

**Land at Didsbury Road,
Heaton Mersey**

TRANSPORT STATEMENT

Report prepared for
Anwyl Partnerships

March 2022

Report Reference 1767/1/B



ASHLEY HELME
ASSOCIATES



Transport Statement

Land at Didsbury Road, Heaton Mersey

Client: Anwyl Partnerships
Report Ref: 1767/1/B
Status: Final
Date: March 2022

Ashley Helme Associates Ltd

76 Washway Road
SALE, Manchester
M33 7RE

Telephone
0161 972 0552

aha@ashleyhelme.co.uk
www.ashleyhelme.co.uk

COPYRIGHT

© 2022 by Ashley Helme Associates Ltd
No part of this publication may be reproduced by any means
Without the permission of Ashley Helme Associates Ltd



Transport Statement

Land at Didsbury Road, Heaton Mersey

Chapter	Page
1. Introduction	1
2. Policies and Principles of Access Strategy	3
3. Highway Network	9
4. Proposed Site Access Arrangements	11
5. Accessibility By Non-Car Modes	14
6. Traffic Flows	18
7. Summary & Conclusions	21

Figures

1.1	Location Plan
5.1	Walk Isochrones & Amenities
5.2	Cycle Isochrones
5.3	National Cycle Network Routes
5.4	TfGM Cycle Routes

Tables

4.1	Bus Services & Frequencies
-----	----------------------------

Drawings

Drg No 1767/01/A	Site Access Arrangements
Drg No 1767/SP/02	Swept Path Analysis: Refuse Vehicle

Appendices

A	Accident Data
B	TRICS



1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Anwyl Partnerships to prepare a Transport Statement (TS) report to support the planning application for a residential development at Didsbury Road, Heaton Mersey (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 The Site was formerly occupied by the Focus School but has been subject to a recent planning application for residential development.

1.2 Planning History

1.2.1 2020 Planning Application (DC/075939)

1.2.1.1 A planning application was submitted for 34 dwellings on the same site in February 2020. The highways matters were agreed with Stockport Metropolitan Borough Council (SMBC) and the planning authority were mindful to approve the application subject to the signing of a S106 agreement. Thus, for the purposes of this report, this application is considered as an agreed fallback situation.

1.3 Proposed Development

1.3.1 The proposed development comprises 72 apartments for older people (Use Class C3) and 10no homes.

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 3. The proposed Site access arrangements are outlined in Chapter 4.

1.4.3 The accessibility of the Site by choice of mode is considered in Chapter 5.



1.4.4 The traffic impact of the proposed development is assessed in Chapter 6. The summary and conclusions of the TS are presented in Chapter 7.



2 Policies & Principles of Access Strategy

2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies. These include:

- National Planning Policy Framework (NPPF), July 2021,
- Planning Practice Guidance (PPG), March 2014,
- Stockport Core Strategy Development Plan Document (DPD), 2011.

2.2 A general thrust of current national and local policies is to promote and deliver sustainable transport objectives, and this is a key factor in defining the access strategy for the proposed development.

2.3 There are a range of documents that provide advice and guidance identifying that the historic approach of adopting rigid highway design standards and considering this in isolation is not appropriate or desirable in today's world. This includes, for example, Manual for Streets (MfS) and the associated Manual for Streets 2 (MfS2).

2.4 NPPF: Achieving Sustainable Transport

2.4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

2.4.2 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection."

2.4.3 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in **favour of sustainable development.**"*



2.5 NPPF: Promoting Sustainable Transport

2.5.1 The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 104 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals, so that:

- "a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.5.2 This is expanded in paragraph 105, which states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.5.3 NPPF states in paragraph 110 that:

" In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*



- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.5.4 NPPF makes it clear in paragraph 111 that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on **highway safety**, or the **residual cumulative impacts on the road network** would be **severe**."* (AHA emphasis).

2.5.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 112, NPPF sets out that development should:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.6 PPG

2.6.1 The Department for Communities and Local Government (DCLG) launched the Planning Practice Guidance (PPG) web-based resource on 6 March 2014. The PPG includes advice on



when transport assessments and transport statements are required, and what they should contain.

2.6.2 The PPG states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

2.6.3 With respect to Transport Assessments and Statements, PPG sets out that:

“The key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.”*

2.6.4 With respect to Travel Plans, PPG sets out that:

“Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- *benchmark travel data including trip generation databases;*



- *information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- *relevant information about existing travel habits in the surrounding area;*
- *proposals to reduce the need for travel to and from the site via all modes of transport; and*
- *provision of improved public transport services."*

2.7 Stockport Metropolitan Borough Council Core Strategy (2011)

2.7.1 The Stockport Metropolitan Borough Council (SMBC) Core Strategy, forms part of the Local Development Framework and sets out the vision and spatial strategy for the borough up to 2026.

2.7.2 Core Policy CS9: Transport and Development, states:

"3.432 The Council will require that development is in locations which are accessible by walking, cycling and public transport.

3.433 The Council will support development which reduces the need to travel by car.

3.434 Development will be required to consider the needs of the most vulnerable road users first, using the following road user hierarchy: Pedestrians Cyclists Public transport Goods traffic Powered two wheelers Private car traffic Long-distance freight and private car traffic.

2.7.3 Para 3.477 within Policy T-1 Transport and Development, states:

"3.477 New development, notably that generating significant numbers of trips, will be required to be sustainably accessible by public transport, walking and cycling."

2.7.4 Para 3.479 within Policy T-1 Transport and Development sets out the requirement for the preparation of Transport Statements and Travel Plan. Para 3.479 states:

"3.479 Planning applications for new development that may have significant or specific transport implications will be expected to be accompanied by a Transport Assessment or Transport Statement and Travel Plan/Travel Plan Statement, the form of which will be dependent on the scale and nature of the development and its transport implications."



2.8 Principles of the Access Strategy

2.8.1 The access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local and national policies.

2.8.2 The accessibility of the Site for those travelling on foot, cycle and public transport is reviewed in Chapter 5, and takes account of the existing and proposed facilities. The proposed development takes account of the needs of the mobility impaired.

2.9 Summary

2.9.1 In summary, the development proposal respects and promotes the principles of transport sustainability, and is consistent with national and local transport policy objectives.



3 Highway Network

3.1 The Site has frontage on Didsbury Road. There are 2no existing accesses on Didsbury Road that formerly served the Focus School.

3.2 Existing Conditions

3.2.1 Didsbury Road

3.2.1.1 Didsbury Road is a single carriageway road and is subject to a 30mph speed limit in the vicinity of the Site.

3.2.1.2 The carriageway width of Didsbury Road is circa 7.0m along the Site frontage and 1.3m wide cycle lanes are present on both sides of the road. There is an uphill gradient on Didsbury Road Street in a westbound direction.

3.2.1.3 There is footway on both sides of Didsbury Road and street lighting is present.

3.2.1.4 There are residential properties on land opposite the Site and all of these benefit from off-road parking provision.

3.2.1.5 Didsbury Road is a bus route. There are bus stops located within a circa 250m walk from the centre of the Site.

3.2.1.6 Didsbury Road provides a link between A34 to the west and junction 1 of the M60 to the east. Bankhall Road and Disbury Road form a signal junction circa 85m west of the Site.

3.2.2 Accident History

3.2.2.1 The Crashmap website has been interrogated for the latest available five-year accident records for Didsbury Road in the vicinity of the Site. The Crashmap accident records cover the 5-year period from 2017 to 2021.

3.2.2.2 The Crashmap website shows that there were no recorded accidents on Didsbury Road along the frontage of the Site.

