



**Structural Civil Building
Engineers**

Transport Statement



Project Ref: 216352
Site: Reliance Street, Manchester
HWRC Development
Client: SUEZ Recycling and Recovery UK Ltd
Prepared By: Michelle Robinson
Date of Report: 08 September 2022

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1 INTRODUCTION

Canham Consulting Ltd has been commissioned by Suez Recycling & Recovery UK Ltd to prepare a Transport Statement (TS) in support of a full planning application for the redevelopment and minor expansion of the existing Household Waste Recycling Centre (HWRC) at Reliance Street, Manchester as shown below in Figure 1. A copy of the proposed site plan is available in Appendix A.

1.1 Site Location and Description

The proposed development site is located in the northwest of the existing recycling centre site on Reliance Street, Manchester. The site is centred on Grid Reference SD880010.

The site location is shown in Figure 1.

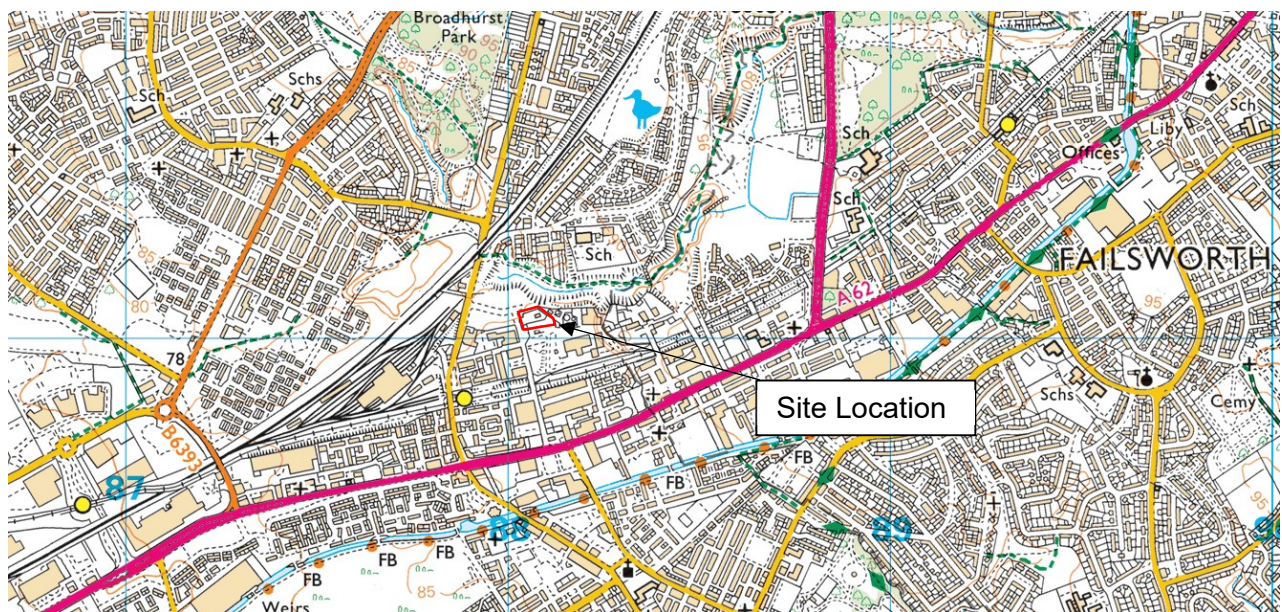


Figure 1: Site Location Plan

2 EXISTING CONDITIONS

2.1 Surrounding Land Use

The land around the site is of a built up nature with the remaining Suez recycling plant area located immediately from the eastern boundary to the southern boundary. Reliance Street forms the immediate western boundary. To the north is an area of vegetation and Moston Brook, a watercourse.

Beyond the immediate surrounds, there are residential dwellings to the north, a dealership specialising in spare car parts to the east, railway line and other industrial/commercial units to the south and residential dwellings/Newton Heath Train depot to the west.

2.2 Site Travel Characteristics

The proposed site is located in the northwest of the existing recycling centre site on Reliance Street, Manchester. There are footpaths on the roads adjacent to the site which have good provision of dropped kerbs at junctions with minor roads and street lighting along its course.

