

**Berkeley Court,
Crumpsall**

TRANSPORT STATEMENT

Report prepared for
Urban and Rural Estates

May 2026

Report Reference 2043/1



ASHLEY HELME
ASSOCIATES



Transport Statement

Berkeley Court, Crumpsall

Client: Urban and Rural Estates
Report Ref: 2043/1
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Transport Statement

Berkeley Court, Crumpsall

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed Urban and Rural Estates to prepare a Transport Statement (TS) report to support the planning application for a residential development at Berkeley Court, 150 Bury Old Road, Crumpsall (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Proposed Development

1.2.1 The proposed development comprises the construction of an additional floor to the existing residential building which currently provides 36 flats. The additional floor will add 8 apartments to the building bringing the total provision to 44 flats.

1.3 Planning History

1.3.1 The Site has been subject to multiple planning applications for residential development on the Site. The most recent was submitted in 2017 (planning ref 117954/FO/2017) and comprised the provision of an additional floor with 8no flats proposed. The scale of development is identical to the proposed scheme that is to be determined by Manchester City Council (MCC).

1.3.2 MCC Highways officers raised no objection to the 2017 planning application the application was granted planning consent in March 2018.

1.3.3 The parameters that were agreed with MCC for the previously application are adopted in this report.

1.4 Scope of the Report

1.4.1 The issues addressed within this TS fall broadly into the following areas:

- Accessibility by non-car modes, and
- The vehicular traffic impact on the operational performance of the local highway network.

1.4.2 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.

1.4.3 The accessibility of the Site by choice of mode is considered in Chapter 4.



- 1.4.4 The traffic impact of the proposed development is assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.



2 Existing Conditions

2.1 Existing Site

- 2.1.1 The Site is located in Crumpsall on a parcel of land bounded by Bury Old Road, Catherine Road, and Melton Road. It lies approximately 4.5 kilometres north of Manchester City Centre and around 400 metres north of Cheetham Hill Village where there is a well-established local centre offering a range of employment, retail, leisure, and healthcare facilities. The location of the Site is indicated on Figure 1.1.
- 2.1.2 The existing building is three storeys and comprises a total of 36 flats. The Site is served by two points of vehicular access on Catherine Road. The vehicular access points are formed by dropped kerb arrangements. The existing access points serve the informal vehicular parking on site which presently do not benefit from marked bays.
- 2.1.3 There is a pedestrian access formed on Melton Road on the western boundary of the Site and another pedestrian access on Bury Old Road, to the south

2.2 Highway Network

2.2.1 Catherine Road

- 2.2.1.1 Catherine Road is a single carriageway road with footway on both sides of the road and street lighting is present. Catherine Road is subject to a 20mph speed limit.
- 2.2.1.2 There are residential properties on the north side of Catherine Road. The properties do not benefit from off-road parking and typically residents have the opportunity to park on Catherine Road as there is an absence of parking restrictions.

2.2.2 Bury Old Road

- 2.2.2.1 Bury Old Road forms the southern boundary of the Site. There is an existing pedestrian access formed on the road for access to the Site.
- 2.2.2.2 Bury Old Road is a subject to a 30mph speed limit, has footways on both sides of the road and benefits from street lighting. There are parking restrictions present on the road, in the vicinity of the Site.



- 2.2.2.3 Bury Old Road is a bus route and has a dedicated bus lane for westbound travel. There are bus stops located a short walk east of the Site with frequent services connecting to Manchester city centre to the south and Bury to the north.

2.2.3 Melton Road

- 2.2.3.1 Melton Road forms the western boundary of the Site. There is an existing pedestrian access formed on the road for access to the Site. The road is subject to a 20mph speed limit, has footways on both sides of the road and street lighting is present. There are waiting restrictions that extend from Catherine Road into Melton Road for a distance of circa 10m. To the south, there are waiting restrictions around the corner radii at the junction with Bury Old Road.

2.3 Parking Survey

- 2.3.1 The applicant commissioned a parking survey of the Site and local roads. The survey was commissioned to establish the existing parking demand of the 36 flats and the parking demand on local roads from adjacent residential uses.

- 2.3.2 The parking survey was recorded on 22 April 2026 and covered the following areas/roads:

- (i) Berkeley Court,
- (ii) Catherine Road (circa 290m length from Middleton Road to the east and No 53 Catherine Road to the west),
- (iii) Melton Road (circa 120m length between Moxley Road to the north and Bury Old Road to the south).

- 2.3.3 The survey recorded snapshots of the parking at 0600, 1000, 1400 & 1800hrs.

- 2.3.4 The parking survey shows the theoretical maximum parking level on the roads within the study area. In the case of the roads, it is assumed that cars do not park:

- (i) In such a way that would block the road,
- (ii) Across driveways, and
- (iii) At junctions.

