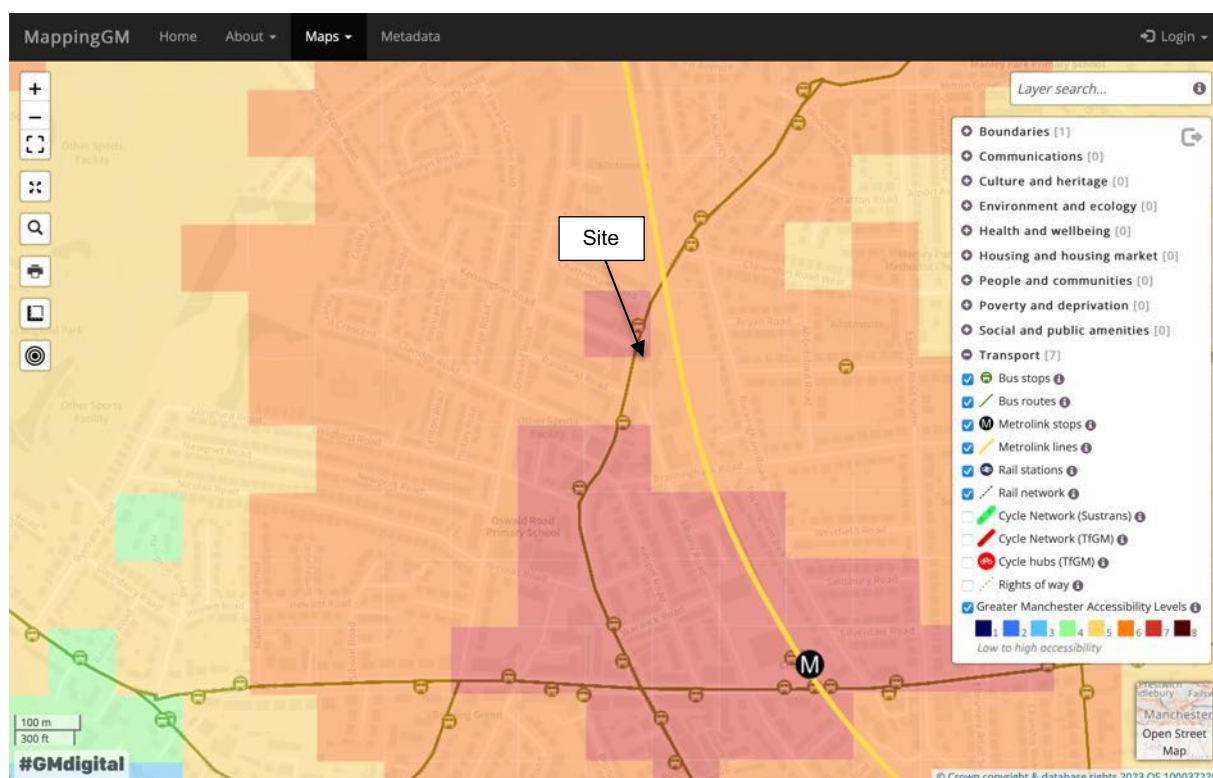


Figure 4.4: Public Transport Network & GMAL
[source: [MappingGM](#)]

Summary & Policy Compliance

- 4.18 Evidence suggests that people can, and will, live active and low-carbon lifestyles in developments that are located with easy access to local amenities and services, and well served public transport nodes.
- 4.19 The assessment shows that the site is well located in the above regard, with existing and future committed routes providing appropriate walking and cycling access, and very easy access to public transport nodes served by frequent buses and trams. The site therefore offers the opportunity for active travel and public transport to become the natural first choice for daily activities, thereby offering a place-based solution to help towards a net zero future.
- 4.20 Paragraph 110 of NPPF supports developments that allow appropriate opportunities for sustainable transport modes to be taken up. The proposal accords with this requirement.

5 Trip & Parking Assessment

Person Trip Generation

- 5.1 The development trip generation forecast has been undertaken using the TRICS database. TRICS land use class 03 – Residential – N – Retirement and sites in Town Centre / Edge of Town Centre locations have been used in the interrogation. The TRICS output is attached as Appendix F.
- 5.2 The assessment has been undertaken using survey sites in Edge of Town and Suburban Areas only to replicate the location of the site.

