

**PROPOSED NEW RESIDENTIAL DEVELOPMENT
QUEENS RD MANCHESTER**



TRANSPORTATION AND HIGHWAYS COMMENTS.

May 2024

PROPOSED APARTMENTS

TRANSPORTATION AND HIGHWAYS STATEMENT.

1 INTRODUCTION

This statement is prepared in support of a planning application for a proposed residential development of 8 apartments on Queens Rd, Manchester. It provides information on the traffic and transport planning aspects of the development and forms a supporting document to assist in the determination of the planning application.

This report considers whether the proposed development can be undertaken in a sustainable manner and can be accommodated by the local transport network.

Following this introduction Section 2 provides a description of the existing site. Section 3 considers traffic to be generated by the development; Section 4 discusses operational issues including parking; Section 5 notes accessibility of non-car modes, Section 6 considers road safety, and Section 7 is a summary and conclusion.

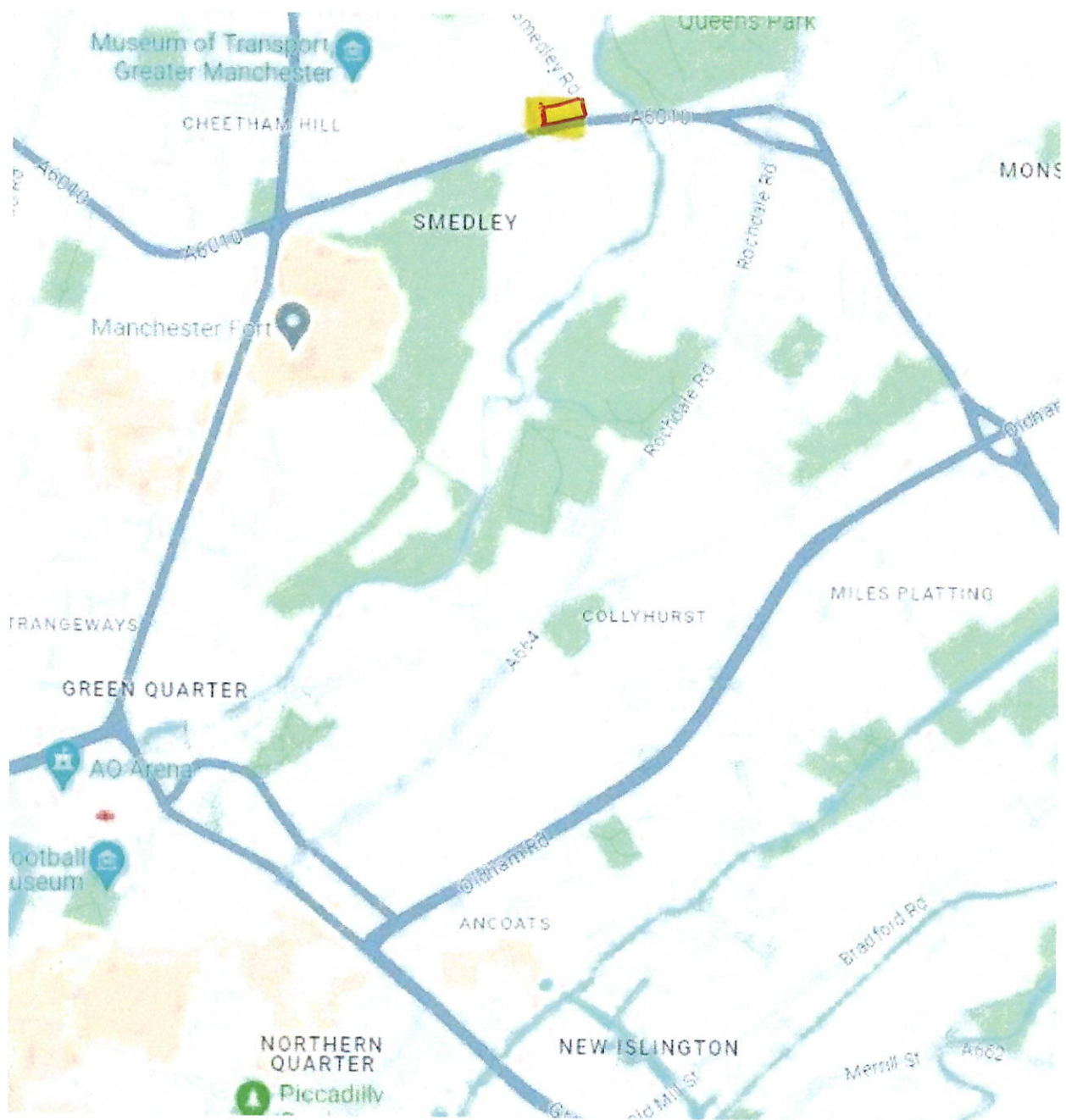
2 SCHEME DESCRIPTION/LOCATION

The site is currently undeveloped and lies immediately alongside the north side of A6010 Queens Road, approximately 3km to the Northeast of the City Centre. Queens Road runs roughly northeast from Cheetham Hill Rd to Rochdale Rd before running southeast to meet Oldham Rd. and thence to the A6 from Stockport.

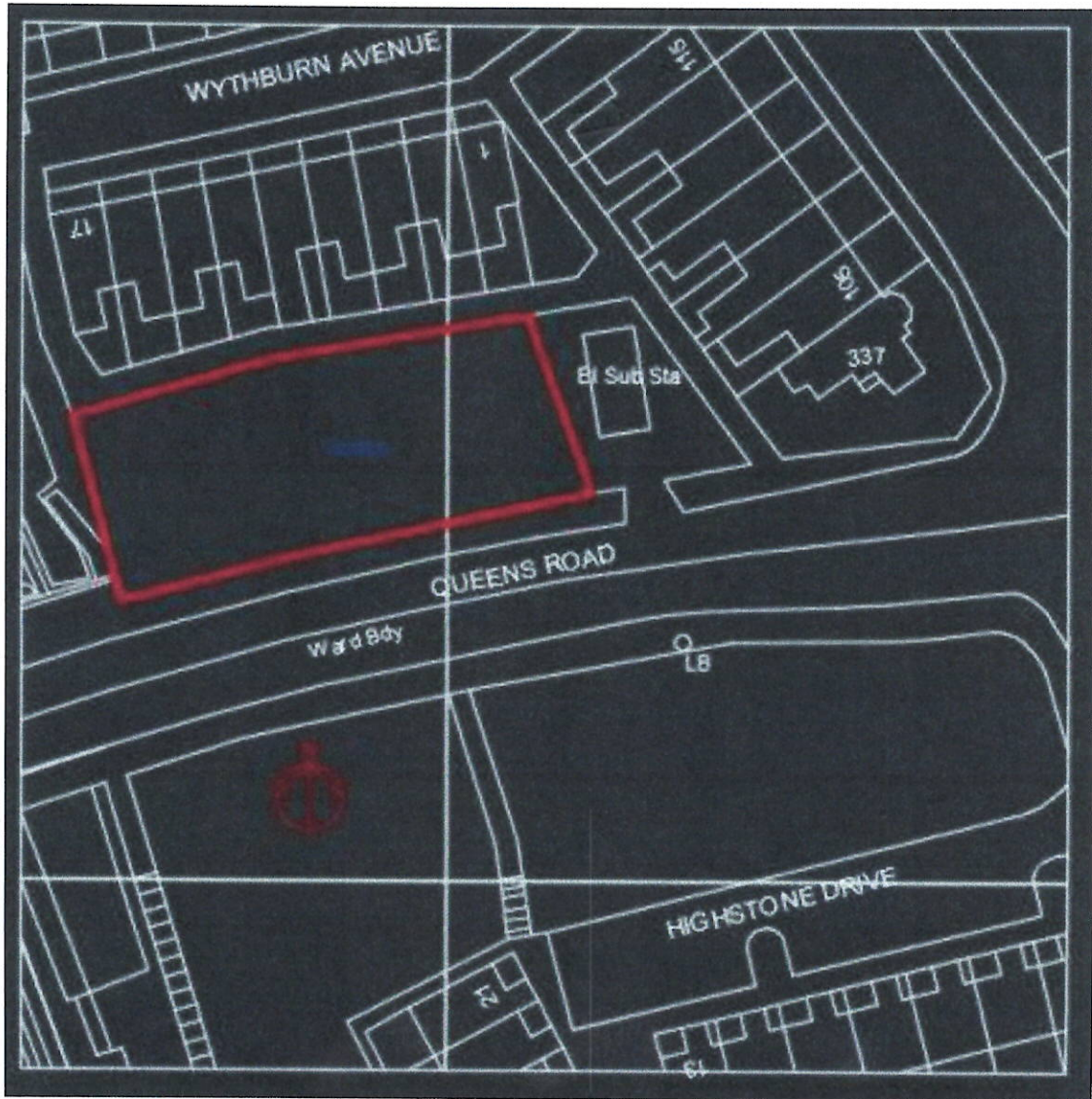
Queens Road is drained, surfaced and lit with a carriageway width of approximately 7.5m and footways in excess of 2.5m width. The road is subject to a 30-mph speed limit and no waiting at any time restrictions are in place.