- 2.3.5 The parking capacity on site and on nearby roads is estimated below:

Road	Estimated Number of Parking Spaces
Berkeley Court	16 (not including 8 garages)
Catherine Road	56
Melton Road	29
Total	101



2.3.6 The parking survey recorded the following levels of parking on site and on nearby roads:

TIME	CATHERINE ROAD		MELTON ROAD		BERKERLEY COURT	TOTAL
	NORTH	SOUTH	WEST	EAST		
6:00	14	9	9	8	10	50
10:00	11	11	3	6	8	39
14:00	11	14	2	6	4	37
18:00	9	10	8	6	8	41

2.3.7 The survey established that the peak level of parking recorded on the Berkeley Court site was at 0600 where 10 vehicles were observed. The existing car park was at 63% of its capacity at the peak time of the survey.

2.3.8 The parking on nearby roads was also well below their theoretical capacity. The highest recorded level of parking on local roads was at 0600. The survey recorded 40 vehicles parked on Catherine Road and Melton Road. The theoretical capacity of the roads is 85 vehicles and hence the peak recording shows the roads were at circa 47% of the theoretical capacity.

2.3.9 The survey establishes that there is currently spare parking capacity on site and on local roads in the vicinity of the Site.

2.4 Collision History

2.4.1 The Crashmap website has been interrogated for the latest available five-year collision records in the vicinity of the Site. The Crashmap website covers the period from 2020 to 2024. An extract of the collision records is included in Appendix A.

2.4.2 The Crashmap website confirms that there have been no recorded collisions on Catherine Road in the vicinity of the Site frontage and existing vehicular access points. There has been a single recorded collision at the Bury Old Road/Melton Road junction. The collision was recorded in January 2020 and was classified as slight in severity.

2.4.3 A single collision was also recorded at the Middleton Road/Catherine Road junction to the east. The collision was recorded in November 2022 and was classified as slight in severity.

2.4.4 Review of the collision data shows that there is no evidence of a recurring collision problem. Therefore, it is concluded that collision mitigation/remedial measures are not required as part of the proposed development.



3 Proposed Site Access Arrangements

3.1 Access Strategy

- 3.1.1 The Site is currently served by two vehicular access points on Catherine Road. There are two pedestrian access points provided on Melton Road and Bury Old Road. The existing access arrangements will remain unchanged on Catherine Road and Bury Old Road.
- 3.1.2 It is proposed to introduce a new car park to be served from Melton Road. The access will be formed in place of the existing pedestrian access and will provide a 6 space car park, including 2no EV charging bays and 1no disabled space. The proposed arrangements are shown on Drg No 2043/01.
- 3.1.3 Drg No 2043/01 shows a 6.0m wide entrance to the car park and 2.4m x 25m visibility splays as Melton Road is subject to a 20mph speed limit.

3.2 Parking

- 3.2.1 The existing Site has capacity for 16 vehicles to park with a further 8 spaces available in garages towards the north eastern boundary of the Site. Thus, the total on site provision is circa 24 spaces.
- 3.2.2 The parking spaces do not presently benefit from formal markings. The architect's Site Plan submitted with the planning application provides an indication of the existing available parking provision on site. The plan is included in Appendix B for ease of reference. The Site Plan shows that there are 8 spaces available within the courtyard, accessed from the western vehicular access on Catherine Road. These bays are shown to meet the standard parking dimensions of 2.4m x 4.8m. The residual aisle width is slightly less than the standard 6.0m aisle, measuring 5.6m. However, it is worth noting that these spaces are presently widely utilised by existing residents who are aware of the spatial requirements on site.
- 3.2.3 There are 8no parallel bays also indicated on the Site Plan and these can be accessed from the two vehicular access points on Catherine Road. The parallel parking bays measure 2.0m x 6.0m.
- 3.2.4 The parking survey, discussed in Chapter 2, identified that there were 10 cars parked on Site at the peak time (0600) of the survey. This demonstrated that the existing parking (not including garage spaces) is at 63% at peak times. The 10 parked vehicles were associated with the existing 36 flats. This means that there were 0.27 cars per flat parked on site. Application of the parking



ratio to the proposed total quantum of residential properties (44 flats) on site would mean a potential peak parking demand for 13 cars.

3.2.5 Notwithstanding the above, the applicant proposes to improve parking provision on site and introduce a new car park comprising 6no spaces with access formed on Melton Road. The spaces are designed to standard dimensions with 2.4m x 4.8m bays and a 6.0m aisle width. An accessible space is also shown with 1.2m hatching indicated around the space.