2.3 Existing Access Arrangements

The site is accessed from Reliance Street which connects to the wider network via A62 Oldham Road. The A62 is identified on Transport for Greater Manchester Plan as a key route network.

The surrounding area benefits from street lighting.

There is footway provision along Reliance Street. These provide good linkage and enable safe and direct access to the residential areas and other facilities surrounding the site. The footways within the vicinity of the site benefit from dropped kerbs at junctions with minor side roads and from dropped kerbs and tactile paving at larger side road junctions. The nearest puffin crossing facilities to the site are on A62.

The speed limit in the vicinity of the site is 30 mph on reliance street.

2.4 Public Transport

The public transport network in the area is within close proximity of the proposed site. The nearest bus stops are Williams Road, Oldham Road Stop D, Oldham Road Stop G, and Newton Heath & Moston Metrolink (Stop A) within 350 metres of the site. The bus stop facilities within the vicinity of the site are identified with a flag and pole. There is also a shelter on at bus stops ref Oldham Road Stop D and Stop G. There is a good level of bus provision Monday to Saturday. The services are shown in Table 1, with the first and last buses noted. In addition there is also a good level of bus provision on Sundays running similar schedules from 06:00 onwards with a slightly reduced schedule.

Bus Route	Bus Operator	Route (Outbound)	Sunday Frequency	First Bus	Last Bus
83	First Group	Oldham Mumps	Twice an hour except between (00:08 – 04:12)	00:08	23:38
83	First Group	Piccadilly Gardens	Twice an hour	04:32	23:47
84	First Group	Uppermill / Grotton	Twice an hour except between (00:23 – 04:27)	00:23	23:53
84	First Group	Piccadilly Gardens	Twice an hour	04:47	23:32
52 Orbits	Go Northwest	Failsworth	Twice an hour	05:42	22:29
181	First Group	Piccadilly Gardens	Once an hour	06:05	17:46
182	First Group	Piccadilly Gardens	Once an hour	05:34	22:47

Table 1: Bus Frequency

It can be seen that there is a good level of bus provision throughout Greater Manchester, Bus route maps and timetables can be found at <https://tfgm.com/bus/timetables>.

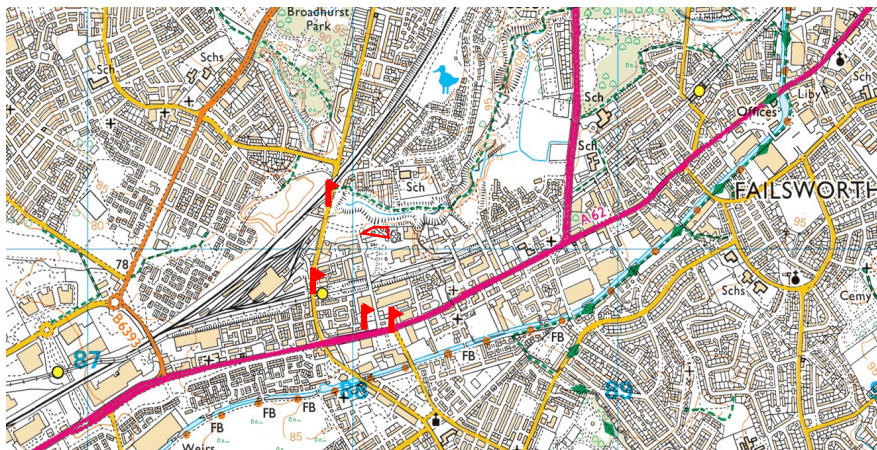


Figure 2: Bus Stop Location

2.5 Accident History

Records relating to collisions on the highway resulting in personal injury for the period of 2017 to 2021 were obtained from Crashmap.co.uk as shown in Figure 3 below. The area of interest covers the road network around the HWRC site, Reliance Street and A62 and the junction connecting these access roads with the rest of the network.

There have been a number of incidents in the local area within the five year period. There are mostly slight accidents, with two serious accidents on the A62 Oldham Road, one at the junction with Reliance Street. No accidents were observed by the site access or along Reliance Street (other than the one mentioned).