A signal-controlled junction with Smedley Rd lies approximately 70m east of the site. These signals do not include any pedestrian crossing facilities.

There are controlled pedestrian crossing facilities west of the site aiding in access to the Metrolink station.



Site in relation to wider area



Location Plan

3 TRAFFIC GENERATION

The proposed development involves the construction of 8 apartments.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	11	28	0.045	11	28	0.133	11	28	0.178
08:00 - 09:00	11	28	0.084	11	28	0.207	11	28	0.291
09:00 - 10:00	11	28	0.091	11	28	0.094	11	28	0.185
10:00 - 11:00	11	28	0.074	11	28	0.110	11	28	0.184
11:00 - 12:00	11	28	0.104	11	28	0.084	11	28	0.188
12:00 - 13:00	11	28	0.084	11	28	0.084	11	28	0.168
13:00 - 14:00	11	28	0.081	11	28	0.107	11	28	0.188
14:00 - 15:00	11	28	0.065	11	28	0.100	11	28	0.165
15:00 - 16:00	11	28	0.129	11	28	0.074	11	28	0.203
16:00 - 17:00	11	28	0.159	11	28	0.107	11	28	0.266
17:00 - 18:00	11	28	0.152	11	28	0.133	11	28	0.285
18:00 - 19:00	11	28	0.155	11	28	0.100	11	28	0.255
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.223			1.333			2.556

An interrogation of TRICS indicates trip generation resulting from the development of approximately 8 arrivals and 8 departures daily with peak traffic between 08:00 and 09:00 (8 x 0.291) and 17:00 to 18:00 (8 x 0.285) at 3 two-way trips within each peak hour period, and a total of 21 trips over a 24-hour period (8 x 2.556).

It is considered, therefore, that the proposed development would not result in any significant impact in traffic/highway terms on the operation of the local highway network.

The level of traffic generated does not justify any junction capacity modelling and is insignificant as a proportion of overall traffic on Queens Rd.