	Person Trip Rate (per unit)			Total Person Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.184	0.238	0.422	9	12	21
PM Peak Hour	0.17	0.122	0.292	9	6	15

Table 5.1: Total Trips

Multimodal Trip Generation

5.3 Table 5.2 shows the multimodal person trip rates and person trips by mode generated by the development.

	Vehicle Occupant Trip Rate (per unit)			Vehicle Occupant Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.061	0.082	0.143	3	4	7
PM Peak Hour	0.075	0.082	0.157	4	4	8
	Public Transport Trip Rate (per unit)			Public Transport Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.027	0.061	0.088	1	3	4
PM Peak Hour	0.034	0	0.034	2	0	2
	Walking Trip Rate (per unit)			Walking Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.082	0.095	0.177	4	5	9
PM Peak Hour	0.061	0.041	0.102	3	2	5
	Cycling Trip Rate (per unit)			Cycling Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.014	0	0.014	1	0	1
PM Peak Hour	0	0	0.000	0	0	0

Table 5.2: Person Trips by Mode

Traffic Assessment

5.4 Table 5.3 shows the residual traffic flows that will be generated by the development.

	Vehicle Trip Rate (per unit)			Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.061	0.068	0.129	3	3	6
PM Peak Hour	0.061	0.054	0.115	3	3	6

Table 5.3: Residual Traffic Flows

5.5 The assessment shows that the proposal will generate a minimal level of traffic, with a maximum of six vehicles in the peak hours. The level of traffic generated is not significant and will not have an impact on highway operation or road safety.

Parking Assessment

- 5.6 MCC's parking standards are set out in the Core Strategy. MCC does not maintain any parking standards for residential land uses, but Appendix B of the Core Strategy does state that:

'Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of particular site.'

- 5.7 In the absence of any MCC parking standards for the proposed use, reference has been made to retirement development guidance produced by Housing LIN³. This guidance is based on research undertaken by Churchill Retirement Living (CRL) and the University of Newcastle on future requirements for retirement developments in the UK. The guidance states that sites should be located within 800m (0.5 miles) of a town or local centre and parking should be based on one parking space per three apartments. The relevant extract from the Housing LIN guidance is attached as Appendix G.
- 5.8 The Housing LIN parking guidance is based on a parking study undertaken on behalf of CRL at eight of its sites across the UK. This study found that typical resident and visitor parking demand is 0.28 spaces per dwelling.
- 5.9 In line with the above study findings, CRL provide one space per three apartments (0.33 spaces per dwelling), though CRL state that while this is the level that occurs on initial occupation, once residents move in the locational qualities of the site mean that residents often give up their cars and the parking demand falls⁴. CRL's paper is attached as Appendix G.
- 5.10 CRL has very specific location criteria when choosing locations for over 55s accommodation and they state that they only develop on previously developed land (brownfield sites) and on sites that are within half a mile (800m) of the town or local centre⁵. This is to allow residents to access local amenities without relying on a car. The CRL sites are therefore comparable to the development site in terms of accessibility, as shown in Section 4.
- 5.11 Applying the Housing LIN parking guidance level (0.33 spaces per dwelling) to the development shows a parking demand for 17 spaces. Given the location of the site, the parking level at the site is more likely to be as found in CRL's parking study (0.28 spaces per dwellings), which would be a demand for 14 spaces.
- 5.12 The development provides 19 spaces on the site (0.38 spaces per dwelling) which will comfortably accommodate the operational demand at the site when considered in the context of Housing LIN guidance and CRL's parking study.
- 5.13 The existing and proposed TRO controls on the site frontage restrict the practicability of overspill parking from the site.

Summary & Policy Compliance

- 5.14 Evidence presented in the TS shows homes in central urban locations enable people to live more active and sustainable lives, with less reliance on the private car. This is reflected in the traffic forecast for the development which shows it will not have an impact on highway operation and road safety.
- 5.15 The site layout has been designed to create a people-focused development that uses the space available in the most efficient way to promote and support sustainable movement patterns. The parking level at the site fits with the accessibility of the site and the priority given to residents living active and sustainable lives. Notwithstanding this, it is shown that the parking level is sufficient to meet both resident and visitor requirements. The existing and proposed TRO will restrict the potential for overspill parking.
- 5.16 Paragraph 111 of NPPF states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts

³ Housing Lin, et al (2017), Retirement Living – A Guide for Planning and Design Professionals

⁴ Churchill Retirement Living (2012), Topic Paper: Car Parking and Retirement Housing

⁵ Churchill Retirement Living (2012), Topic Paper: Car Parking and Retirement Housing

would be severe. The assessment shows that the proposal will not have negative effects on highway operation or road safety.

