



DTPC

Report No. J865/TS
August 2017

**PROPOSED CHANGE OF USE TO COMMUNITY, EDUCATION AND ADVICE
CENTRE, FORMER LEGH ARMS, ASHTON OLD ROAD**

TRANSPORT STATEMENT

PROPOSED CHANGE OF USE TO COMMUNITY, EDUCATION AND ADVICE CENTRE,
FORMER LEGH ARMS, ASHTON OLD ROAD

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J865/TS	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	August 2017

Revision Record		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

**PROPOSED CHANGE OF USE TO COMMUNITY, EDUCATION AND ADVICE CENTRE,
FORMER LEGH ARMS, ASHTON OLD ROAD**

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Najib Gedal Architects to provide transport and highway advice for the traffic and transportation implications associated with the change of use for community, education and advice centre at the former Legh Arms Ashton Old Road.

The application relates to a site located in the urban area currently un-used which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the application submission.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development***, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole***; or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- ***encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;***
- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and***
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;***
- ***safe and suitable access to the site can be achieved for all people; and***
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.**

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

Summary

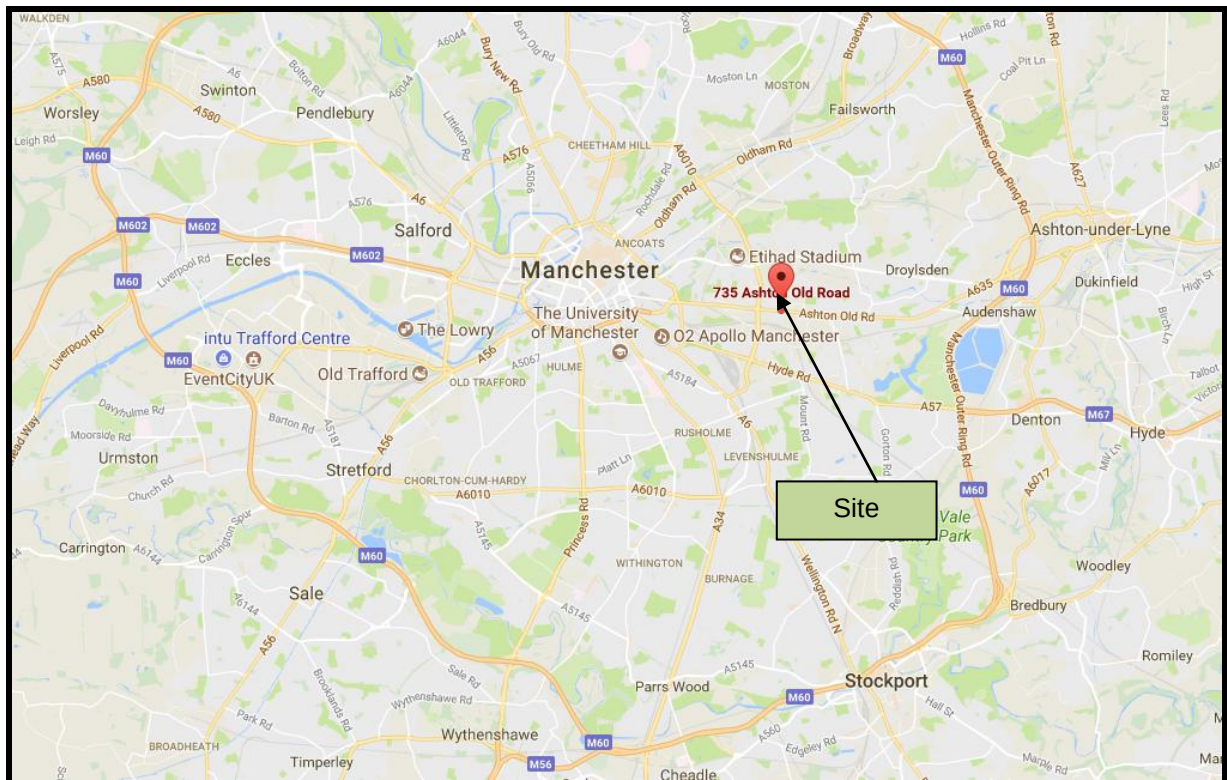
The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

It is considered that the development proposal will not adversely impact on the transport network, and indeed will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