4 OPERATIONAL ISSUES

PARKING/SERVICING

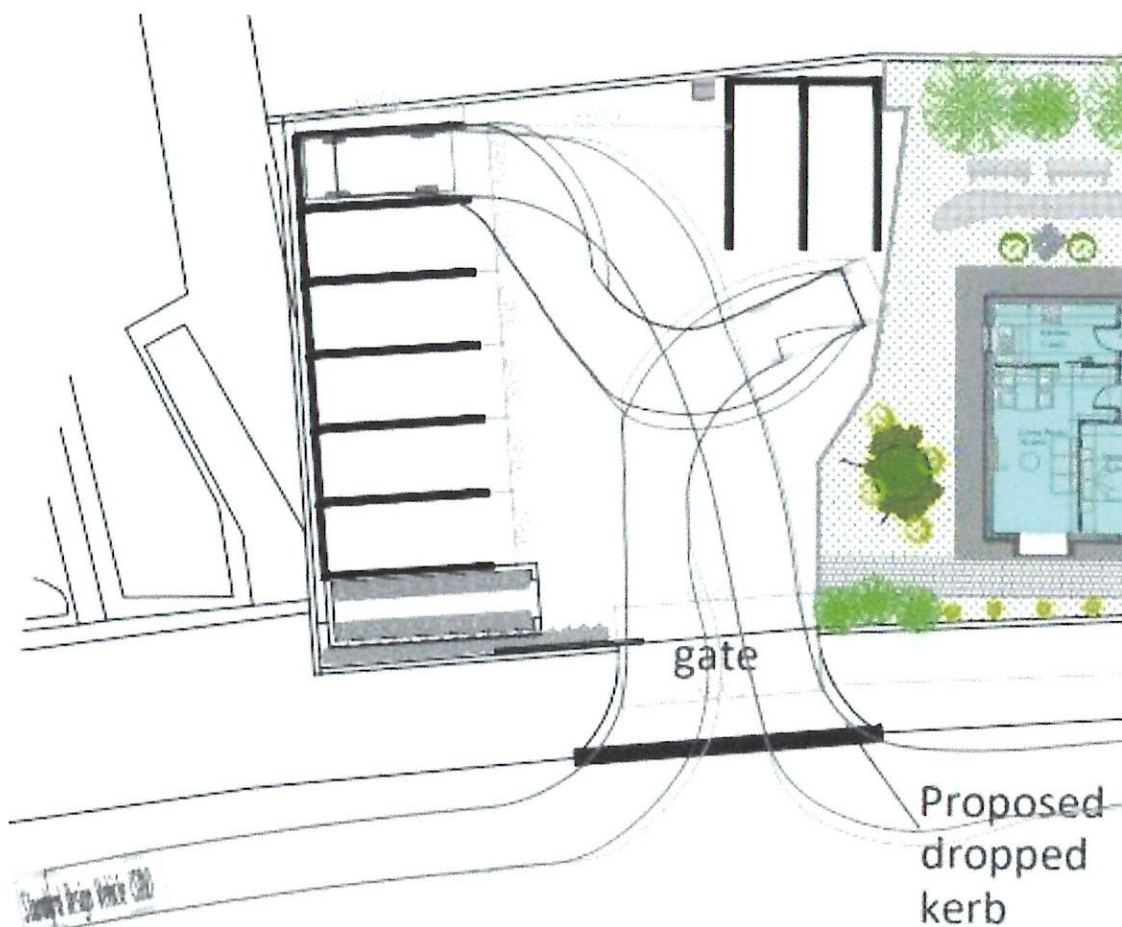
The scheme includes parking for 8 cars including EV charging for two bays. This level of parking is within the maximum standards recommended by the local authority guidance.

The swept path diagram below demonstrates that cars can access in forward gear, park and subsequently exit in forward gear onto Queens Rd.

It should be noted that paragraph 8.3.53 of Manual for Streets guidance states that *“where space is limited it may not be possible to provide for vehicles to get into the spaces in one continuous movement. Some back and forth manoeuvring may be required. This is likely to be acceptable where traffic speeds and volumes are low”*. It is clear that traffic speeds and flow would be low in this development.

Separate covered and secure parking for 8 cycles is provided.

A communal bin storage area is provided adjacent to the site entrance. Bin collection will be from Queens Rd as for existing properties, with minimal drag distance for collection.



SWEPT PATH LARGE CAR (no defined scale)

5 ACCESSIBILITY BY NON CAR MODES

Guidance within the National Planning Policy Framework (NPPF) indicates that any new development proposal should extend the choice in transport mode and secure mobility in a way which supports sustainable development.

The presumption in favour of sustainable development is a key theme running through the framework and transport planning policies are seen as a key driver in delivering sustainable development and contributing to wider sustainability and health objectives by encouraging non-car use. To achieve these objectives paragraph 30 within NPPF states when making decisions local authorities should: -

“Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport”.