3.2.2.3 There was a single recorded accident to the east of the Didsbury Road/Mirfield Avenue junction. This accident was recorded in 2018 and the severity of the accident was classed as serious. The accident involved a collision between 2 vehicles and there was 1 casualty.



- 3.2.2.4 There were 4 recorded accidents at the Bankhall Road/Didsbury Road junction, to the west of the Site. There were 3 accidents classified as slight and 1 accident classed as serious. The accidents occurred in different years except for 2no recorded accidents in 2019.
- 3.2.2.5 Review of the accidents data shows that there is no evidence of a recurring accident problem. Therefore, it is concluded that accident mitigation/remedial measure are not required as part of the proposed development.



4 Proposed Site Access Arrangements

4.1 Access Strategy

4.1.1 It is proposed to form a priority-controlled junction on Didsbury Road to serve the residential development.

4.2 Site Access Arrangements

4.2.1 The Focus School was formerly served by 2no priority-controlled junctions on Didsbury Road. The western junction operated as an entry only access and the eastern junction exit only.

4.2.2 It is proposed to serve the development by a single point of vehicular access towards the western boundary of the Site. The existing eastern access will be closed as part of the proposed development. The access arrangements are comparable to those agreed for the DC/075939 planning application for 34 dwellings.

4.2.3 The Site Access arrangements are shown on Drg No 1767/01/A. This shows the formation of a priority controlled junction on Didsbury Road. The proposed junction geometry comprises:

- Introduce new Site access, forming a 'T' junction with Didsbury Road;
- Access junction to operate under priority (give-way) control;
- Provide 5.5m wide carriageway;
- Provide 2.0m wide footway on west side of access road extending into the development;
- Provide 1.5m wide footway on east side of access road, extending circa 15m into the Site;
- Provide 6.0m corner radii;
- 2.4m x 40m visibility splays.

4.3 Swept Path Analysis

4.3.1 A swept path analysis has been undertaken of the proposed access to demonstrate that a refuse vehicle can serve the Site. The swept path analysis is shown on Drg No 1767/SP/02.

4.4 Parking

4.4.1 The Stockport Council parking standards for new developments are set out in Appendix 9 of the Stockport Unitary Development Plan Review. The standards are maximum standards for car parking provision.



4.4.2 **Houses**

4.4.2.1 The Stockport parking standards for houses sets out a parking provision of 2no spaces per dwelling. The parking standard does not seek a level of parking provision related to the number of beds per property. The proposed development comprises 10no 4 bed town houses. The proposed development shows provision for 3no off road parking spaces per dwelling. This approach would help to reduce the potential for on-road parking in the vicinity of the proposed dwellings.

4.4.2.2 Appendix 9 of the Stockport Unitary Development Plan Review also sets out the cycle parking standards. The standards are minimum standards for cycle parking provision. Appendix 9 sets out that there should be 1 space per house in lockable store if no garage is provided. The proposed development will provide secure cycle stores at each house to comply with Stockport cycle standards.

4.4.3 **Apartments for the Elderly**

4.4.3.1 With respect to Use Class C3 category, the specific use that offers the 'closest match' to the proposed development is Sheltered Housing. The parking standards for Use Class C3 set out a maximum parking standard of 1 space per 3 dwellings and 1 space per 2 warden dwellings.

4.4.3.2 The proposed development comprises 72 apartments for older people (Use Class C3). The precise staffing of the apartments is not currently known. However, it is envisaged the site could employ 2 full-time equivalent staff. Based on the above, application of the parking standards would equate to a requirement for 25 car park spaces.

4.4.3.3 The proposed development shows the provision of a 28 space car park. In addition, 9 visitor parking spaces are proposed on the northern frontage of the proposed apartments.

4.4.3.4 As set out above, the uses in the Stockport parking standards do not precisely match the proposed development. The proposed car park provision will be used by residents, employees and visitors. The proposed parking provision will meet the operational requirements of the proposed development.

4.4.3.5 It is proposed to provide a mobility scooter store within the proposed building, as shown on the Site layout plan which accompanies the planning application. In addition, the scheme includes a bike store for visitor cycle parking.



4.5 Summary

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



5 Accessibility By Non-Car Modes

5.1 Walk

5.1.1 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.

5.1.2 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 80% of journeys are carried out on foot.

5.1.3 The NTS also sets out that, on average, people:

- (i) undertake 250 walk trips per year,
- (ii) walk a total of 205 miles per year,
- (iii) spend 17 minutes walking per trip.

Based on the total walk distance of 205 miles and 250 trips per year, this means that the average walk trip is about 0.8 miles (circa 1.3km).

5.1.4 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 5.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

5.1.5 Review of Figure 5.1 shows that there are a range of amenities that are within a 1200m walk of the Site, including:

- (i) Transport: Bus stops,
- (ii) Leisure: Pub/restaurants and food outlets, salons, sports grounds/clubs, leisure centre, playgrounds,
- (iii) Education: Primary schools, nurseries,
- (iv) Health: Dentist, pharmacy, health centres, opticians,
- (v) Community: Places of worship, library, community centre,
- (vi) Shopping: Supermarket, convenience stores, post office, bakery, ATM/bank,
- (vii) Employment: Business parks/industrial estates.



5.1.6 There are clusters of amenities on Moorside Road and Heaton Moor Road in Heaton Moor, to the north of the Site. The amenities are located within or just beyond an 800m walk from the Site. Similarly, there are a cluster of amenities on Didsbury Road in Heaton Mersey, within a circa 1200m to 1600m walk of the Site. Stockport town centre is accessible within a circa 2km walk from the proposed development.

5.1.7 It is evident from Figure 5.1 that there are a range of amenities within a practical walk of the Site including schools, shops, pharmacies, dentists and health centres, amongst others. This provides very good opportunity for people to under walk trips for a variety of journey purposes.

5.1.8 Walk Route to School

5.1.8.1 The Site is located within walking distance of the following primary schools:

- (i) St Winifred's Roman Catholic Primary School,
- (ii) Didsbury Road Primary School, and,
- (iii) Mersey Vale Primary School.

5.1.8.2 St Winifred's Roman Catholic Primary School and Didsbury Road Primary School are located on Didsbury Road to the west of the Site. The schools are located within a 495m and 850m walk, respectively, from the Site centroid. The route to both schools comprises continuous footway and street lighting. There is an assisted crossing of Briars Mount at the Didsbury Road/Bankhall Road/Briars Mount signal junction on the desire line to both schools.

5.1.8.3 Mersey Vale Primary School is located within a circa 550m walk to the south of the Site. The most direct walk route comprises:

Didsbury Road – footpath – Masefield Drive – Briars Mount – footpath – Valley Road.

5.1.8.4 The walk route is generally along lightly trafficked residential roads and 2no footpaths. Both footpaths benefit from sealed surfaces and lighting.

5.1.9 Summary

5.1.9.1 It is clear that there are a range of amenities within a practical walk of the Site, providing very good opportunity to undertake walk journeys to/from the proposed development.



5.2 Cycle

- 5.2.1 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.
- 5.2.2 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)
- 5.2.3 Figure 5.2 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 5.2 highlights that a large area of south Manchester is within a 5km cycle ride of the Site. This includes Heaton Mersey, Heaton Moor, Heaton Chapel, Stockport, Cheadle, Didsbury, Withington, Levenshulme and Reddish. This provides good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes.
- 5.2.4 Figures 5.3 & 5.4 present the national, regional and TfGM cycle route networks in the vicinity of the Site. Review of Figure 5.3 shows that National Cycle Route 55 (NCN 55) is located circa 150m to the east of the Site on Branksome Road. There is an existing Toucan crossing at the point the route crosses Didsbury Road in the vicinity of the junction with Branksome Road. NCN 55 is a long distance route that provides cycle links locally to Didsbury and Stockport. Review of Figure 5.4 shows the TfGM cycle routes provide a means of connecting to the NCN routes by cycling along on-road advisory cycle routes. Didsbury Road, along the frontage of the Site, is designated on-road cycle route by TfGM. There is a mixture off on-road and shared footway/cycle facilities along Didsbury Road.
- 5.2.5 The cycle routes provide excellent opportunity for residents, visitors and employees to undertake cycle journeys for a variety of purposes.