Taking account of the previous use and the nature of accidents in the area it is unlikely that the proposed development will influence the propensity of accidents to occur in the local area.

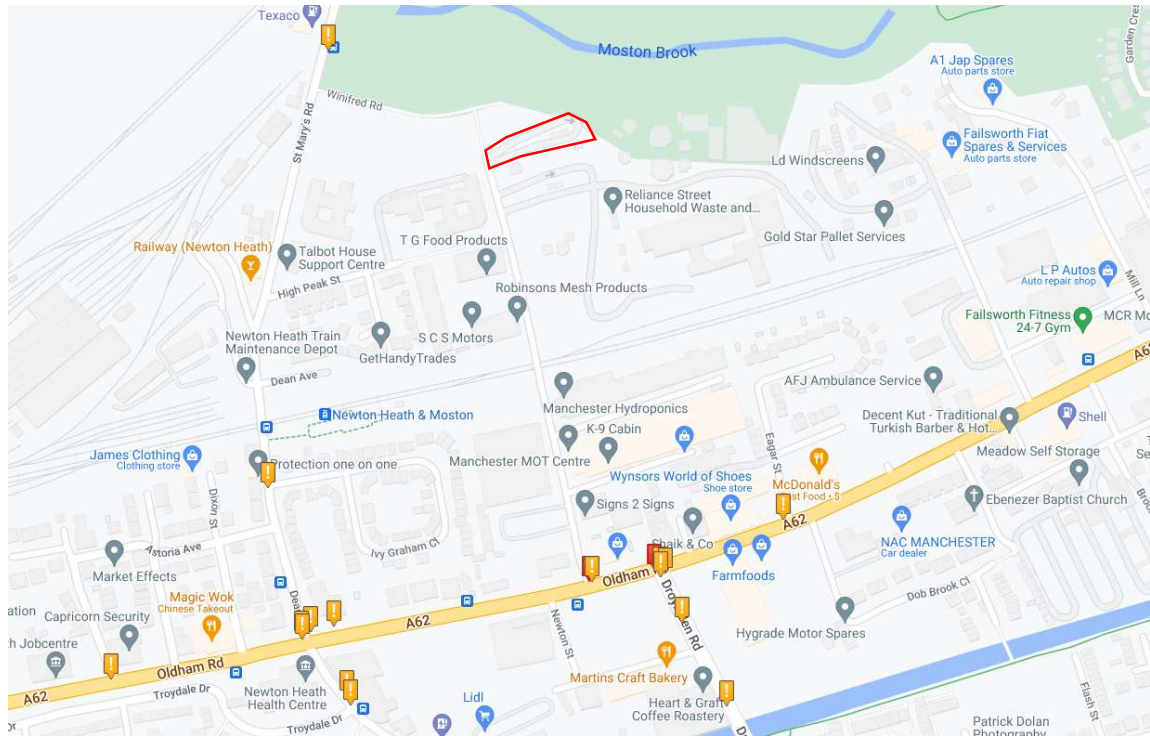


Figure 3: Road Accidents within the Vicinity of the Site from Crashmap.co.uk

3 PROPOSED DEVELOPMENT

3.1 Proposed Development

The site will continue the same use as a waste recycling centre. The HWRC redevelopment consists of a modernised facility with significant improvements which will reflect on how the site is used by the public and operated by Suez. The improved layout will benefit both public and operational teams. The reuse shop will support the circular economy. The proposed development is shown within Appendix A and consists of the redevelopment of the existing Household Waste Recycling Centre (HWRC) with the addition of a shop to sell upcycled materials.

The proposed development has been designed to ensure efficiency of movement from both public and operational perspectives. From a public point of view, this means provision of separate entrance and exits off Reliance Street and provision of double lane width around the one-way system. This, alongside clear wayfinding will deliver a readily understood layout which will result in efficient movement of vehicles around the site to reduce congestion on site and ensure the throughput of vehicles from Reliance Street.

The double lane on the northern entrance road in to the site allows traffic to be accommodated on site away from Reliance Street therefore relieving pressure on the public highway during busy periods.