A core principle of NPPF is to manage patterns of growth to make fullest use of public transport, walking and cycling and focus development in locations which are or can be made sustainable.

The accessibility of the site has therefore been considered using the following modes of transport.

- By Public Transport
- On foot
- By cycle

PUBLIC TRANSPORT

The site is well served by public transport with a bus stop on A6010 Queens Rd eastbound immediately fronting the site, and westbound at approximately 120m for service 151. Bus stops for services 56 and 156 lie at approx. 300m walking distance on Smedley Rd.

Queens Rd Metro stop lies 130m walking distance from the site served by Green and Yellow lines to Altrincham, Bury and Manchester Piccadilly and Victoria rail stations and to Manchester City centre in general.

Pedestrian routes from the site to bus stops are along well surfaced footways, lit by street lighting and with controlled crossing facilities on main roads.

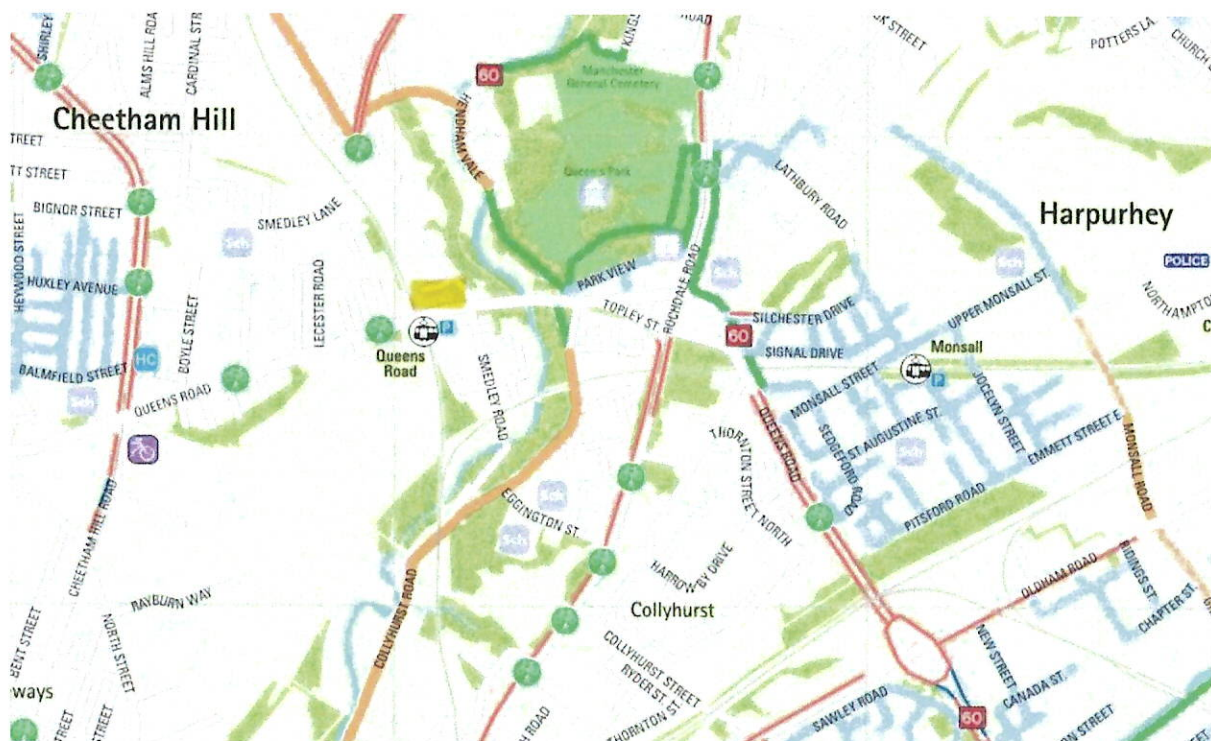
CYCLES

National Planning Guidance notes that cycling has the potential to replace car trips for journeys up to 5km which in this instance includes significant Manchester City Centre employment areas.