5.3 Public Transport

- 5.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus.
- 5.3.2 Table 5.1 summarises the scheduled bus services calling at the bus stops within a 400m walk of the Site. The closest bus services call on Didsbury Road within a circa 220m walk from the Site.



5.3.3 The bus services provide links to a range of destinations including Didsbury, Stockport, Stretford, Urmston and The Trafford Centre, amongst other locations. The services provide approximately 9 buses per hour in each direction on a typical weekday, representing 17 buses per hour in both directions. The services operate during the typical commuting peak periods. The frequent bus services provide opportunity for residents, employees and visitors to the Site to travel to a range of destinations by bus.

5.4 Summary

5.4.1 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.



6 Traffic Flows

6.1 Peak Periods

6.1.1 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.

6.2 Generated Traffic: Fallback

6.2.1 A planning application was submitted for 34 dwellings on the same site in February 2020. The highways matters were agreed with Stockport Metropolitan Borough Council (SMBC) and the planning authority were mindful to approve the application subject to the signing of a S106 agreement. Thus, for the purposes of this report, this application is considered as an agreed fallback situation.

6.2.2 The trip rates for houses that were agreed with SMBC for the 34 dwellings are as follows:

	ARR	DEP	2-WAY
AM	0.157	0.412	0.569
PM	0.306	0.162	0.468

6.2.3 The consequent estimate of traffic generated by the 34 dwellings is:

	ARR	DEP	2-WAY
AM	5	14	19
PM	10	6	16

6.3 Generated Traffic: Proposed Development

6.3.1 The proposed development comprises 72 apartments for the elderly (Use Class C3) and 10no homes. It is necessary to estimate the traffic generated by the proposed development.



6.3.2 Apartments for the Elderly

6.3.2.1 TRICS is interrogated for information about trip generation rates for retirement flats. Criteria adopted for this interrogation include:

- Retirement Flats,
- 40 to 90 dwellings,
- All surveys 2013 or more recent,
- Any sites in London and Ireland manually removed from the database, on the basis that they may have significantly different trip patterns than the Site.

6.3.2.2 On this basis, 5 sites are identified and the results of the TRICS interrogation are included in Appendix A. TRICS explicitly states that the 85%ile statistic is not reliable for a database with less than 20 entries. Thus, average trip rates are adopted to estimate the traffic generated by the proposed development.

6.3.2.3 The AM and PM peak hour house trip rates based on the above TRICS interrogation are:

	ARR	DEP	2-WAY
AM	0.037	0.050	0.087
PM	0.066	0.056	0.122

6.3.2.4 The consequent estimate of traffic (in vehicles) generated by the apartments is:

	ARR	DEP	2-WAY
AM	3	3	6
PM	5	4	9

6.3.3 Houses

6.3.3.1 The trip rates that were agreed with SMBC for the 34 dwellings are adopted for the proposed houses. The agreed trip rates are:

	ARR	DEP	2-WAY
AM	0.157	0.412	0.569
PM	0.306	0.162	0.468



6.3.3.2 The consequent estimate of traffic generated by the proposed 10no dwellings is:

	ARR	DEP	2-WAY
AM	2	4	6
PM	3	2	5.

6.3.4 Total Generated Traffic

6.3.4.1 The total generated traffic by the proposed development is as follows:

	ARR	DEP	2-WAY
AM	5	7	12
PM	8	6	14.

6.5 Net Impact of the Proposed Development

6.5.1 The proper context in which to assess the traffic impact of the proposed residential development is the difference in traffic generated by the proposed use and the fallback situation in the AM and PM peak hours.

6.5.2 The net impact of the proposed development is set out below:

	AM			PM		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
Fallback Devt	5	14	19	10	6	16
Proposed Devt	5	7	12	8	6	14
Net Impact	0	-7	-7	-2	0	-2.

6.5.3 Review of the above shows that the proposed residential development is estimated to generate a **net reduction** of **7** vehicular movements in the AM peak hour when compared with the fallback situation. In the PM peak hour, the proposed development will generate a **net reduction** of **2** vehicular movements.

6.5.4 It is concluded that the proposed development has **no material** traffic impact on the operation of the highway network, and no further analysis of development traffic impact is required.