6 Conclusions

- 6.1 SK has been appointed to prepare a TS that examines the impact of constructing an over 55s apartment scheme on the former Chorlton Leisure Centre site.
- 6.2 The scope of the assessment has been undertaken in line with standard appraisal methods and in line with local and national guidelines.
- 6.3 The proposal will be served by a vehicle access located slightly to the north of one of the existing site access points on Manchester Road. The access arrangements are shown to fit with the Chorlton Cycle Way scheme. Appropriate levels of car and cycle / scooter parking are provided, and provision is made of pedestrian access. Service access arrangements will be accommodated within the site.
- 6.4 A full accessibility assessment has been undertaken that shows that the site is well located with opportunities for walking, cycling and public transport access. The site's District Centre location offers the opportunity residents to live without needing to use, or even own, a car. The site has a GMAL of 7, which is a high level of accessibility, and allows residents to access destinations across the Region.
- 6.5 A traffic assessment has been undertaken and this shows that the proposal will be associated with an insignificant level of trips during the peak hours. It is also shown that there is no accident hotspots on the site frontage.

Appendix A



Proposed Site Plan
1 : 200

- Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.
- Root Protection Area
 - Approx retained tree canopy line
 - Removed tree
 - Works to crown
 - Proposed tree
 - Refer to Tree Survey and reports by Lally Tree Management
 - Application Site Boundary

P01 31/03/23 Drawings issued for Planning Submission
Rev Date Ints Details
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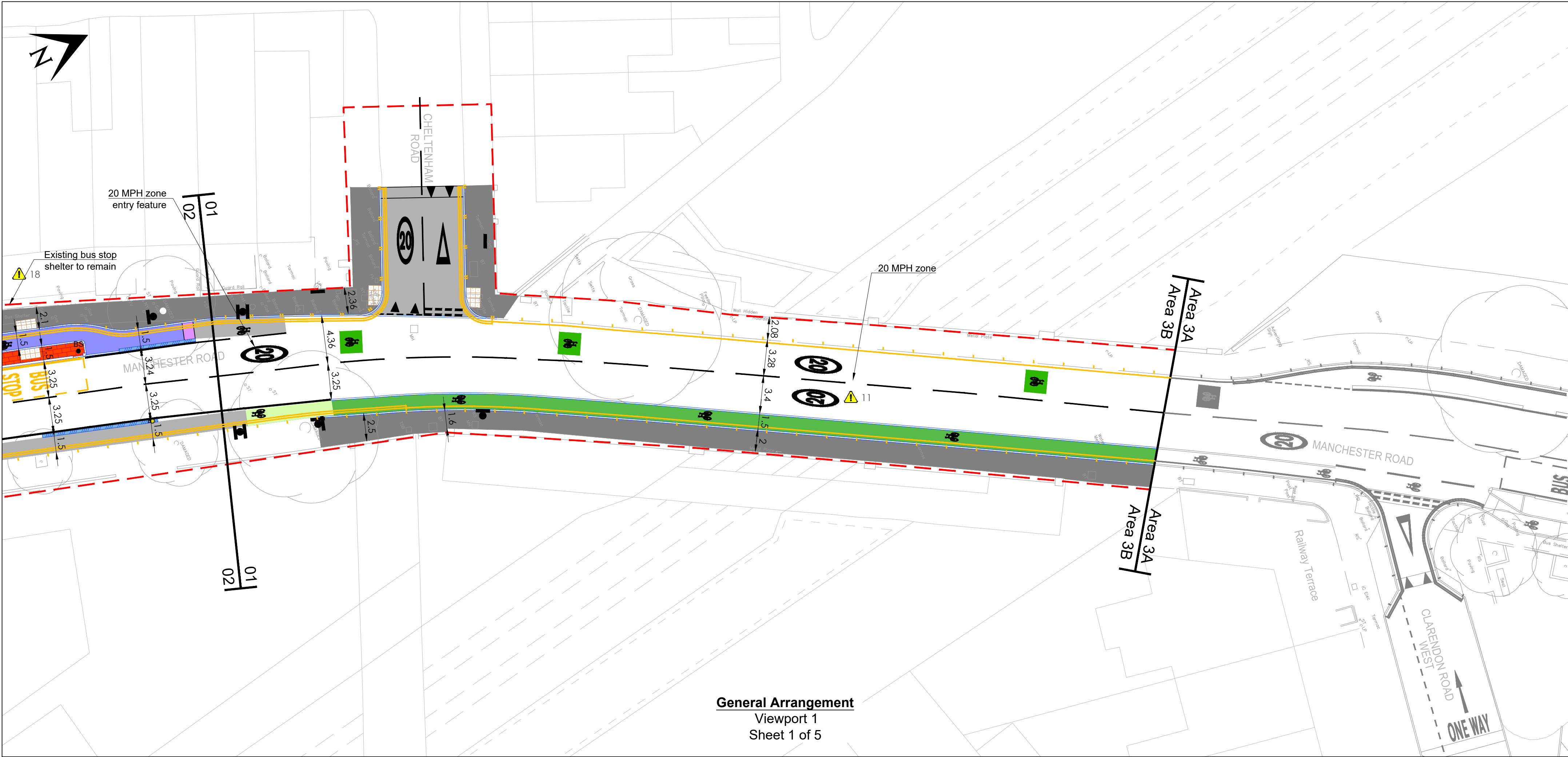
Project Title Chorlton Baths Happi
Client Rowlinson Construction, MSV Housing
Location Manchester Road, Chorlton, Manchester