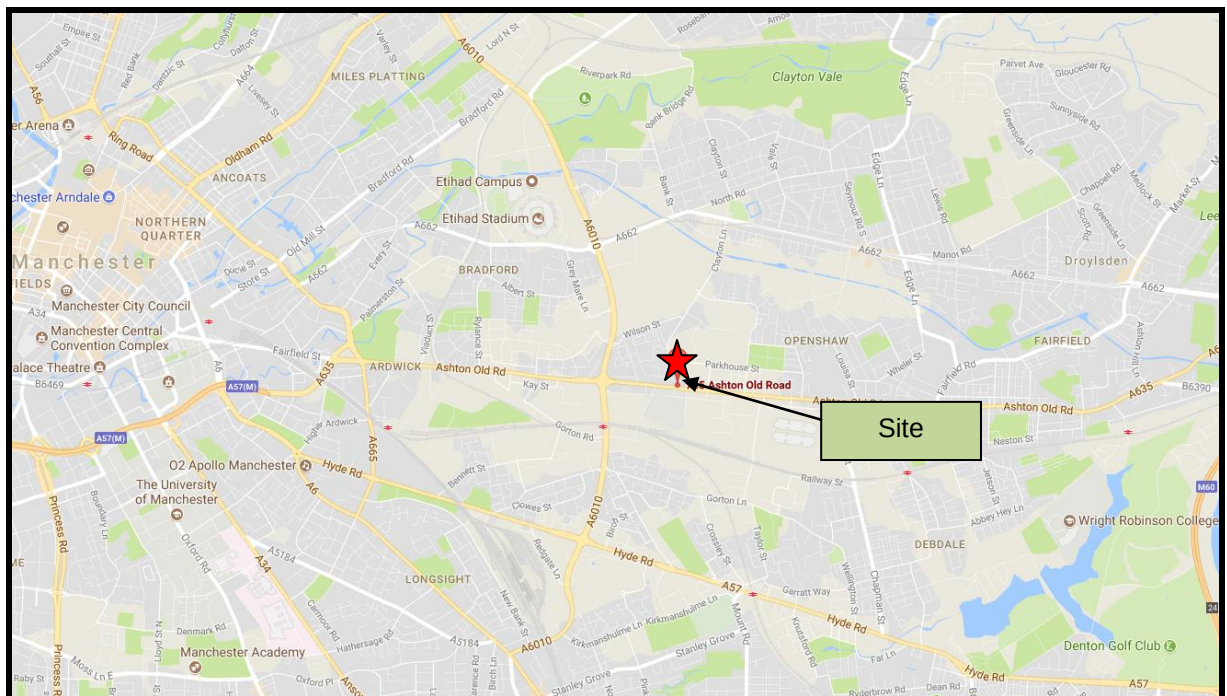
3. SITE DESCRIPTION

Site location context

The site is located approximately 4km east from Manchester centre, it lies along the Ashton Old Road corridor .



Site location plan in relation to neighbouring areas and locally below



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban catchment containing local services, employment/retail units.

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference



The view to site frontage.



View left and right from Junction with Dawnay Street



View along Dawnay Street frontage



View east and west along South Street

Accident review

The GM accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

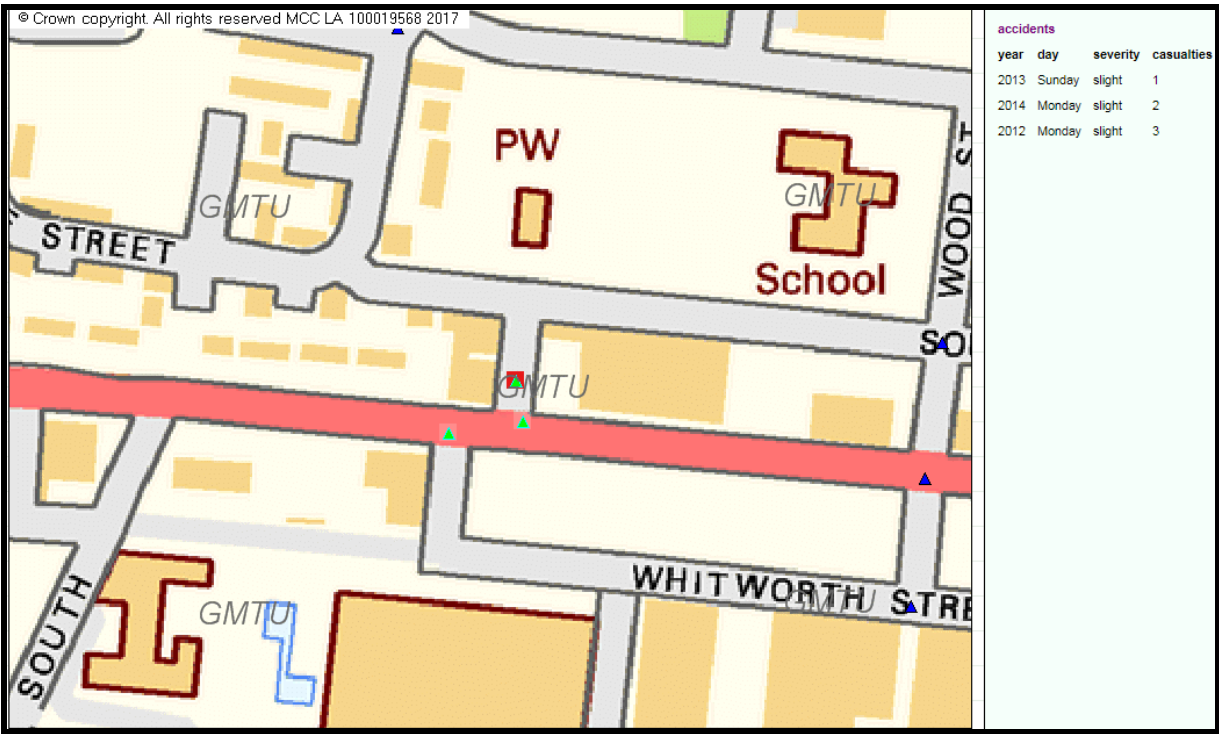
This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Where a number of incidents occur in the same location they are grouped together and shown on the map.