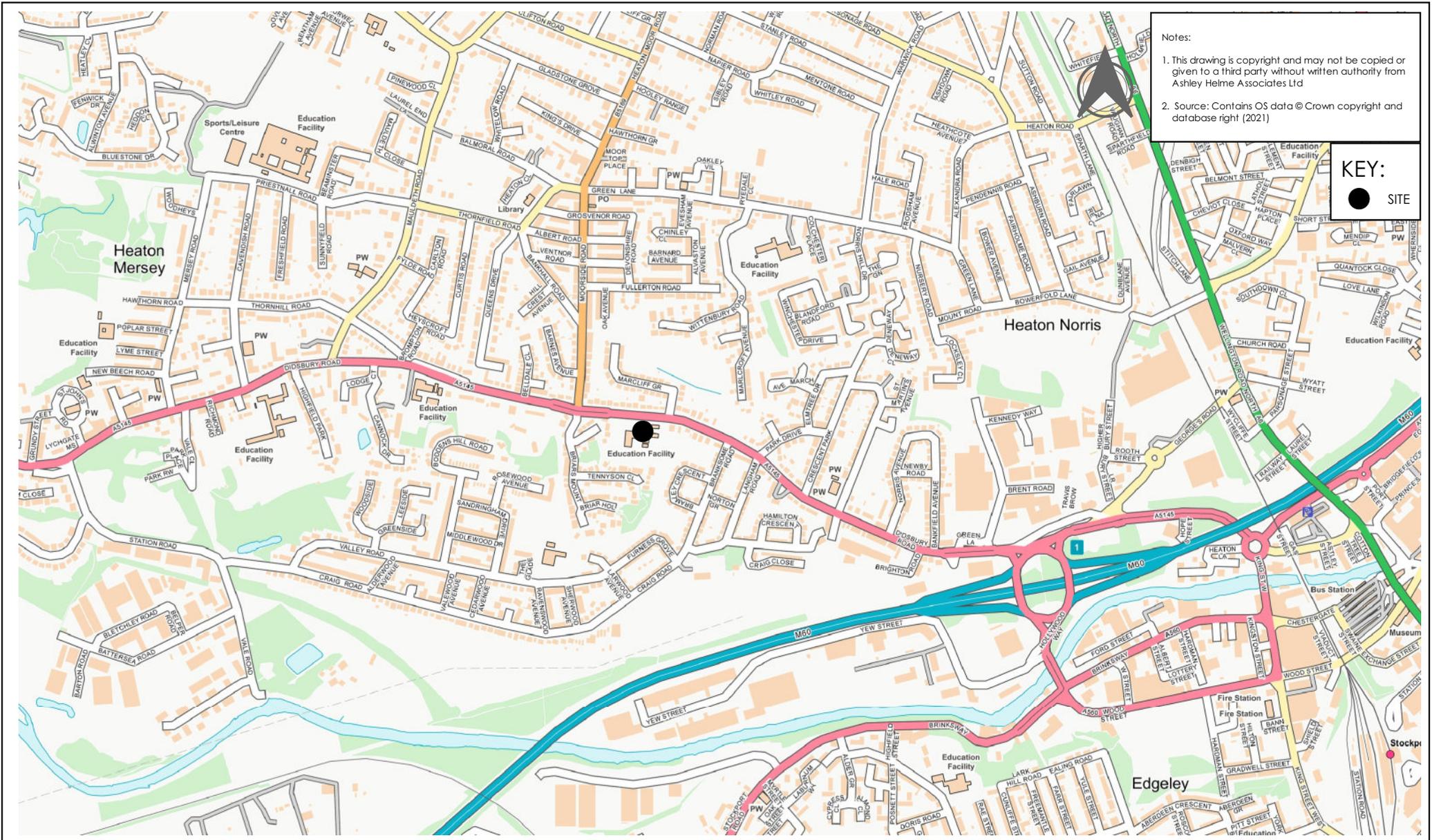
7 Summary & Conclusions

- 7.1 Ashley Helme Associates Ltd (AHA) are appointed by Anwyl Partnerships to prepare a Transport Statement (TS) report to support the planning application for a residential development at Didsbury Road, Heaton Mersey. The location of the Site is indicated on Figure 1.1, in the context of the local highway network.
- 7.2 A planning application was submitted for 34 dwellings on the same site in February 2020. The highways matters were agreed with Stockport Metropolitan Borough Council (SMBC) and the planning authority were minded to approve the application subject to the signing of a S106 agreement. Thus, for the purposes of this report, this application is considered as an agreed fallback situation.
- 7.3 The proposed development comprises 72no apartments for older people and 10no houses.
- 7.4 The proposed access arrangements are presented on Drg No 1767/01/A. This shows the formation of a priority controlled 'T' junction on Didsbury Road. The access arrangements are comparable to those agreed for the DC/075939 planning application for 34 dwellings.
- 7.5 Swept path analysis has been undertaken and this confirms that the proposed access arrangements can accommodate the tracking movements of a refuse vehicle.
- 7.6 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is very good opportunity for residents, employees and visitors to undertake trips on foot, by cycle and by public transport. This is in accordance with national and local policy aims and objectives.
- 7.7 Analysis is undertaken of the traffic impact of the proposed development on the local highway network. The proper context in which to assess the traffic impact of the proposed residential development is the difference in traffic generated by the proposed use and the fallback situation in the AM and PM peak hours. The proposed development is estimated to generate a **net reduction** of **7** vehicular movements in the AM peak hour when compared with the fallback situation. In the PM peak hour, the proposed development will generate a **net reduction** of **2** vehicular movements.
- 7.8 It is concluded that the traffic generated by the proposed development will **not** have a detrimental impact on the operational performance of the local highway network.
- 7.9 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



Notes:

1. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
2. Source: Contains OS data © Crown copyright and database right (2021)

KEY:
 ● SITE

Project:
 DIDSBURY ROAD, HEATON MERSEY

Title:
 LOCATION PLAN

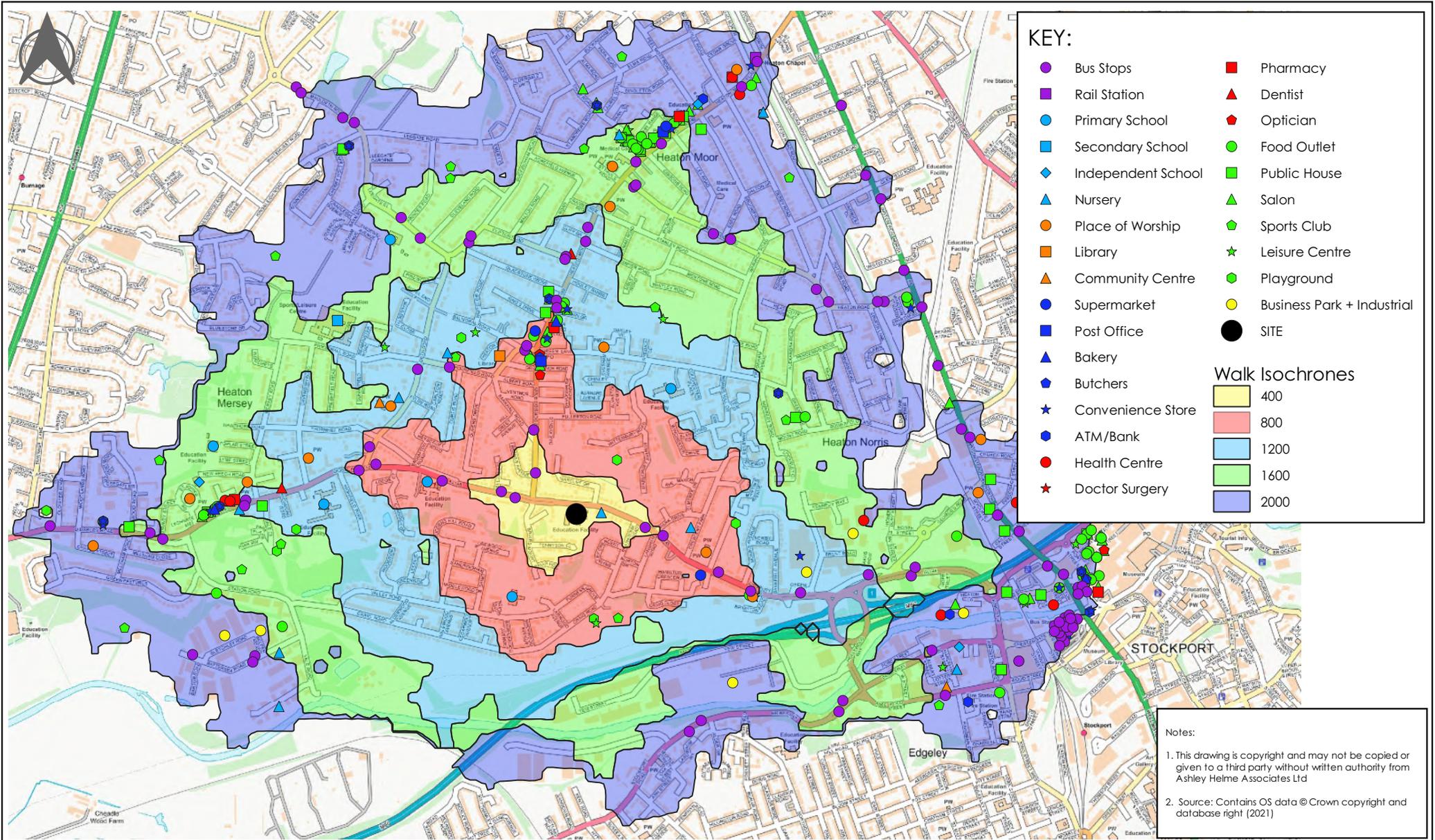
FIGURE 1.1

Client:
 ANWYL PARTNERSHIPS

Date:
 SEPTEMBER 2021

Scale:
 NTS





KEY:

● Bus Stops	■ Pharmacy
■ Rail Station	▲ Dentist
● Primary School	◆ Optician
■ Secondary School	● Food Outlet
◆ Independent School	■ Public House
▲ Nursery	▲ Salon
● Place of Worship	◆ Sports Club
■ Library	★ Leisure Centre
▲ Community Centre	● Playground
● Supermarket	● Business Park + Industrial
■ Post Office	● SITE
▲ Bakery	
◆ Butchers	
★ Convenience Store	
● ATM/Bank	
● Health Centre	
★ Doctor Surgery	

Walk Isochrones

■ 400
■ 800
■ 1200
■ 1600
■ 2000

Notes:

1. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
2. Source: Contains OS data © Crown copyright and database right (2021)