3.2.6 The new car park could accommodate larger cars as some residents may potentially be dissuaded from utilising the courtyard parking on Catherine Road due to space constraints. The car park also provides capacity for EV charging and disabled parking provision.

3.2.7 Cycle Parking

3.2.7.1 The proposed development includes the provision of secure cycle parking at the Site. The proposed development will provide 24 cycle spaces and these will be contained within a secure, covered cycle store. This level of provision was agreed for the 2017 consented planning application.

3.3 Swept Path Analysis

3.3.1 A swept path analysis has been undertaken for the parking spaces on the northern boundary of the Site to respond to MCC comments. The swept path analysis is shown on Drg No 2043/SP/01/A.

3.3.2 Drg No 2043/SP/01/A demonstrates that vehicles are able to enter the Site in forward gear, manoeuvre into the spaces and depart the Site in forward gear.

3.4 Summary

3.4.1 It is considered that the Site access arrangements and parking provide a suitable means of serving the proposed development.

3.4.2 The parking surveys undertaken at the site and within the surrounding local highway network demonstrate that there is sufficient parking capacity available to accommodate the anticipated demand associated with the proposed development. The surveys identified available parking spaces within the existing Site and reserve capacity on surrounding streets, indicating that any limited overspill demand could be accommodated. In addition, a new



parking area is proposed as part of the development, which will provide parking spaces designed in accordance with standard dimensional requirements and current local authority guidance.



4 Accessibility By Non-Car Modes

4.1 Walk

- 4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.
- 4.1.2 The National Travel Survey (NTS) provides data on travel by choice of mode. The NTS 2024 is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 81% of journeys are carried out on foot.
- 4.1.3 The NTS establishes that:
- (i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
 - (ii) 81% of all trips under 1 mile are made by foot;
 - (iii) The average number of walk trips per person 2024 was 267;
 - (iv) Walking accounts for 29% of all trips and 4% of distance travelled;
 - (v) Education and Shopping trips account for 36% of all walk trips;
 - (vi) For children aged 5 to 10, 83% of trips less than a mile to school are made by foot. For children aged 11 to 16, this figure is 92%.
- 4.1.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).
- 4.1.5 Figure 4.1 presents the amenities located within a 1.2km walk of the Site. As set out above, NTS recorded 81% of all trips under 1 mile are made by foot. Thus, there is a high likelihood that a significant proportion of trips to the amenities presented will be undertaken on foot.
- 4.1.6 Review of Figure 4.1 shows that there are a range of amenities that are within an 800m walk of the Site, including:
- (i) Transport: Bus stops,
 - (ii) Leisure: Food outlets, salons, sports facilities,



- | | |
|------------------|---|
| (iii) Education: | Primary school, nursery, independent schools |
| (iv) Health: | Health centre, pharmacy, dentist, |
| (v) Community: | Places of worship, community centre, |
| (vi) Shopping: | Supermarket, convenience stores, post office, ATMs. |

4.1.7 It is evident from Figure 4.1 that there are a range of amenities within a practical walk of the Site. This provides opportunity for residents of the Site to under walk trips for a variety of journey purposes.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

4.2.2 Gear Change, A Bold Vision for Cycling and Walking (DfT, 2020) states:

“58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking.” (Page 11)

4.2.3 Figure 4.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25-minute journeys. Review of Figure 4.2 highlights that residential and employment areas in Crumpsall, Sedgeley Park, Cheetham Hill and Higher Broughton are within a 2km cycle ride of the Site. Manchester City Centre is within a 5km cycle ride of the Site. This provides good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes.

4.3 Public Transport

4.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus and tram.

4.3.2 Bus

4.3.2.1 Table 4.1 summarises the scheduled bus services operating along Bury Old Road and Middleton Road, both of which are located within a circa 150m to 200m walking distance of the Site.



4.3.2.2 Bus service 59 calls at Middleton Road, and offers frequent services to Picadilly Gardens, Middleton and Oldham. The 94, 715, 717 bus services offer transport to/from local schools, stopping at Middleton Road before and after the school day. The services provide access to Holy Cross College, Parrenthorne High School, Co-op Academy North Manchester, Strangeways Cheetwood Primary School and Our Lady's High School. The bus services provide very good opportunity to undertake a journey to school by bus.

4.3.2.3 Bus services 94 and 135 call at Bury Old Road. The 94 bus offers hourly services to Bury, Prestwich and Manchester General Hospital. The 135 bus offers frequent services to Picadilly Gardens, Heaton Park and Bury and provides very good access to key employment and leisure destinations for residents at the Site.

4.3.3 Metrolink

4.3.3.1 Crumpsall Metrolink station is located within a circa 730m (a 10 minute) walk of the proposed development.

4.3.3.2 Crumpsall Metrolink station is on the Altrincham to Bury and Piccadilly to Bury lines. The services typically operate during the following time periods:

Monday to Saturday	0520 to 2356,
Sunday	0621 to 2351.