Operational vehicles will be able to access the site through a separate entrance off Reliance Street. This will take the pressure off the existing site access which serves the wider site. Once on site, these vehicles will be able to move one-way around the operational area and then join the flow of vehicles on the wider site. Again, this keeps the traffic away from Reliance Street. This also reduces conflict and increases safety and operational aspects.

Containers can be serviced within the operational yard during normal site operation; hence there is no requirement to close the site for container change-over in the majority of instances unlike the present scenario. This will further improve the potential for traffic build up on Reliance Street.

The site is anticipated to enable a typical throughput of approximately 15,000 tonnes of waste per annum. This is essentially the same as at present and there is potential for more waste to be handled in future based on the demand.

The reuse shop will be provided on site to support the circular economy and deliver the community benefit of the sale of refurbished or second-hand items. This will support the use of the site, avoid landfill of waste materials and support the intent of the waste hierarchy.

Operating hours would remain unchanged from the existing operation; the facility would operate 12 hours per day (8am to 8pm), 7 days a week.

The accesses will have visibility splay of 2.4m x 90m. A visibility splay plan is shown in Appendix B.

Swept path analysis has been undertaken, with swept path plans shown in Appendix C. These show a car, a car and trailer and a large tipper.

The proposed site has 24 parallel parking spaces for the unloading of materials and six staff parking spaces. 16 spaces are allocated for open containers to collect the recycled materials before being removed.

There are 10 parking spaces associated with the re-use shop, including two disabled spaces. Electric parking will be provided across the wider MTR site within staff parking areas in line with standards. The drop off and resale parking spaces will not be electric, as these are temporary waiting spaces and users will not be parked for any duration of time, only to unload their waste or visit the shop.

Cycle parking is already provided for staff within the wider MTR site boundary.

4 TRIP GENERATION

4.1 Existing Site Use and Trips

The site is currently used as a waste recycling centre.

We have obtained TRICS data for Civic Amenity Sites. TRICS data is included in Appendix D. A summary of the peak weekend trip rates are shown in Table 2. The trip rates are per bay. Weekend trip rates have been used as this is the peak use through the week.

	Weekend Peak			Weekend Total Day		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	4.348	4.394	8.742	39.999	40.082	80.081

Table 2: Weekend Trip Rate – Civic Amenity Sites

The current site doesn't have any marked out set bays. Calculating the number of bays by length gives a total of 21 bays. However it is noted that the public often park up further spaced out. Therefore 21 spaces could be considered worst case.

	Weekend Peak			Weekend Total Day		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	91	92	184	840	842	1682

Table 2: Weekend Existing Trips (21 Bays)

Trip data has been provided by HWRC. This is summarised in Table 3.

Type of Trip	Ticket Count
3rd Party	1045
Reliance ST Internal	162
SUEZ Internal	662
Grand Total	1869

Table 3: Existing Trips – HMRC Data

Figure 4 shows the total visit during 2020/21 and 2021/22. Obviously covid altered trip levels.