Project:
DIDSBURY ROAD, HEATON MERSEY

Client:
ANWYL PARTNERSHIPS

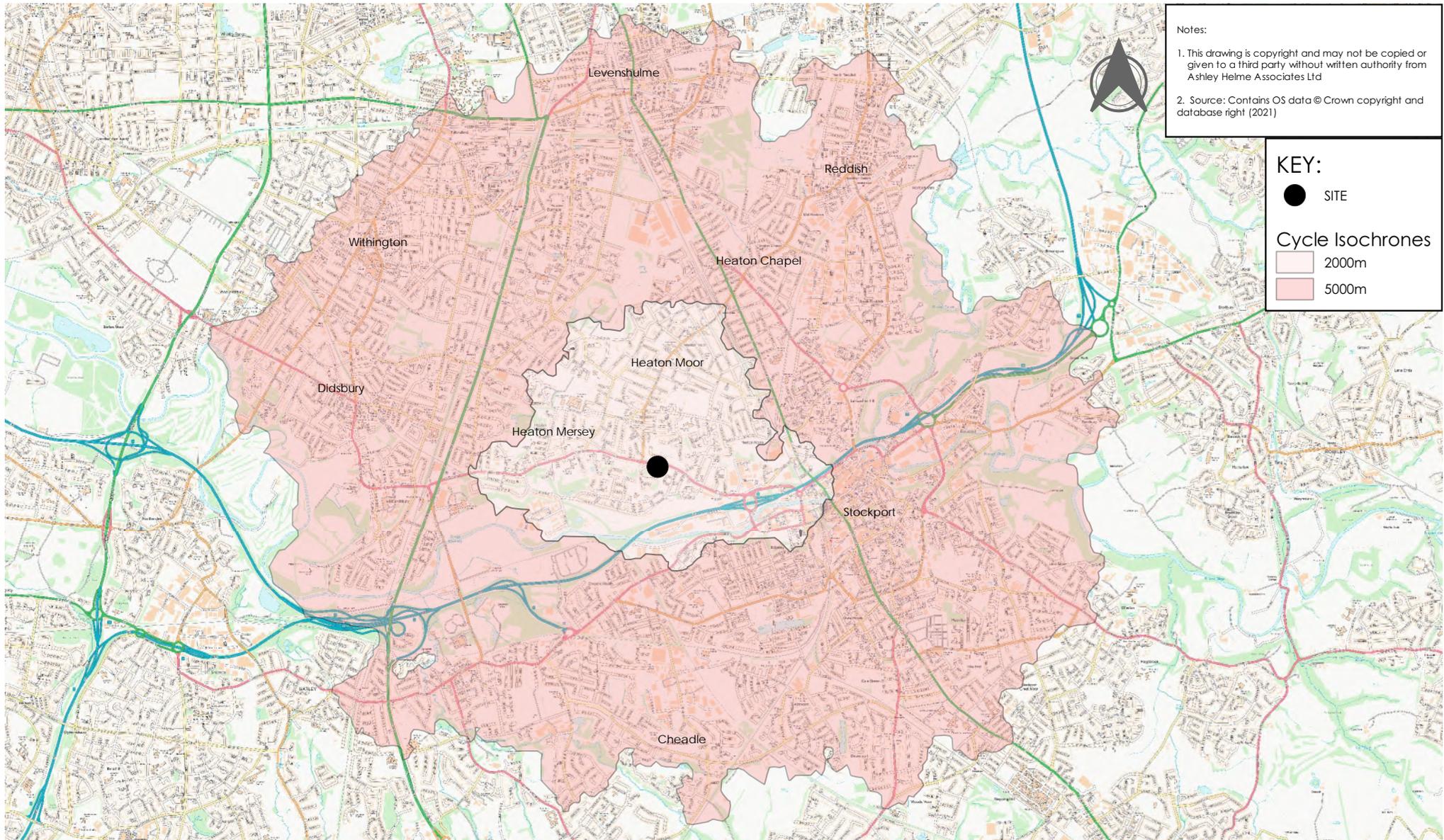
Title:
WALK ISOCHRONES AND AMENITIES

FIGURE 5.1

Date:
SEPTEMBER 2021

Scale:
NTS





Notes:

1. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
2. Source: Contains OS data © Crown copyright and database right (2021)

KEY:

- SITE

Cycle Isochrones

- 2000m
- 5000m

Project:
DIDSBURY ROAD, HEATON MERSEY

Title:
CYCLE ISOCHRONES

FIGURE 5.2

Client:
ANWYL PARTNERSHIPS

Date:
SEPTEMBER 2021

Scale:
NTS





Notes:

1. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
2. Source: Contains OS data © Crown copyright and database right (2021)