Drawing ref Proposed Site Plan

Date 31/03/2023 15:54:22 Scale As indicated
Checker DC Size A1
Job No: 9136 Status SO Initial Status

Project Origin Volume Level Type Role Number Rev
CHOBA-BUT-ZZ-00-DR-A-04100-P01

Appendix B



Site Specific Hazards

In addition to the risks normally associated with this type of work take note of the following:

Note: The numbers refer to the highway Designer's Risk Assessment found in document no. 651-232-DRA-WLD-DOC-C-002.

01 Working adjacent to statutory undertakers equipment/ services.

02 Working adjacent to live traffic

03 Routes for pedestrians

04 Access to site

05 Needle stick injuries

06 Mud and debris on public highway

07 Control of noise, dust or vibration

08 Dealing with tar bound arisings

09 Working from height or on embankments

10 Plant movements

11 Hot thermoplastic materials

12 Biological hazards

13 Manual handling

14 Antisocial behaviour

15 Nesting birds

16 Busy pedestrian flows

17 Busy bus route

18 Retaining access to commercial premises

19 Severe congestion from events

20 Proximity to public houses and bars

21 Traffic signal installation

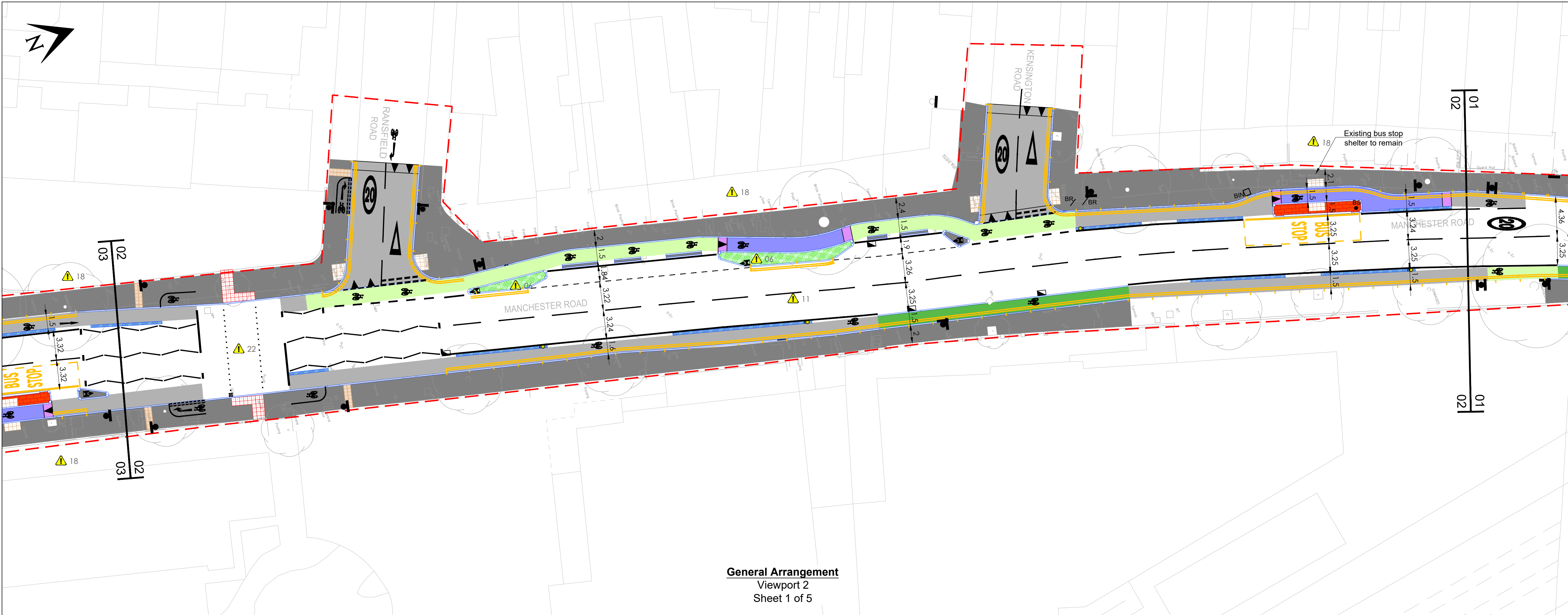
22 Existing controlled crossing site affected by works

23 COVID-19

These hazards are site wide

01 02 03 04 05 07 08 09 10

13 14 15 16 17 19 20 23



NOTES:

1. All dimensions shown are in millimetres unless otherwise stated.

2. This drawing shall be read in conjunction with all relevant scheme drawings.

3. All dimensions, levels and co-ordinates are based upon topographical survey data provided by IDS Land Survey between March 2018 and July 2021 on behalf of Manchester City Council.