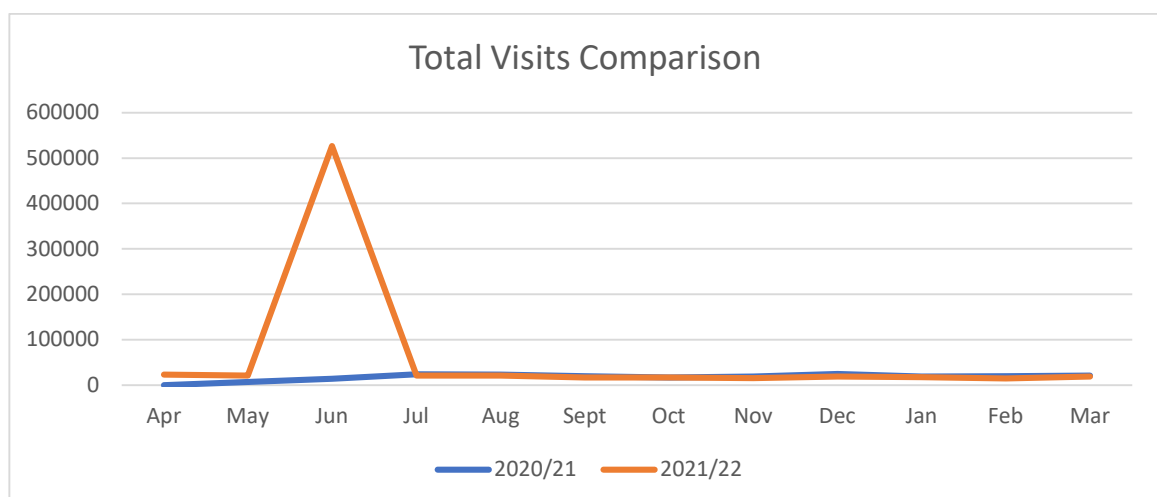


Figure 4: Total Visit Comparison

The data illustrated in Figure 4 is shown in Table 4. This is actual trip data so is representative of the site.

	2020/21	2021/22
Apr	0	23261
May	6628	20890
Jun	13781	526842
Jul	23400	21201
Aug	23297	20646
Sept	19213	16923
Oct	16369	16362
Nov	18992	15442
Dec	24901	19019
Jan	18836	17502
Feb	19377	14630
Mar	20979	18626

Table 4: Total Trip Comparison

4.2 Proposed Site Use and Trips

The site will continue the same use as a waste recycling centre. The HWRC redevelopment consists of a modernised facility with significant improvements which will reflect on how the site is used by the public and operated by Suez. The improved layout will benefit both public and operational teams. The reuse shop will support the circular economy. The proposed development is shown within Appendix A and consists of the redevelopment of the existing Household Waste Recycling Centre (HWRC) with the addition of a shop to sell upcycled materials.

The proposed development improves the access arrangements and separates public and operation vehicles. The current one way access and exit is being changed to a two way public access. There will be a separate access for operation traffic. This reduces conflict and increases safety and operational aspects.

There are 24 proposed parallel parking bays, accessed via the one way system through the site. The trips associated with these bays, generated using the trip rates in Table 2 is shown in Table 5.

	Weekend Peak			Weekend Total Day		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	4.348	4.394	8.742	39.999	40.082	80.081
Trips	104	105	210	960	962	1922

Table 5: Trips Associated with Proposed 24 Bays – Civic Amenity Sites TRICS Trip Generation

Although there are additional bays (24 from 21), the existing and proposed trip generation using TRICS data is considered worst case as the existing bays are not marked out.

5 SUMMARY

The proposed development consists of the redevelopment of the existing Household Waste Recycling Centre (HWRC) with the addition of a shop to sell upcycled materials.

The site is anticipated to enable a throughput of 15,000 tonnes of waste per annum. This is essentially the same as at present.