Project:
DIDSBURY ROAD, HEATON MERSEY

Title:
CYCLE ROUTES

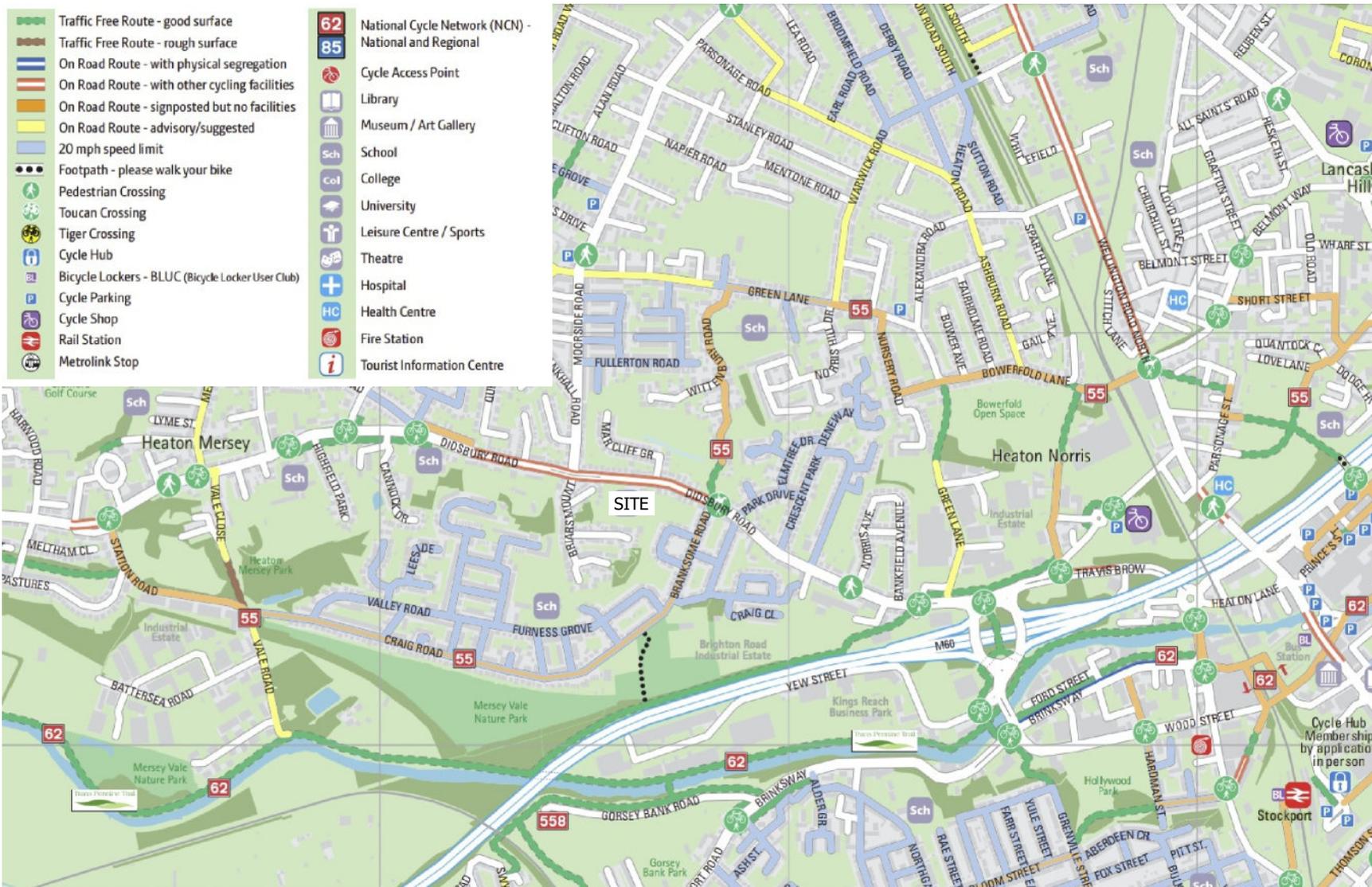
FIGURE 5.3

Client:
ANWYL PARTNERSHIPS

Date:
SEPTEMBER 2021

Scale:
NTS





Project:
DIDSBURY ROAD, HEATON MERSEY

Title:
TfGM CYCLE ROUTES

FIGURE 5.4

Client:
ANWYL PARTNERSHIPS

Date:
SEPTEMBER 2021

Scale:
NTS



Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		

Services calling within 400m of Site (a 5 minute walk)					
23	Stockport – Stretford – Urmston – The Trafford Centre	15 - 20 mins	60 mins	30 mins	SC
42	Stockport – Heaton Mersey – Didsbury – Piccadilly Gardens	30 mins	30 mins	60 mins	SC
197	Stockport – Heaton Mersey – Heaton Moor – Albert Square	20 mins	60mins	60 mins	SC
323	Stockport - Edgeley – Heaton Mersey circular	60 mins	-	-	SC

Notes:

1. Source www.tfgm.com

Key:

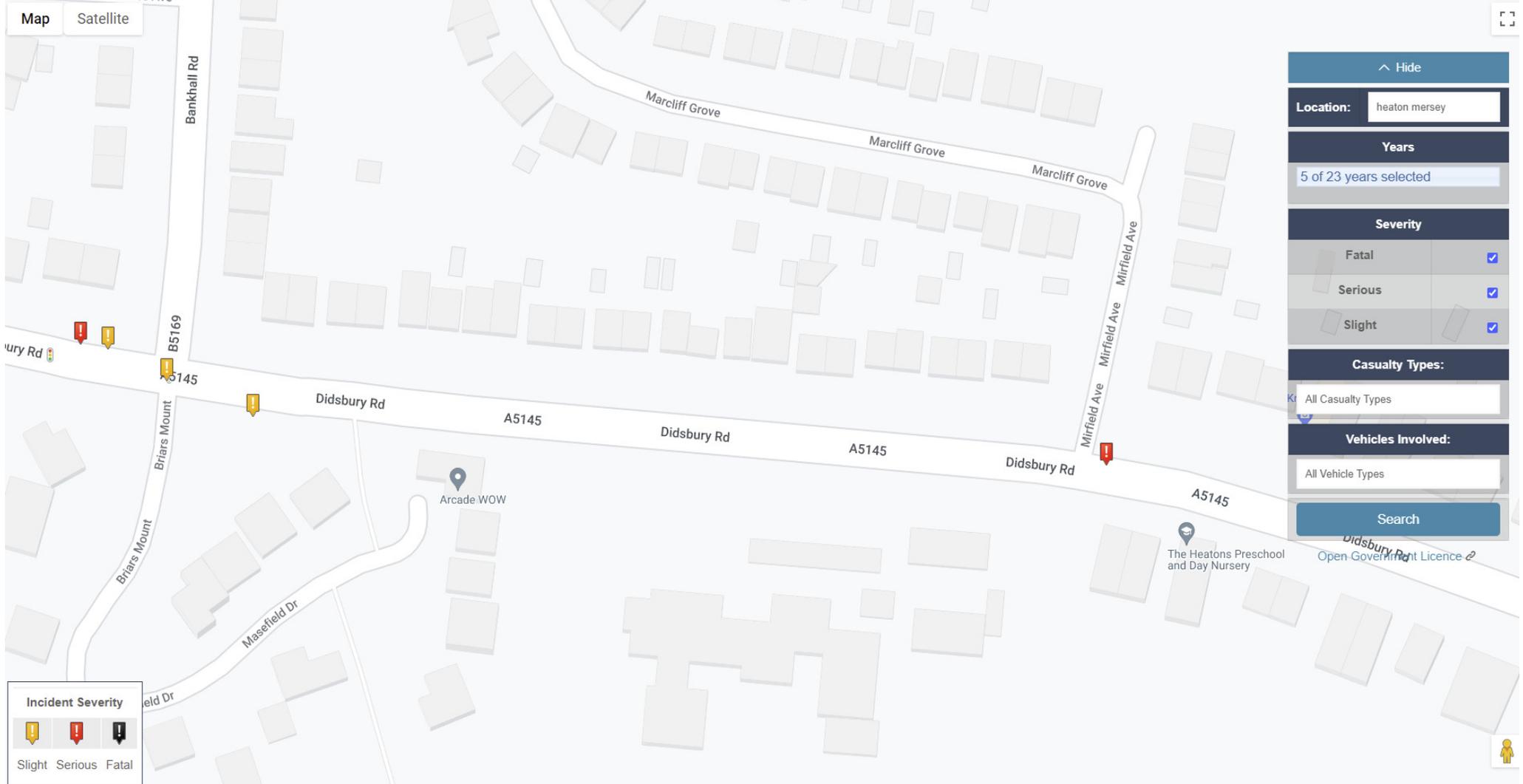
SC Stagecoach

Table 5.1 Bus Services & Frequencies

A Accident Data

Map

Satellite



^ Hide

Location: heaton mersey

Years
5 of 23 years selected

Severity

Fatal	<input checked="" type="checkbox"/>
Serious	<input checked="" type="checkbox"/>
Slight	<input checked="" type="checkbox"/>

Casualty Types:
All Casualty Types

Vehicles Involved:
All Vehicle Types

Search

Incident Severity

Slight Serious Fatal



Open Government Licence

The Heaton's Preschool and Day Nursery

Arcade WOW

Calculation Reference: AUDIT-733101-210913-0953

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	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: No of Dwellings
 Actual Range: 40 to 88 (units:)
 Range Selected by User: 40 to 90 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 20/11/19

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:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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
Neighbourhood Centre (PPS6 Local Centre)	3

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:

Residential Zone	5
------------------	---

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:

C3 5 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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 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:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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
1.1 to 1.5	3 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 5 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 5 days

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	5	60	0.003	5	60	0.013	5	60	0.016
08:00 - 09:00	5	60	0.037	5	60	0.050	5	60	0.087
09:00 - 10:00	5	60	0.056	5	60	0.080	5	60	0.136
10:00 - 11:00	5	60	0.113	5	60	0.116	5	60	0.229
11:00 - 12:00	5	60	0.106	5	60	0.086	5	60	0.192
12:00 - 13:00	5	60	0.090	5	60	0.053	5	60	0.143
13:00 - 14:00	5	60	0.076	5	60	0.073	5	60	0.149
14:00 - 15:00	5	60	0.123	5	60	0.146	5	60	0.269
15:00 - 16:00	5	60	0.073	5	60	0.047	5	60	0.120
16:00 - 17:00	5	60	0.047	5	60	0.043	5	60	0.090
17:00 - 18:00	5	60	0.066	5	60	0.056	5	60	0.122
18:00 - 19:00	5	60	0.030	5	60	0.063	5	60	0.093
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.820			0.826			1.646