Hendham Vale Industrial Park lies 1.5km North of the development site providing employment opportunities within easy walking or cycling distance.

The development includes secure covered cycle storage for residents' cycles at a level to meet MCC standards and in accordance with LTN 1/120.

Extract from cycle map



6 ROAD SAFETY

An interrogation of the Crashmap database reveals 5 accidents of slight severity on Queens Rd within the last 5 years.

The type of accidents do not demonstrate any contributory factors which would be added to by the type and volume of traffic resulting from the proposed development.

Details of the accidents on Queens Rd are included within the Appendices.

Plan showing recorded Collisions in last 5 years



7 SUMMARY

- Based on the review of predicted demand associated with the proposed development it can only be concluded that the application scheme would not give rise to a material / severe change in local network operating conditions.
- The site is considered highly accessible by cycling. There is a good level of public transport provision with a selection of bus and tram services within 5 minutes walking distance. There is adequate pedestrian access provision, and linkages are available to the wider pedestrian and cycle network. There are therefore a range of mode choices available for residents and visitors to the site.
- The site lies within easy walking and cycle distance to significant employment opportunities.
- Accident records do not demonstrate any causal factors likely to arise from the development which would be required to be addressed to facilitate the development.
- The development will not require any highway/transport infrastructure improvements.
- Adequate parking is available within the site to meet anticipated demand. Existing restrictions prevent any on street parking.

APPENDICES

TRICS DATA

ACCIDENT RECORDS

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

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
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21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.223			1.333			2.556

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:	6 - 48 (units:)
Survey date range:	01/01/00 - 11/05/22
Number of weekdays (Monday-Friday):	11
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.

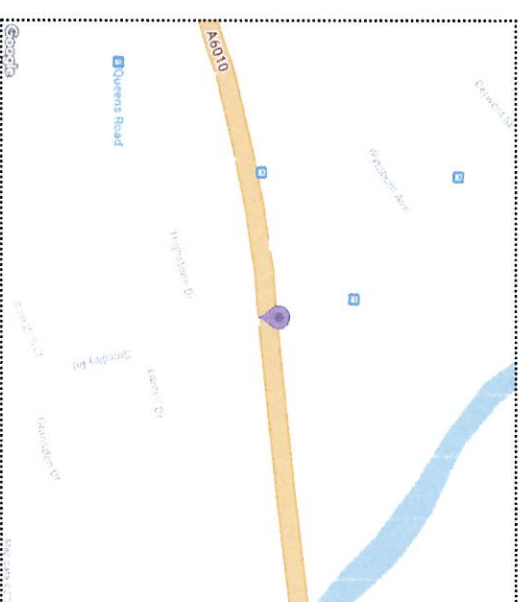


Validated Data

Highest Injury Severity:	Slight	Road Number:	A6010
Highway Authority:	Manchester		
Local Authority:	Manchester		
Weather Description:	Fine without high winds		
Road Surface Description:	Dry		
Speed Limit:	30		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	T or staggered junction		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Single carriageway		
Junction Control:	Give way or uncontrolled		

Casualties: 1
Vehicles: 2

OS Grid Reference: 385161 400634



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, June 16, 2020

Time of Crash: 17:20:00

Crash Reference: 202006A172167

Highest Injury Severity:

Slight

Road Number: U0

Casualties: 1

Highway Authority:

Manchester

Vehicles: 1

Local Authority:

Manchester

Weather Description:

Raining without high winds

Road Surface Description:

Wet or Damp

OS Grid Reference: 385165 400628

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

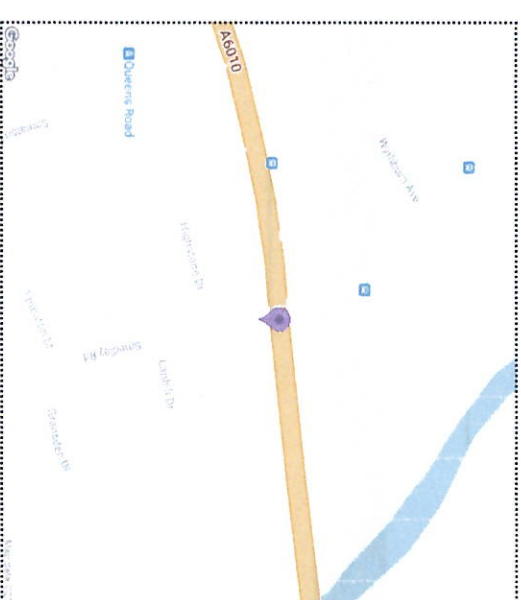
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Saturday, April 24, 2021	Time of Crash:	14:40:00	Crash Reference:	2021061038766
Highest Injury Severity:	Slight	Road Number:	A6010	Casualties:	1
Highway Authority:	Manchester	Vehicles:	2	OS Grid Reference:	385121 400628
Local Authority:	Manchester				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Saturday, April 24, 2021

Time of Crash: 14:40:00

Crash Reference: 2021061038766

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	10	Male	26 - 35	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Reference: 202006A167450

Casualties: 5

Vehicles: 3

OS Grid Reference: 384979 400585

Other

Wet or Damp

30

Darkness: street lights present and lit

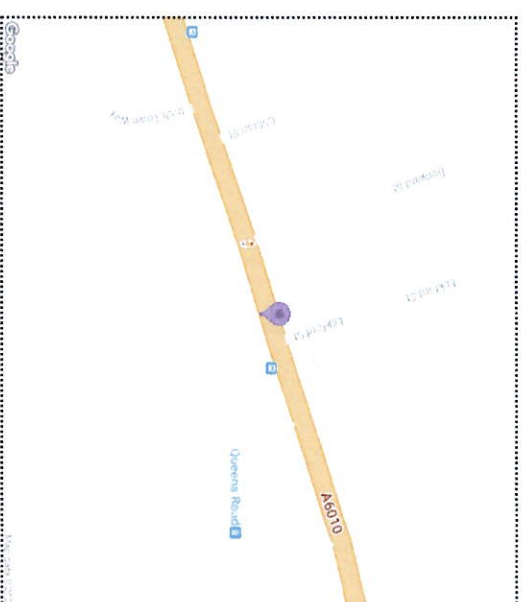
None

T or staggered junction

Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Single carriageway

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Saturday, January 18, 2020

Time of Crash: 16:45:00

Crash Reference: 202006A167450

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	36 - 45	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Taxi/Private hire car	18	Female	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None
3	Car (excluding private hire)	5	Male	36 - 45	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

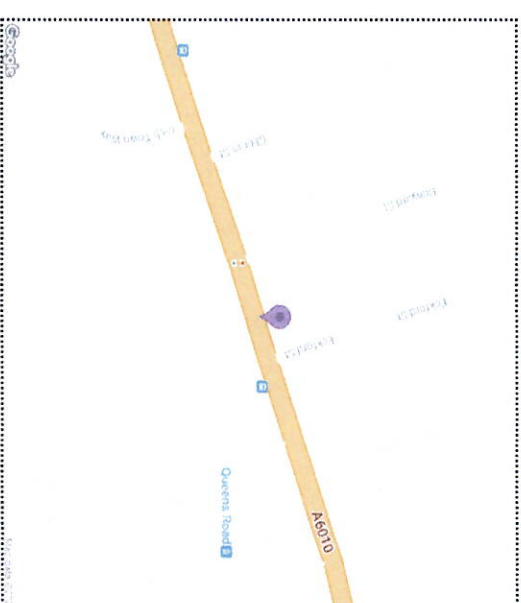
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, October 1, 2018	Time of Crash:	15:10:00	Crash Reference:	201806A149058
Highest Injury Severity:	Slight	Road Number:	A6010	Casualties:	1
Highway Authority:	Manchester	Vehicles:	2	OS Grid Reference:	384973 400589
Local Authority:	Manchester				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Monday, October 1, 2018

Time of Crash: 15:10:00

Crash Reference: 201806A149058

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	11	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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