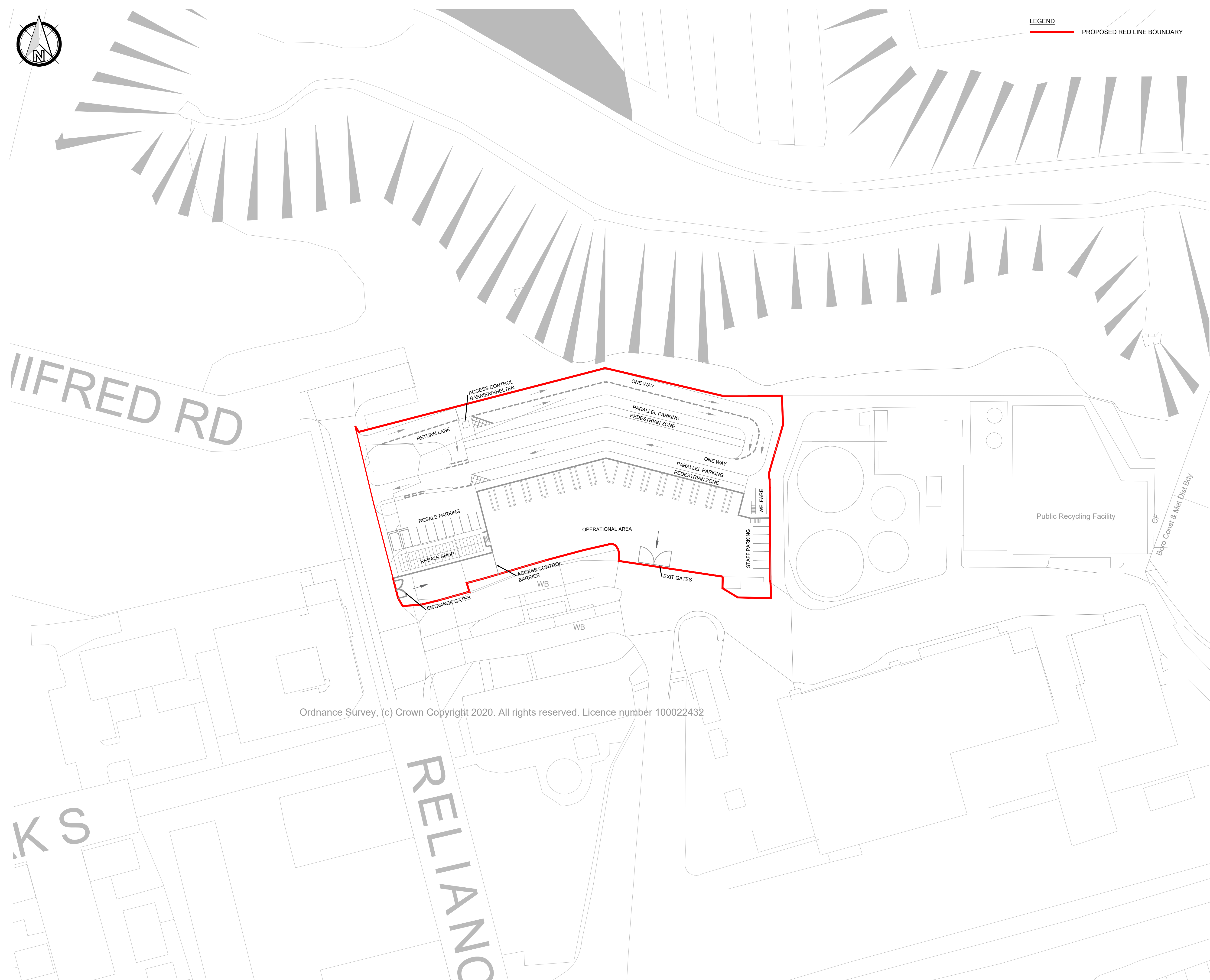
There are improved access arrangements designed to ensure efficiency of movement from both public and operational perspectives. This involves the provision of separate access points for public and operation vehicles off Reliance Street and provision of double lane width around the one-way system. The access arrangements reduce ensure the throughput of vehicles from Reliance Street, to reduce impact on the local network.

Trip data has been provided by HWRC. We have also assessed TRICS trip data.

Given that the majority of the proposed traffic movements are outside of the peak weekday travel times, and that the proposed site has a similar number of trips within the peak periods, the surrounding network is considered to have capacity to support the proposed development.

Appendix A

Proposed Site Plan



LEGEND
PROPOSED RED LINE BOUNDARY

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P03	28.07.22	PLANNING ISSUE	GPC	MH
P02	15.07.22	DRAWING SCALE CHANGE TO 1:500m	GPC	MH
P01	25.05.22	PRELIMINARY ISSUE	GPC	MH
rev	date	details	drawn	checked



Structural Engineers **Civil Engineers** **Building Surveyors**

+44 (0)1603 430650 | mail@canhamconsulting.co.uk | www.canhamconsulting.co.uk

client

SUEZ RECYCLING & RECOVERY UK Ltd

architect

project
RELiance STREET, MANCHESTER
HWRC DEVELOPMENT

title
PROPOSED SITE PLAN

CCL ref:	drawn	design	checked	scale	size	date
216352	GPC	MH	MH	1:500	A1 (L)	25.05.2022

status:
S3 - SUITABLE FOR REVIEW & COMMENT

drawing number
216352-CCL-XX-00-DR-C-4002

revision
P03

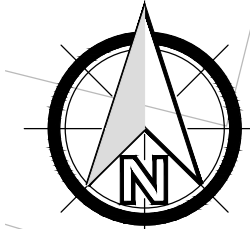
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SCALE 1:500m
SCALE BAR FOR INFORMATION ONLY

Appendix B

Visibility Splay Plan



LEGEND

- PROPOSED RED LINE BOUNDARY
- VISIBILITY SPLAY - OPERATIONS ACCESS
- VISIBILITY SPLAY - PUBLIC ACCESS

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- FOR SIZE AND LOCATION OF ALL SERVICES REFER TO THE SERVICE ENGINEER'S AND ARCHITECT'S DRAWINGS.