4.3.3.3 The tram typically operates at a 12 minute frequency Monday to Saturday. Additional services are provided at peak travel times to correspond with the typical commuting periods.

4.3.3.4 The tram connects with a number of key interchanges on the network providing opportunity to connect with other lines serving locations such as Media City UK, The Trafford Centre, Manchester Airport, East Didsbury and Ashton-under-Lyne.

4.3.3.5 The Metrolink services provide excellent opportunity for residents of the proposed development to undertake travel to a range of destinations.

4.4 Summary

4.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides opportunity for journeys to and from the Site to be undertaken by sustainable modes.



5 Traffic Flows

5.1 Peak Periods

- 5.1.1 The times when the combination is greatest of traffic generated by the proposed residential development and existing highway network traffic are the weekday AM and PM peak hours. TS quantitative analysis is undertaken for the AM and PM peak hours. These are typically 0800-0900 and 1700-1800.

5.2 Generated Traffic: Existing Site

- 5.2.1 Berkeley Court presently accommodates 36 residential flats. The existing Site will generate trips by a variety of modes.
- 5.2.2 The TS submitted with the 2017 planning application presented TRICS trip rates that were agreed with MCC. The TRICS trip rates for total person trips are adopted for this TS. The agreed TRICS trip rates are:

	ARR	DEP	2WAY
AM	0.132	0.454	0.586
PM	0.443	0.223	0.666

- 5.2.3 The consequent estimate of total person trips associated with the existing 36 flats are:

	ARR	DEP	2WAY
AM	5	16	21
PM	16	8	24

5.3 Generated Traffic: Proposed Development

- 5.3.1 The proposed development comprises a new floor at Berkeley Court comprising 8 residential flats. The existing Site will generate trips by a variety of modes.
- 5.3.2 The total person TRICS trip rates set out above are adopted to estimate the potential person trips that could be generated by the 8 new flats:



	ARR	DEP	2WAY
AM	1	4	5
PM	3	2	5

5.3.3 The above trips encompass all potential modes of travel for residents at the Site. In order to estimate the multi-modal split of journeys, the 2011 Census Method of Journey to Work data is adopted. The recorded modal split for Crumpsall ward is set out below:

MODE	MODAL SPLIT (%)
Car Driver	52
Bus	16
Walk	12
Metrolink	8
Car Passenger	5
Train	2
Taxi	2
Bicycle	2
Other	1
Motorcycle	0

5.3.4 The Census Journey to Work data recorded 52% of trips are undertaken by car and 40% are undertaken by walk, cycle and public transport.

5.3.5 The recorded modal split is used to estimate the existing modal split of journeys at the Site:

MODE	AM			PM		
	ARR	DEP	2WAY	ARR	DEP	2WAY
Car Driver	3	8	11	8	4	12
Bus	1	3	4	3	1	4
Walk	1	2	3	2	1	3
Metrolink	0	1	1	1	1	2
Car Passenger	0	1	1	1	0	1
Train	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Other	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0



5.3.6 The recorded modal split is also used to estimate the potential journeys generated by the proposed 8 flats:

MODE	AM			PM		
	ARR	DEP	2WAY	ARR	DEP	2WAY
Car Driver	0	2	2	2	1	3
Bus	0	1	1	1	0	1
Walk	0	1	1	1	0	1
Metrolink	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Train	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Other	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0

5.3.7 Review of the above confirms the proposed 8 flats will generate the following vehicular trips in the AM & PM peak hours:

	ARR	DEP	2WAY
AM	0	2	2
PM	2	1	3

5.3.8 The proposed development will generate low levels of vehicular traffic in the AM & PM peak hours. In the worst case AM peak hour, the proposed development is estimated to only 3 two-way vehicle trips.