Access to the data base has been undertaken and the resultant mapping provided for reference.

The local area has had 3 recorded accidents in 2012/2013 and 2014.



The average number of accidents here equates to less than one per year within the recorded 5 year period.

There is nothing about the road environment that would suggest that the additional traffic resulting from the development of the site will have an adverse effect on the highway safety in this area.

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

Summary

The site is located on the edge of urban area close to local facilities, it has a good local infrastructure around the site with a bus route and good walking connections.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Walking and cycling

The local area has excellent facilities to promote movement of pedestrians wide footways, and street lighting.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents/students to access a range of shopping, employment, leisure, and service facilities on foot.

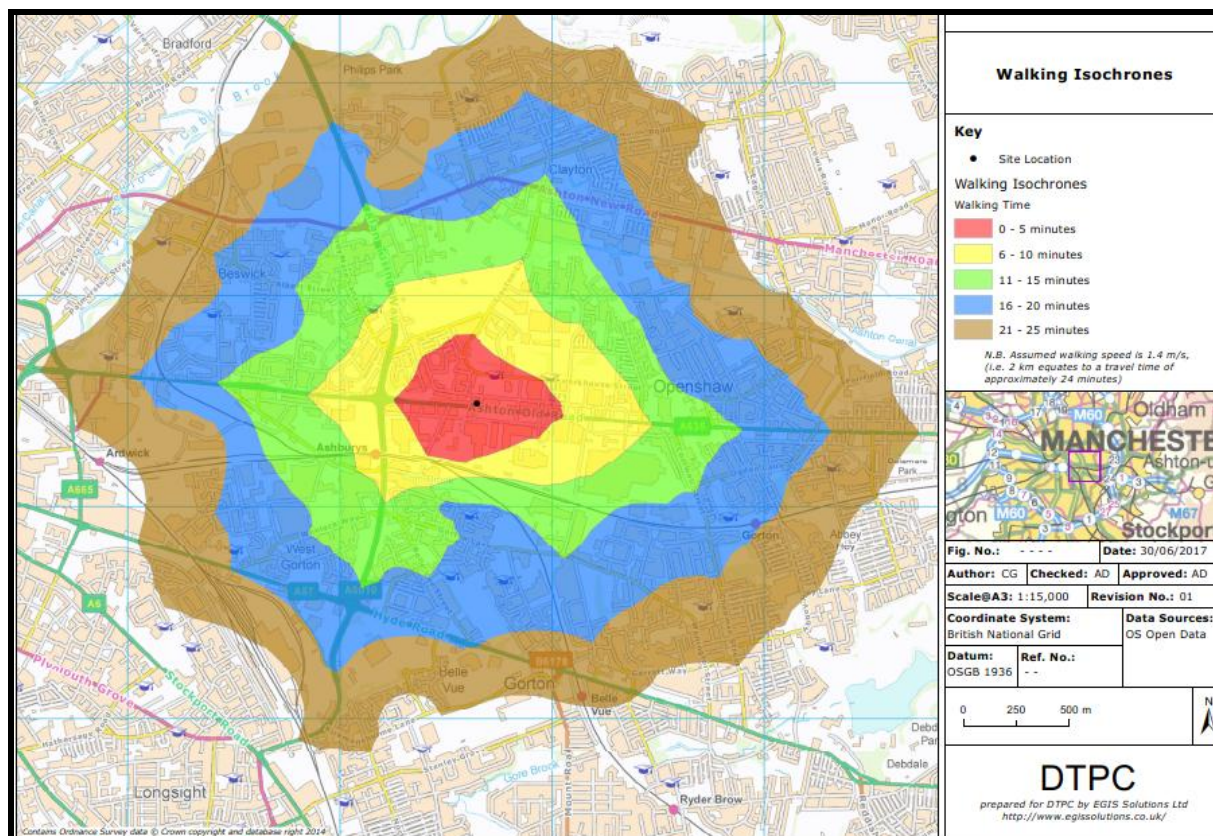
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for employees via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for employees to and from the proposed development.