4. Do not scale. Please refer any queries to the project manager / supervisor.

KEY:

Scheme Boundary

Proposed Kerb Line

Cycle Segregation Kerb (290mm width)

Carriageway Construction/Re-surfacing

Footway Construction/Re-surfacing

Cycle lane (on road) Green Surface Course

Hybrid Cycle Track

Controlled Crossing Surface Treatment

Uncontrolled Crossing Surface Treatment

Ramped Cycle Lane Sections

At-Grade Cycle Track

'Rain Garden' - Soft Landscaping

Brindle Block Paving

TRO (Waiting and Loading Restrictions)

Existing White Lining

Proposed White Lining

Blister Tactile Paving at Controlled Crossing (red)

Blister Tactile Paving Uncontrolled Crossing (buff)

Corduroy Tactile Paving (buff)

Proposed Traffic Signal Pole

Proposed Traffic Signal Controller

Proposed Carriageway Gully

Existing Carriageway Gully

Existing Sign & Post

Proposed Sign & Post

Proposed Non-Illuminated Traffic Bollard

Proposed Mini-Ensign Type Bollard

Proposed Bike Rack

Proposed "Manchester" Type Fixed Bollard

Proposed Bin

Proposed Bus Stop Post

Proposed Bus Stop Shelter

Proposed Tree Pit & Street Tree

Proposed Bench

F	KERB LINES AMENDED	28.03.22
E	UPDATED FOLLOWING MCC & RSA 1/2 COMMENTS	15.03.22
D	UPDATED FOLLOWING DRP COMMENTS	16.02.22
C	FOR APPROVAL	08.12.21
B	FOR TENDER	01.09.21
A	FOR COMMENT	23.07.21
REV	DESCRIPTION OF CHANGE	DATE

PROJECT TITLE

Chorlton Cycle Way
Area 3B - Manchester Rd/Barlow Moor Rd
Cheltenham Road to Sandy Lane

DRAWING TITLE

General Arrangement
Sheet 1 of 5

SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED
A1	1:250	01/09/21	GO/SD	ML	TF