5.3.9 It is concluded that the proposed development will not lead to a material impact on the local highway network.



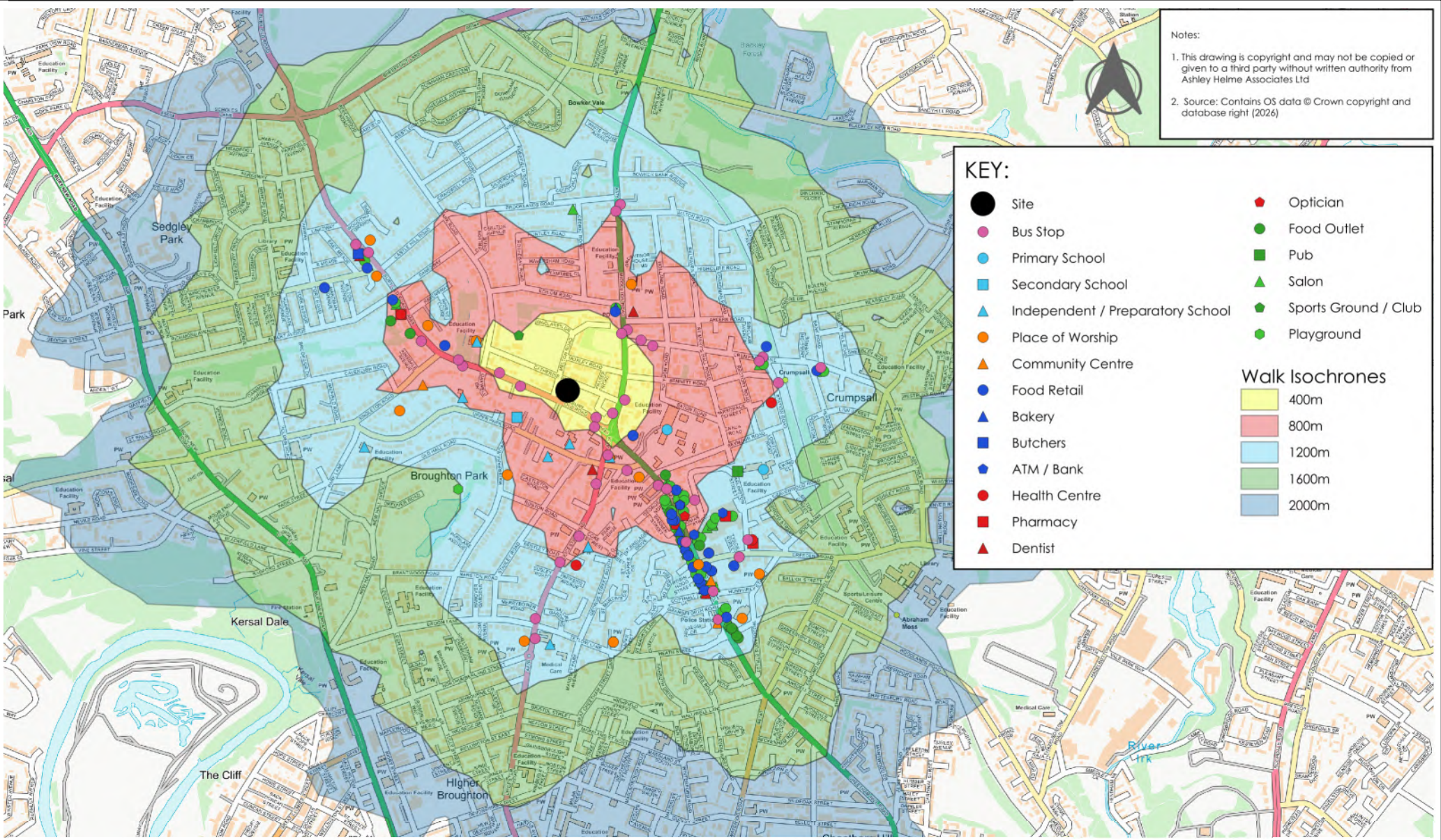
6 Summary & Conclusions

- 6.1 Ashley Helme Associates Ltd (AHA) are appointed by Urban and Rural Estates to prepare a Transport Statement (TS) report to support the planning application for a residential development at Berkeley Court, 150 Bury Old Road, Crumpsall. The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 6.2 The proposed development comprises the construction of an additional floor to the existing residential building which currently provides 36 flats. The additional floor will add 8 apartments to the building bringing the total provision to 44 flats.
- 6.3 The Site is currently served by two vehicular access points on Catherine Road. There are two pedestrian access points provided on Melton Road and Bury Old Road. The existing access arrangements on Catherine Road and Bury Old Road remain unchanged. It is proposed to introduce a new car park to be served from Melton Road. The access will be formed in place of the existing pedestrian access and will provide a 6 space car park, including 2no EV charging bays and 1no disabled space. The proposed arrangements are shown on Drg No 2043/01.
- 6.4 The existing Site has capacity for 16 vehicles to park with a further 8 spaces available in garages towards the north eastern boundary of the Site. The provision of a new car park on Melton Road will bring the overall on site parking capacity to 30 spaces (including 8 garage spaces). It is concluded that there is sufficient space for vehicles associated with the existing and proposed flats to park on site.
- 6.5 Swept path analysis has been undertaken and this confirms that vehicles can enter and exit the parking spaces on the northern boundary of the Site, as requested by MCC. The swept path analysis is shown on Drg No 2043/SP/01/A.
- 6.6 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is very good opportunity for residents to undertake trips on foot, by cycle and by public transport. This is in accordance with national and local policy aims and objectives.
- 6.7 Analysis is undertaken of the traffic impact of the proposed development on the local highway network. The proposed development is estimated to 2 and 3 two-way vehicular trips in the AM & PM peak hours respectively. It is concluded that the proposed development will not lead to a material impact on the local highway network.