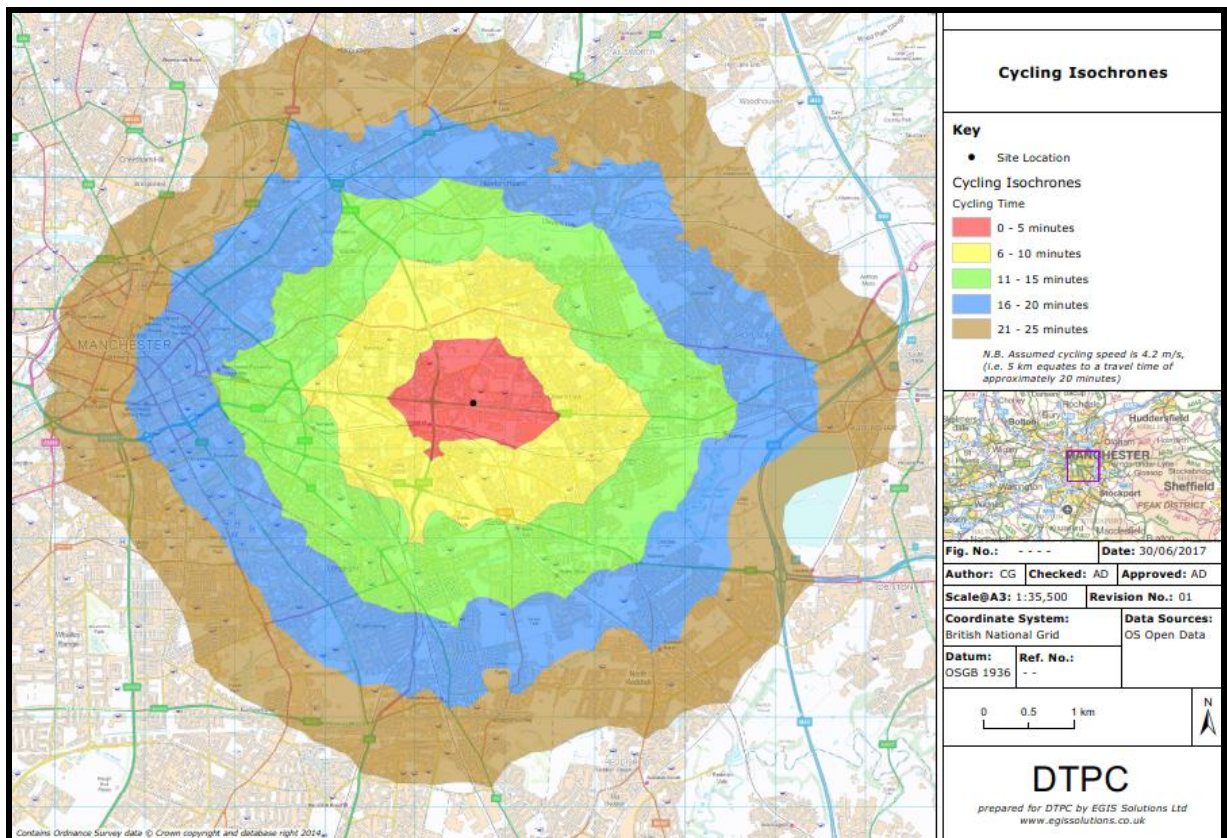
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short.