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

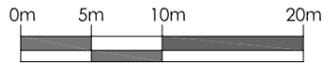
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	40 - 88 (units:)
Survey date range:	01/01/13 - 20/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

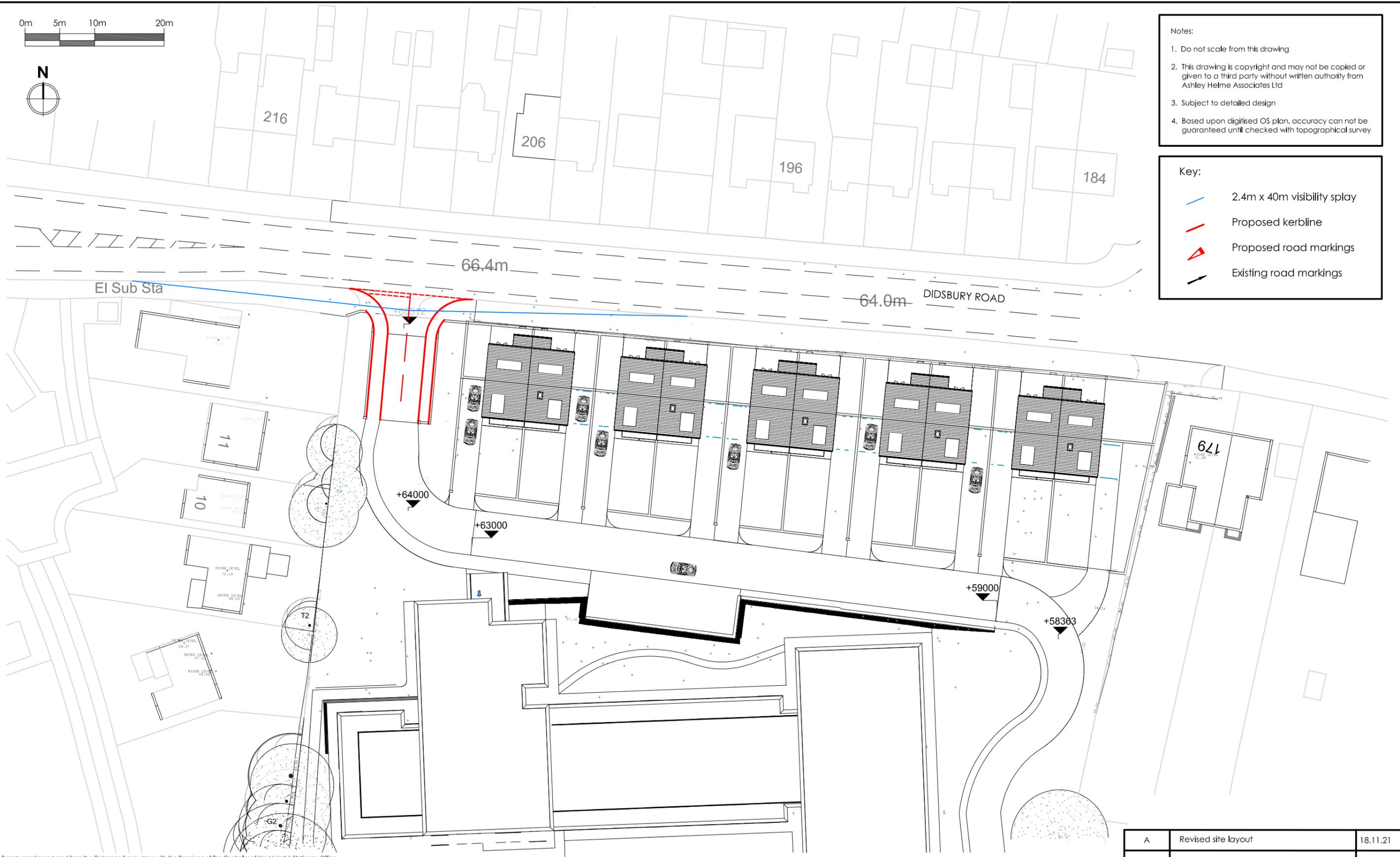
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Drawings



- Notes:
1. Do not scale from this drawing
 2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
 3. Subject to detailed design
 4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

- Key:
- 2.4m x 40m visibility splay
 - Proposed kerbline
 - Proposed road markings
 - Existing road markings



Based upon/reproduced from the Ordnance Survey Map with the Permission of The Controller of Her Majesty's Stationary Office.
 © Crown Copyright Ashley Helme Associates Ltd, 76 Washway Road, Sale, Manchester, M33 7RE. Licence No AL100015128

Rev	Description	Date
A	Revised site layout	18.11.21

Project	DIDSBURY ROAD, HEATON MERSEY
Client	ANWYL PARTNERSHIPS

Title	PROPOSED ACCESS ARRANGEMENTS
-------	------------------------------

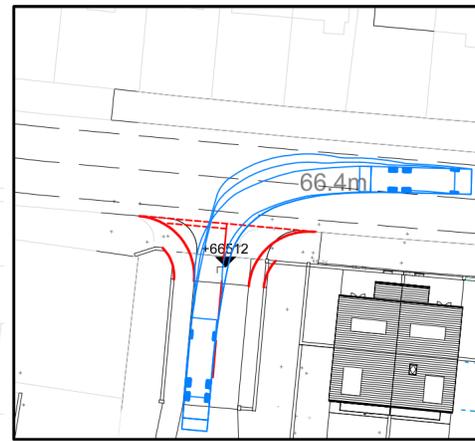
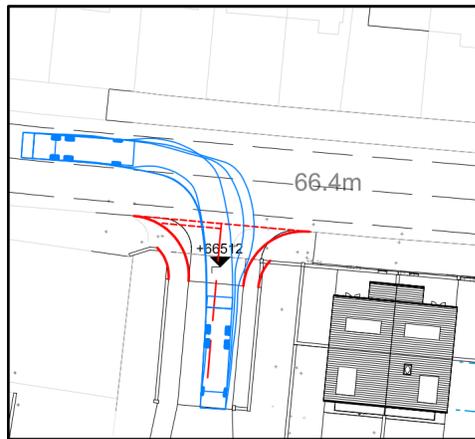
Drawing No	1767/01
Date	NOVEMBER 2021