- 6.8 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures



Project:
BERKELEY COURT, BURY OLD ROAD

Client:
URBAN AND RURAL ESTATES

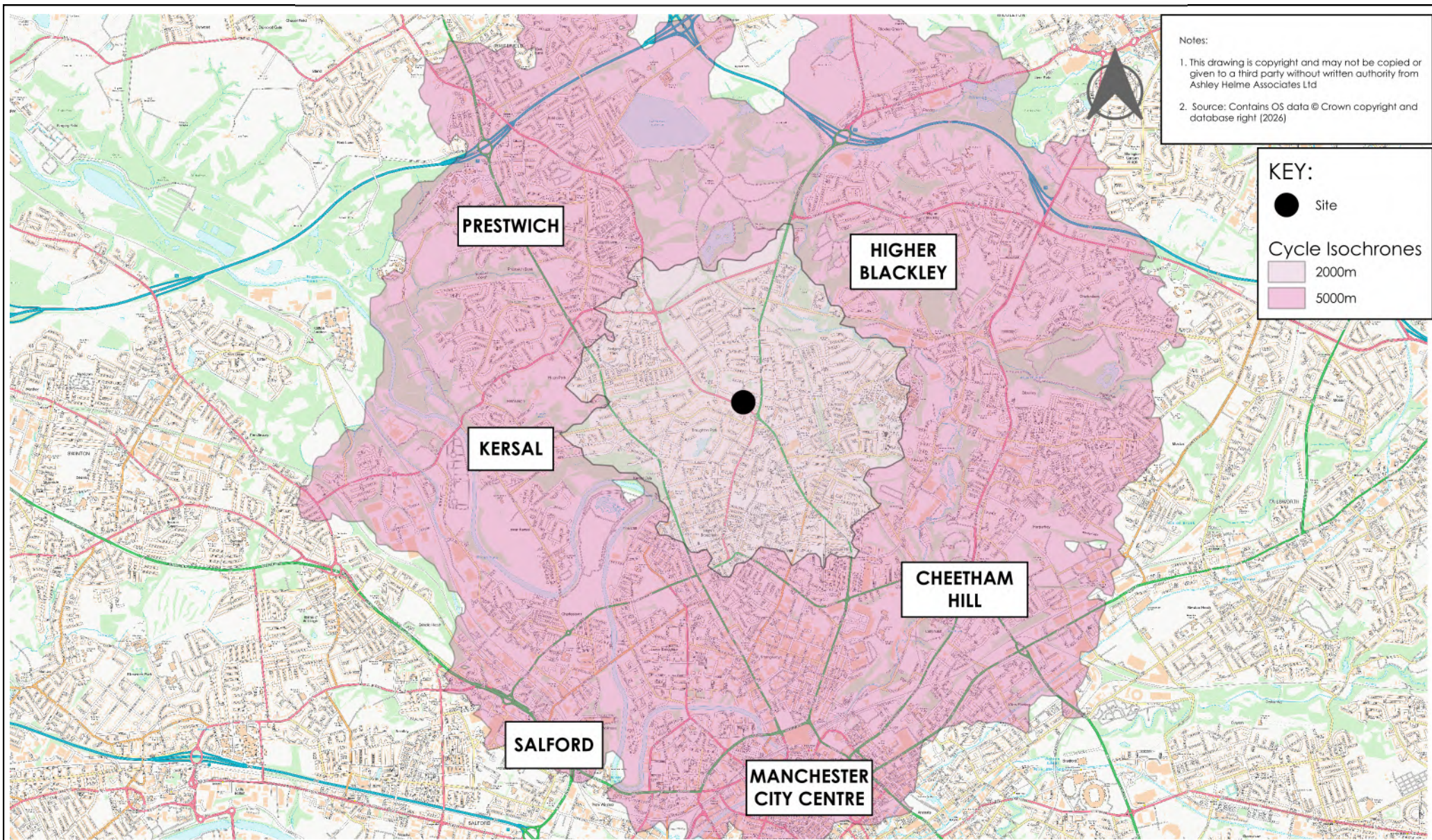
Title:
WALK ISOCHRONES AND AMENITIES

FIGURE 4.1

Date:
MAY 2026

Scale:
NTS





Project: BERKELEY COURT, BURY OLD ROAD	Title: CYCLE ISOCHRONES	FIGURE 4.2		
Client: URBAN AND RURAL ESTATES		Date: MAY 2026	Scale: NTS	

Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		
Services calling on Middleton Road within 200m of Site (a circa 2-to-3-minute walk)					
59	Picadilly Gardens- Cheetham Hill- Middleton- Oldham Mumps Interchange	10 mins	10 mins	20 mins	SC
94	Bury- Prestwich, Cheetham Hill- North Manchester General Hospital	2 trips ^[1]	-	-	SC
715	Co-op Academy North Manchester-Cheetham Hill- Strangeways Hodgson Street	2 trips ^[1]	-	-	SC
717	Our Lady's High School- Chetwood Primary School	2 trips ^[1]	-	-	SC

Services calling on Bury Old Road within 150m of Site (a circa 2-to-3-minute walk)					
94	Bury – Prestwich - Cheetham Hill - North Manchester General Hospital	60 mins ^[2]	2 trips	120 mins	SC
135	Picadilly Gardens- Cheetham Hill- Heaton Park- Bury	10 mins	10 mins	10 mins	SC

Table 4.1 Bus Services & Frequencies

Notes:

- 1) Service operates as a school bus running before and after school.
- 2) Service calls at Bury Old Road at 1947 and 2132.
- 3) All services calling at Middleton Road and Bury Old Road are part of the Bee Network.

Key:

SC Stagecoach

Source:

www.stagecoachbus.com

www.tfgm.com

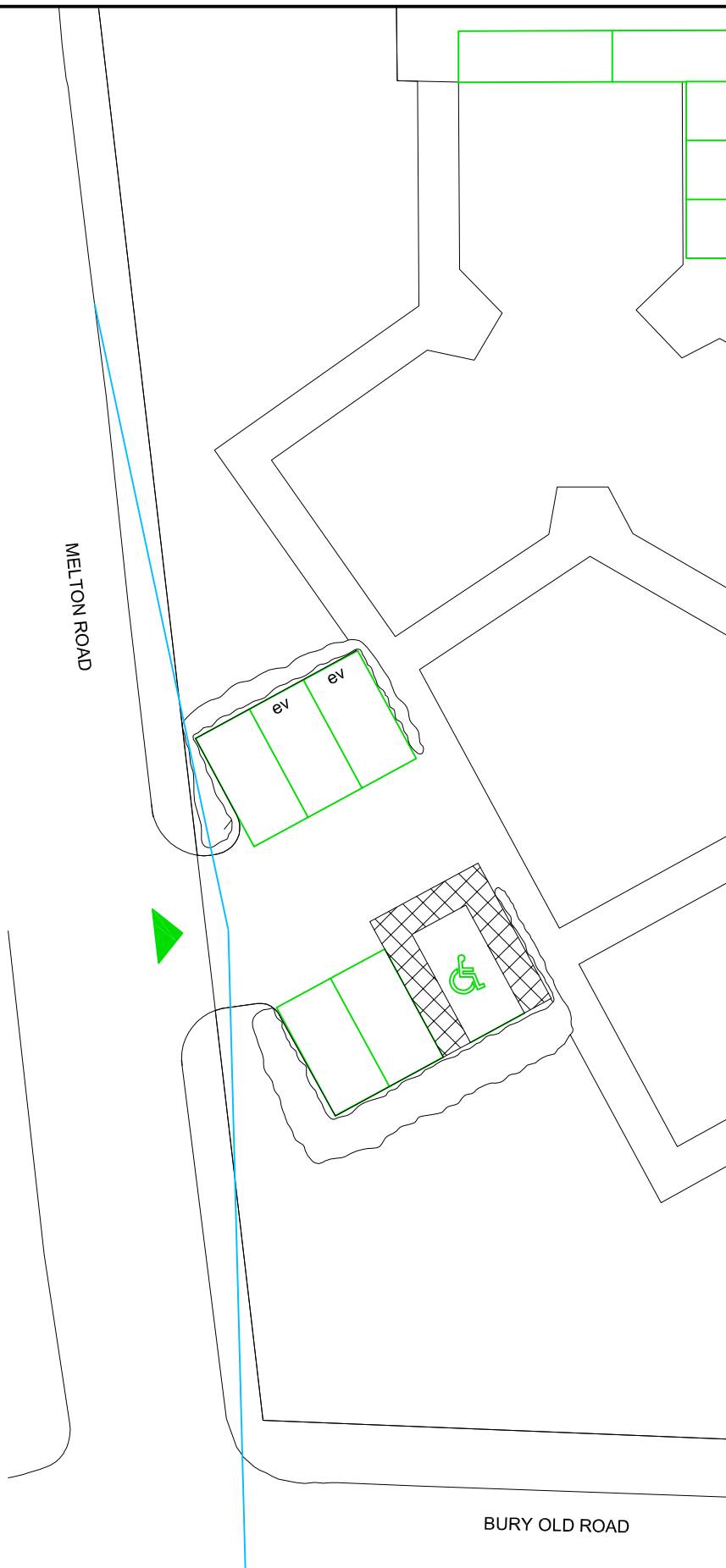
Drawings

Notes:

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Key:

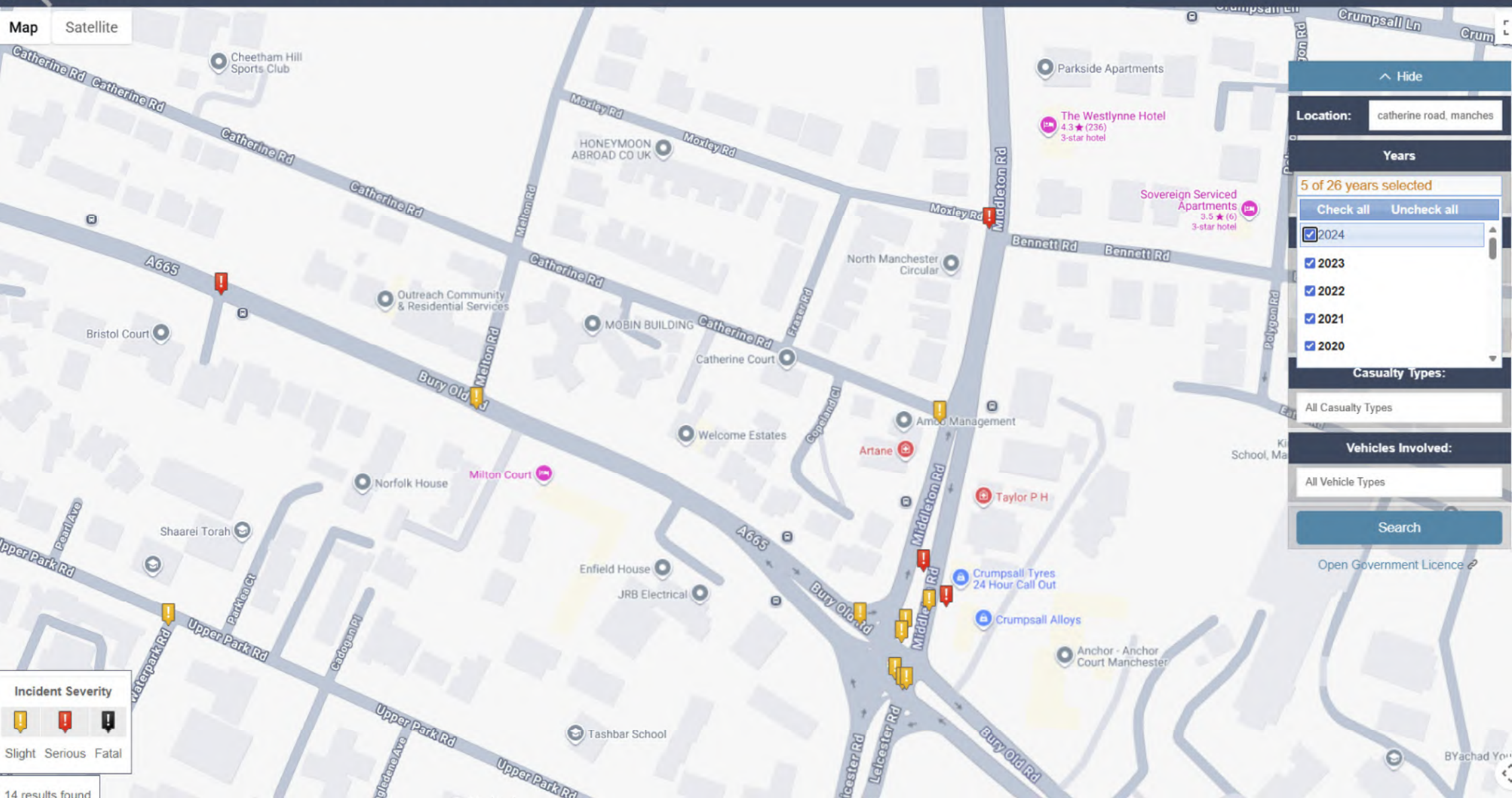
 2.4m x 25m visibility splay



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Project	BERKELEY COURT, BURY OLD ROAD	Client	URBAN AND RURAL ESTATES	Drawing No	2043/01	Rev	
Title	PROPOSED ACCESS ARRANGEMENTS: MELTON ROAD	Date	MAY 2026	Scale	1:250@A4	 ASHLEY HELME ASSOCIATES	

Map Satellite



B Architect Site Plan