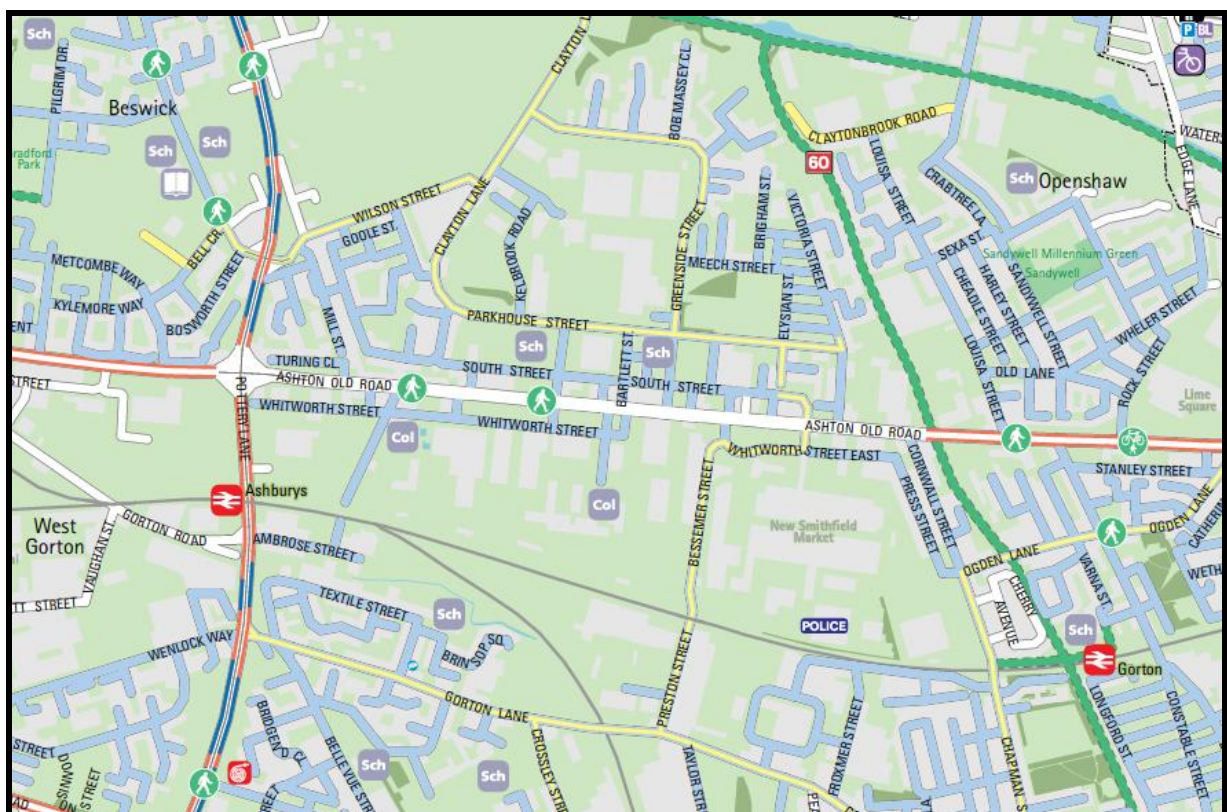
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

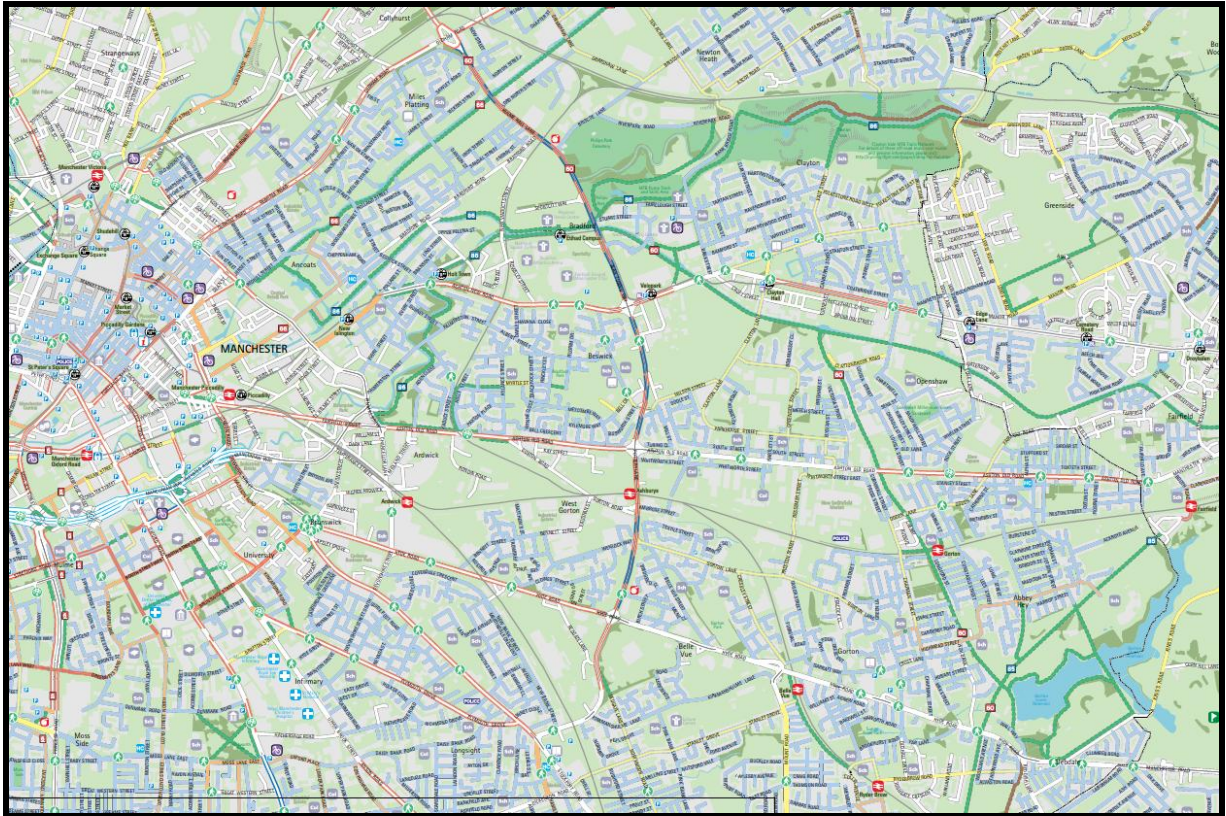
The brown area indicates the 5 km distance. The 5km cycle journey encompasses the whole of Newton Le Willows and its key local facilities.