Rev	A
Scale	1:500@A3



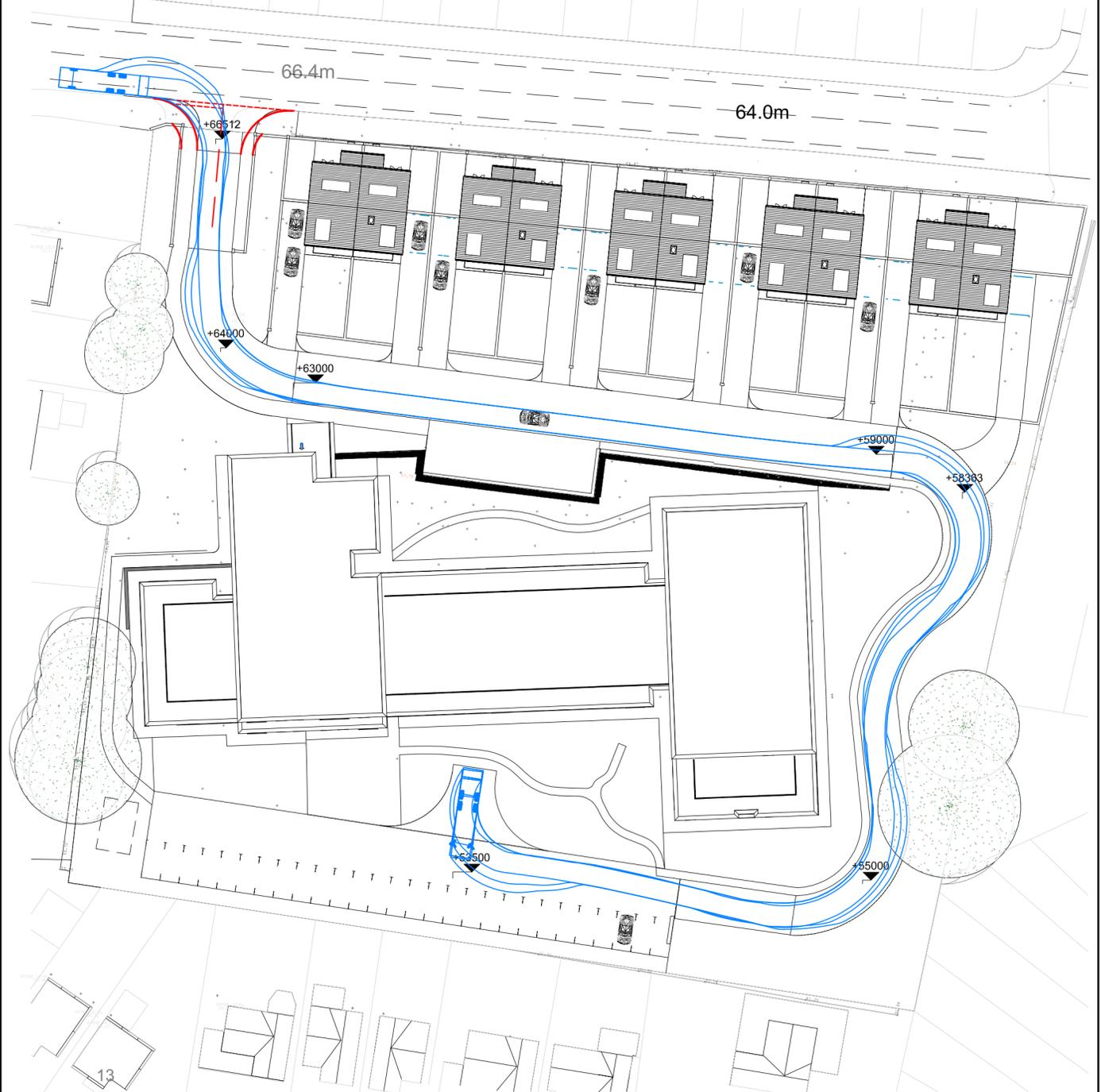
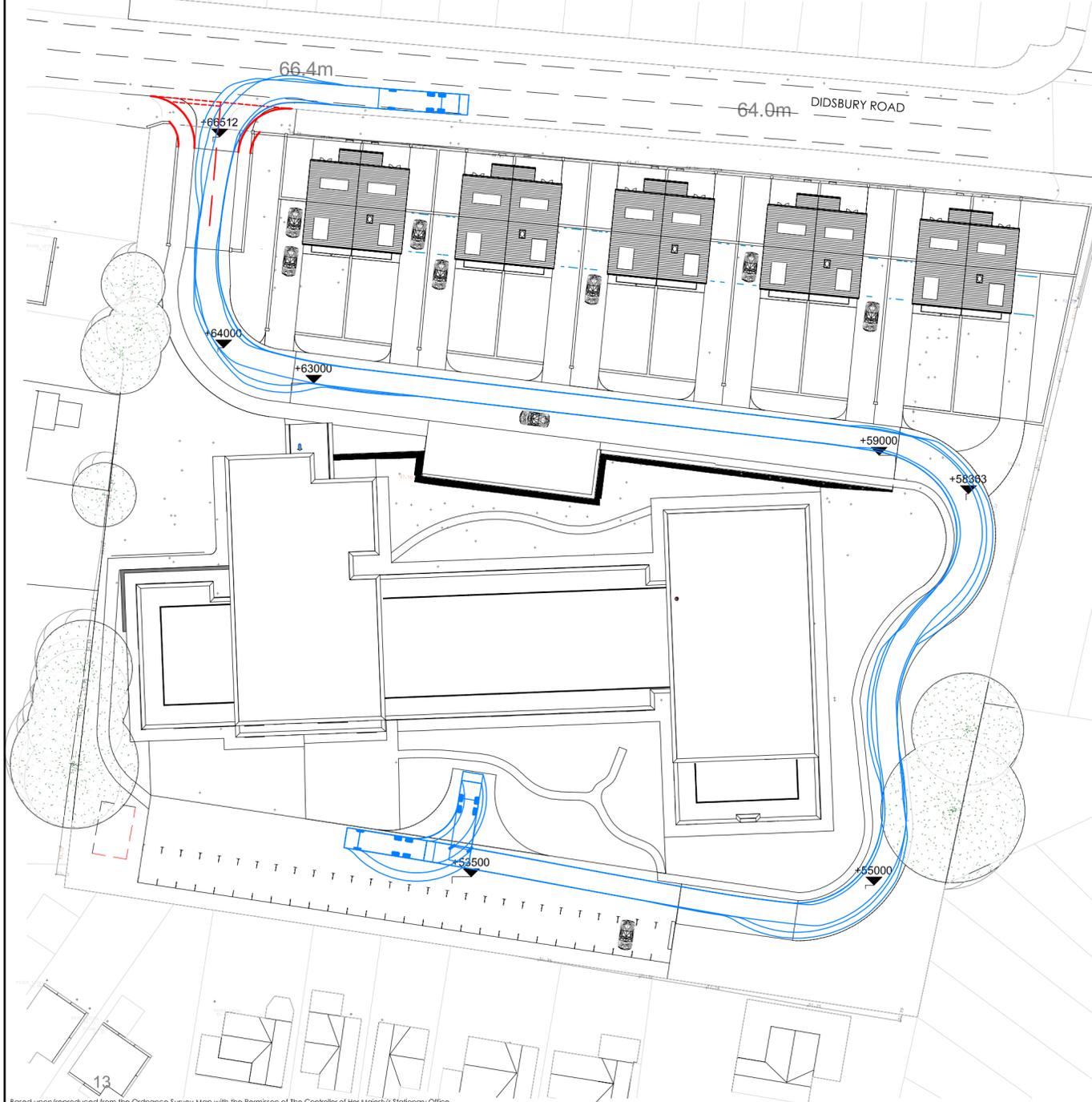
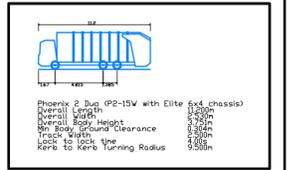
Telephone 0161 972 0552
 Email aha@ashleyhelme.co.uk
 Website www.ashleyhelme.co.uk
 Address 76 Washway Road, Sale, Manchester, M33 7RE

0m 5m 10m 15m 20m 30m 40m 50m



Notes:

1. Do not scale from this drawing
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
3. Subject to detailed design
4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey



Based upon/reproduced from the Ordnance Survey Map with the Permission of The Controller of Her Majesty's Stationary Office.
© Crown Copyright Ashley Helme Associates Ltd, 76 Washway Road, Sale, Manchester, M33 7RE. Licence No AL100013126

Project	DIDSBURY ROAD, HEATON MERSEY	Title	SWEPT PATH ANALYSIS: REFUSE VEHICLE	Dwg No	1767/SP/02	Rev		 ASHLEY HELME ASSOCIATES	Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE
Client	ANWYL PARTNERSHIPS	Date	NOVEMBER 2021	Scale	1:500@A2				