P01	25.05.22	PRELIMINARY ISSUE		GPC	MH
rev	date	details		drawn	checked



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+44 (0)1603 430650 | mail@canhamconsulting.co.uk | www.canhamconsulting.co.uk

client

SUEZ RECYCLING & RECOVERY UK Ltd

architect

project
RELIANCE STREET, MANCHESTER
HWRC DEVELOPMENT

title
VISIBILITY SPLAYS

CCL ref: 216352 GPC MH MH 1:500 A1 (L) 25.05.2022

status:
S3 - SUITABLE FOR REVIEW & COMMENT

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216352-CCL-XX-00-DR-C-4004 P01

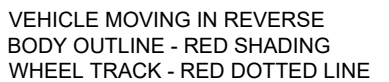
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SCALE 1:500m
0m 10m 20m 30m 40m 50m
SCALE BAR FOR INFORMATION ONLY

Appendix C

Swept Path Plan



Appendix D

TRICS Data

Calculation Reference: AUDIT-709001-220517-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES
 Category : A - CIVIC AMENITY SITE
 TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	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:	Total bays
Actual Range:	28 to 38 (units:)
Range Selected by User:	28 to 38 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 23/06/19

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:

Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
-----------------	---

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

Secondary Filtering selection:

Use Class:

B2	2 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	GM-12-A-01 RAIKES LANE BOLTON	RECYCLING CENTRE	GREATER MANCHESTER
	Edge of Town Industrial Zone Total Total bays:	28	
	Survey date: SUNDAY	23/06/19	Survey Type: MANUAL
2	TW-12-A-03 PRIESTLY CRESCENT SUNDERLAND AYRE'S QUAY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Total bays:	CIVIC AMENITY SITE	TYNE & WEAR
	Survey date: SATURDAY	25/05/19	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 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	33	0.182	2	33	0.030	2	33	0.212
08:00 - 09:00	2	33	3.212	2	33	2.939	2	33	6.151
09:00 - 10:00	2	33	3.591	2	33	3.424	2	33	7.015
10:00 - 11:00	2	33	4.015	2	33	3.848	2	33	7.863
11:00 - 12:00	2	33	4.242	2	33	4.061	2	33	8.303
12:00 - 13:00	2	33	4.348	2	33	4.394	2	33	8.742
13:00 - 14:00	2	33	3.894	2	33	3.879	2	33	7.773
14:00 - 15:00	2	33	3.924	2	33	4.106	2	33	8.030
15:00 - 16:00	2	33	4.106	2	33	3.985	2	33	8.091
16:00 - 17:00	2	33	4.030	2	33	4.303	2	33	8.333
17:00 - 18:00	2	33	2.470	2	33	2.833	2	33	5.303
18:00 - 19:00	2	33	1.227	2	33	1.182	2	33	2.409
19:00 - 20:00	2	33	0.758	2	33	0.955	2	33	1.713
20:00 - 21:00	1	28	0.000	1	28	0.143	1	28	0.143
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.999			40.082			80.081

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.

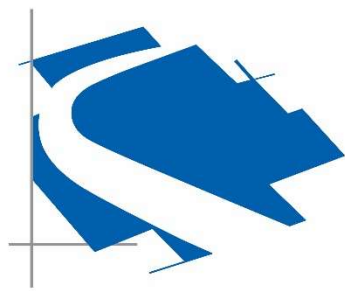
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Parameter summary

Trip rate parameter range selected:	28 - 38 (units:)
Survey date range:	01/01/14 - 23/06/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
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.



Canham Consulting

Structural Civil Building Engineers

Canham Consulting Ltd

The Old School, School Lane, Thorpe St Andrew,
Norwich, Norfolk, NR7 0EP

Tel: 01603 430650

**Email: mail@canhamconsulting.co.uk
www.canhamconsulting.co.uk**