Cycle Catchments



Local area and wider network



Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The closest stops are well within a 100m walk from the development site and meets guidance for an urban area.



Bus stops

Last refreshed at 16:35

*LIVE times only display when they are available - all other times are based on our bus timetables. **LIVE***

- A Openshaw, Clayton Ln Sth >** 1min
 Towards Ashton • Stalybridge • Dukinfield
bus 219 5 mins **bus 219** 11 mins **LIVE**
- B Openshaw, Clayton Ln Sth >** 2min
 Towards Piccadilly
bus 219 3 mins **LIVE** **bus 219** 11 mins **LIVE**
- C Openshaw, Ashton Old Rd >** 10min
 Towards Withington Hospital • Burnage
bus 172 17:09 **LIVE** **bus 172** 17:47
- D Beswick, Kay St (Stop A) >** 10min
 Towards Ashton
bus 219 18:35



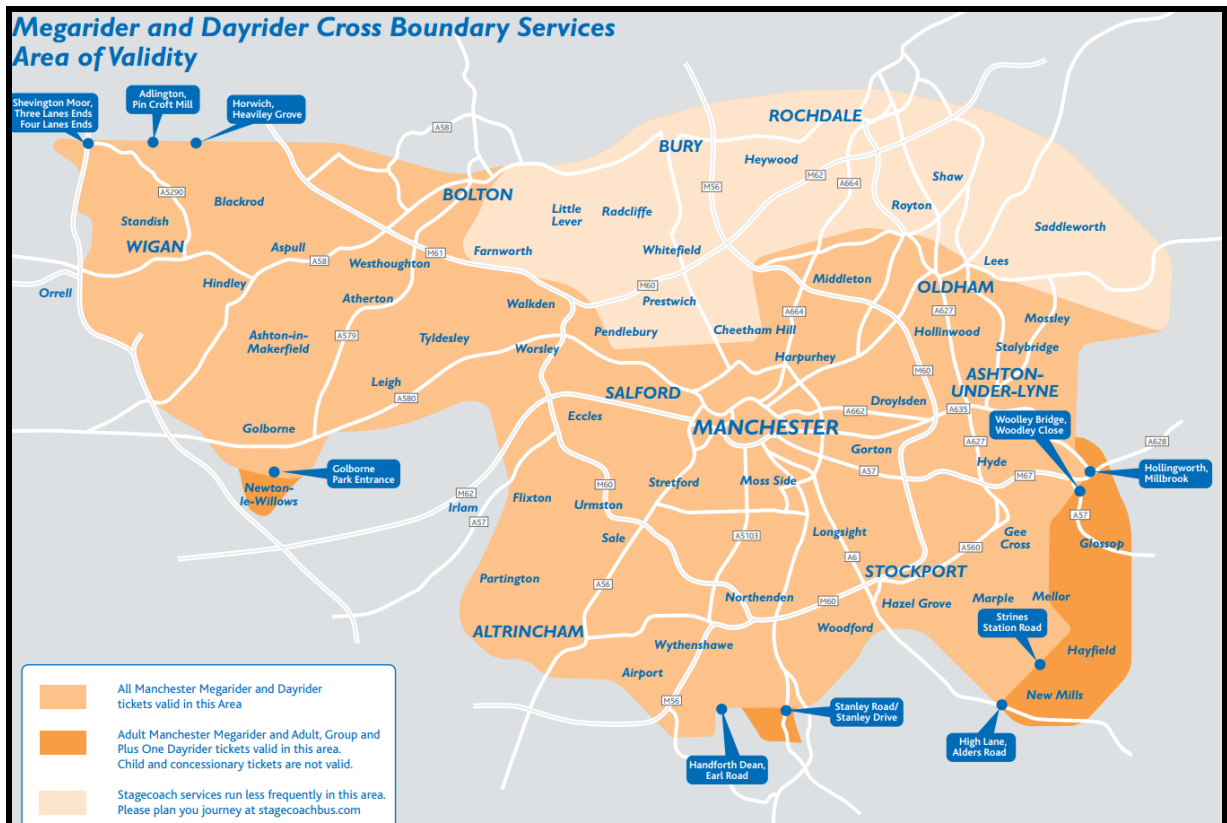
Outbound stop and services below

219 *219 to Higher Openshaw, Fairfield, Ashton-under-lyne, Stalybridge 220 to Higher Openshaw, Fairfield, Dukinfield, Stalybridge 221 to Higher Openshaw, Fairfield, Dukinfield, Broadbent Fold						
Services terminating locally:						
Y92						
Mondays to Fridays						
5am	0509 219♿	0524 219♿	0539 219♿	0554 219♿		
6am	0609 219♿	0619 219♿	0629 219♿	0639 219♿	0649 219♿	0654 220♿
	0659 219♿					
7am	0707 219♿	0715 219♿	0723 219♿	0732 219♿	0741 219♿	0749 219♿
	0757 219♿					
8am	0805 219♿	0813 219♿	0821 219♿	0829 219♿	0835 219♿	0841 219♿
	0847 219♿	0853 219♿	0859 219♿			
9am	0906 219♿	0911 219♿	0918 219♿	0927 219♿	0936 219♿	0945 219♿
	0954 219♿					
10am	1003 219♿	1012 219♿	1021 219♿	1030 219♿	1039 219♿	1048 219♿
	1057 219♿					
11am	1106 219♿	1115 219♿	1124 219♿	1133 219♿	1142 219♿	1151 219♿
12pm	1200 219♿	1209 219♿	1218 219♿	1227 219♿	1236 219♿	1245 219♿
	1254 219♿					
1pm	1303 219♿	1312 219♿	1322 219♿	1331 219♿	1340 219♿	1349 219♿
	1358 219♿					
2pm	1407 219♿	1416 219♿	1425 219♿	1434 219♿	1443 219♿	1451 219♿
3pm	1500 219♿	1509 219♿	1517 219♿	1526 219♿	1534 219♿	1542 219♿
	1550 219♿	1559 219♿				
4pm	1607 219♿	1615 219♿	1623 219♿	1631 219♿	1640 219♿	1647 219♿