MANCHESTER CITY COUNCIL

Highways

Neighbourhoods Directorate

PO Box 532
Town Hall
Manchester M60 2LA

DRAWING NUMBER

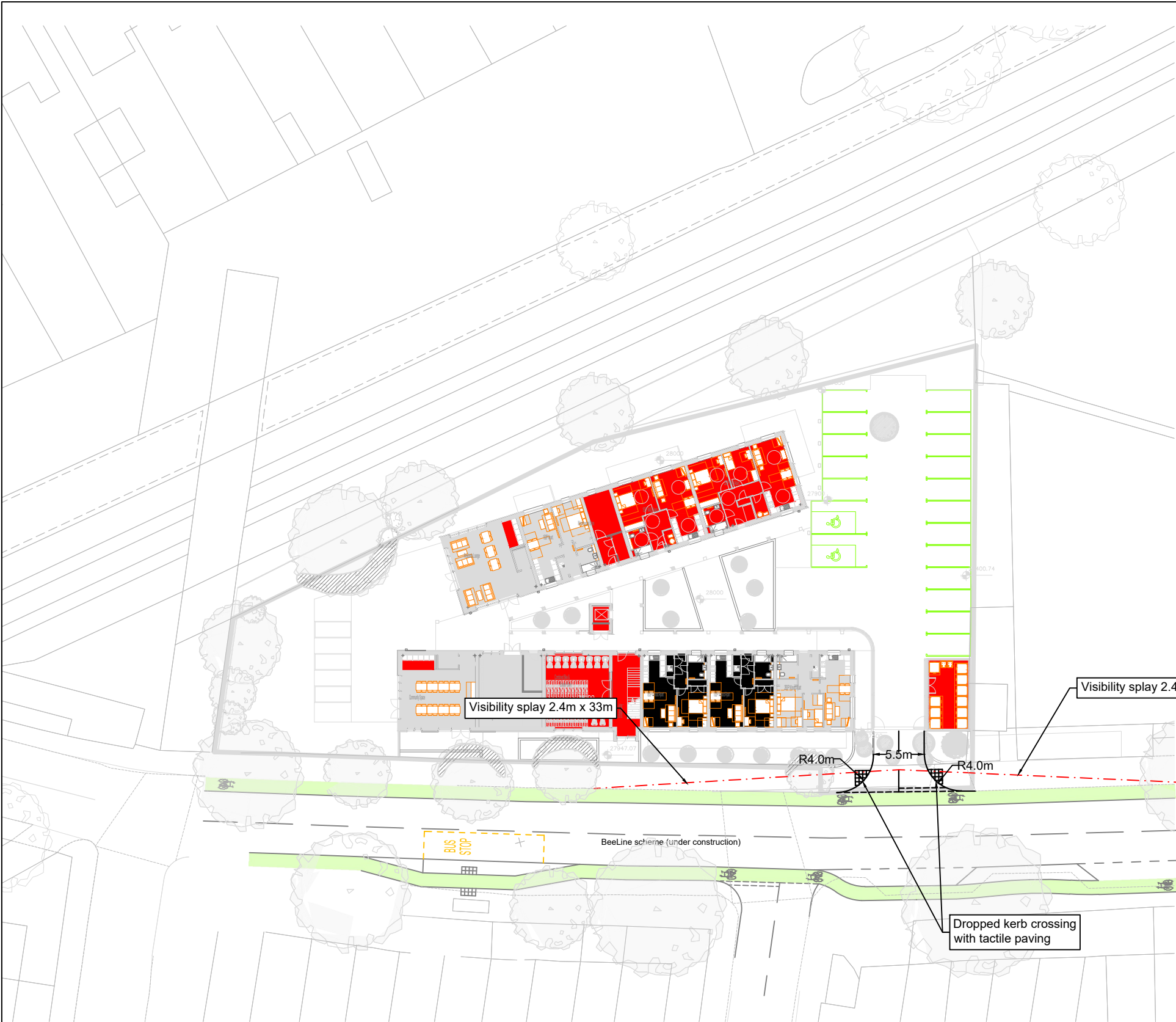
651-232-3B-0001-01

REV

F

110

Appendix C



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES
Layout subject to detailed design
and confirmation of statutory
undertakers' equipment.

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22307-002

Chorlton Leisure Centre Site

Drawing Title
Proposed Site Access GA

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	31.03.23

Appendix D