	1655 219♿					
5pm	1703 219♿	1711 219♿	1719 219♿	1727 219♿	1733 221♿	1735 219♿
	1743 219♿	1751 219♿	1758 219♿			
6pm	1805 221♿	1807 219♿	1821 219♿	1830 219♿	1836 221♿	1838 219♿
	1846 219♿	1854 219♿				
7pm	1904 219♿	1914 219♿	1924 219♿	1934 219♿	1944 219♿	1958 219♿
8pm	2013 219♿	2033 219♿	2053 219♿			
9pm	2113 219♿	2133 219♿	2153 219♿			
10pm	2213 219♿	2233 219♿	2253 219♿			
11pm	2313 219♿	2333 219♿				
0am	0003 219♿					
1am	0129 219 FS♿					
2am	0249 219 FS♿					



Inbound services and times below

219 *219 221 to Beswick, Ardwick, Manchester Piccadilly Station, Manchester						
Services terminating locally:						
Y92						
Mondays to Fridays						
4am	0443 219♿					
5am	0513 219♿	0528 219♿	0543 219♿	0555 219♿		
6am	0605 219♿	0615 219♿	0625 219♿	0634 219♿	0642 219♿	0650 219♿
	0658 219♿					
7am	0706 219♿	0711 221♿	0715 219♿	0720 219♿	0730 219♿	0732 221♿
	0739 219♿	0739 219♿	0748 219♿	0754 221♿	0756 219♿	
8am	0805 219♿	0814 219♿	0817 221♿	0822 219♿	0830 219♿	0837 219♿
	0844 219♿	0852 219♿				
9am	0900 219♿	0908 219♿	0916 219♿	0925 219♿	0934 219♿	0942 219♿
	0950 219♿	0958 219♿				
10am	1006 219♿	1014 219♿	1022 219♿	1031 219♿	1040 219♿	1049 219♿
	1058 219♿					
11am	1107 219♿	1116 219♿	1125 219♿	1134 219♿	1143 219♿	1152 219♿
12pm	1201 219♿	1210 219♿	1219 219♿	1228 219♿	1237 219♿	1246 219♿
	1255 219♿					
1pm	1304 219♿	1313 219♿	1323 219♿	1333 219♿	1342 219♿	1351 219♿
2pm	1400 219♿	1409 219♿	1418 219♿	1427 219♿	1436 219♿	1445 219♿
	1454 219♿					
3pm	1503 219♿	1512 219♿	1520 219♿	1530 219♿	1540 219♿	1550 219♿
4pm	1600 219♿	1608 219♿	1616 219♿	1624 219♿	1632 219♿	1640 219♿
	1648 219♿	1656 219♿				
5pm	1704 219♿	1712 219♿	1720 219♿	1728 219♿	1736 219♿	1744 219♿
	1752 219♿					
6pm	1800 219♿	1808 219♿	1816 219♿	1823 219♿	1830 219♿	1838 219♿
	1847 219♿	1856 219♿				
7pm	1905 219♿	1915 219♿	1925 219♿	1941 219♿		
8pm	2001 219♿	2021 219♿	2041 219♿			
9pm	2101 219♿	2121 219♿	2141 219♿			
10pm	2201 219♿	2221 219♿	2241 219♿			
11pm	2301 219♿	2321 219♿	2351 219♿			
2am	0225 219FS♿					
3am	0345 219FS♿					



Taxi private hire

As with most cities and urban areas door to door can be provided by taxi or private hire reducing the need to own cars etc.

In Manchester Uber is a well used service as it gives protection to the customer from a safety point of view.

Summary

In summary, the application site can be considered as having a good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

OPENSHAW, MANCHESTER PARKING SURVEY - MONDAY 3 JULY 2017												
Area	- Herne Street						Area 2 - South Street					
Side	N-W	% Cap.	S E	% Cap.	Total	% Cap.	North	% Cap.	South	% Cap.	Total	% Cap.
15:00	0	0	0	0	0	0	4	13	7	23	11	55
15:15	0	0	0	0	0	0	4	13	8	26	12	60
15:30	0	0	0	0	0	0	4	13	7	23	11	55
15:45	0	0	0	0	0	0	5	16	7	23	12	60
16:00	0	0	0	0	0	0	4	13	7	23	11	55
16:15	0	0	0	0	0	0	5	16	6	19	11	55
16:30	0	0	1	11	1	7	4	13	5	16	9	45
16:45	0	0	0	0	0	0	3	10	6	19	9	45
17:00	0	0	0	0	0	0	2	6	5	16	7	35
17:15	0	0	0	0	0	0	0	0	5	16	5	25
17:30	0	0	0	0	0	0	0	0	4	13	4	20
17:45	0	0	0	0	0	0	0	0	3	10	3	15
18:00	0	0	0	0	0	0	1	3	3	10	4	20
18:15	0	0	0	0	0	0	1	3	4	13	5	25
18:30	0	0	0	0	0	0	0	0	3	10	3	15
18:45	0	0	0	0	0	0	0	0	3	10	3	15
Cap.	14	-	9	-	23	-	31	-	31	-	62	-

Area	Dawnay Street						Area 4 - Odell Street					
Side	West	% Cap.	East	% Cap.	Total	% Cap.	East	% Cap.			Total	% Cap.
15:00	1	25	1	17	2	17	3	75			3	75
15:15	1	25	1	17	2	17	4	100			4	100
15:30	1	25	1	17	2	17	3	75			3	75
15:45	1	25	1	17	2	17	2	50			2	50
16:00	1	25	2	33	3	25	3	75			3	75
16:15	1	25	1	17	2	17	2	50			2	50
16:30	1	25	1	17	2	17	1	25			1	25
16:45	1	25	1	17	2	17	1	25			1	25
17:00	1	25	1	17	2	17	0	0			0	0
17:15	1	25	1	17	2	17	0	0			0	0
17:30	1	25	1	17	2	17	0	0			0	0
17:45	1	25	1	17	2	17	0	0			0	0
18:00	1	25	1	17	2	17	0	0			0	0
18:15	1	25	1	17	2	17	0	0			0	0
18:30	1	25	1	17	2	17	1	25			1	25
18:45	1	25	1	17	2	17	0	0			0	0
Cap.	4	-	6	-	10	-	4	-	0	-	4	-

The results show that over the PM period that none of the streets were fully utilised other than a short 15 minute period in Odell Street at school time.

Using a very local parking survey area the capacity is indicated as 99 spaces and the max used at any one time is 18 spaces thus some 80% underutilised or 81 vehicles.

The development will be some 350 sqm max of space, using D2 as below the requirement would be 16 spaces.

D2: Assembly and Leisure		
Cinemas, Theatres and Conference Facilities	1 space per 8 seats	1 space per 5 seats
Other Leisure Facilities	1 space per 25sqm	1 space per 22sqm

If the use was educational in total using below the requirement for an assumed 8 staff would be 4 spaces.

Higher and Further Education	1 space per 2 staff (includes parking for students)
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A worst case of all assumed we have 20 max spaces 25% of the potential spaces near the site.

The on street parking whilst deemed overspill would not give rise to safety issues, the current parking does not cause safety or recorded operational issues.

6. SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network.

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.