

Transport Statement

**Proposed Residential Development,
Earl Street, Heywood**

Prepared for Tang & Associates Ltd

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Prepared by: Liam Bessell

Checked by: Peter Todd

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Colwyn Chambers
19 YorkStreet
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Tang & Associates Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development comprising 23 apartments off Earl Street in Heywood Town Centre, Rochdale.

Planning Background

- 1.2 The application site has an extensive planning background with a number of planning permissions being granted for both residential and mixed-use schemes. The most recent permission comprised a residential development of 14 apartments (LPA Ref 15/01480/FUL). The scheme was car free and planning permission was granted in September 2016.
- 1.3 As a result, it is clear that the principle of car free residential development has been well established on this site.

Purpose and Structure of This Report

- 1.4 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.5 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform Rochdale Metropolitan Borough Council (RMBC), as the local highway and planning authority, regarding the nature and magnitude of their impact.
- 1.6 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

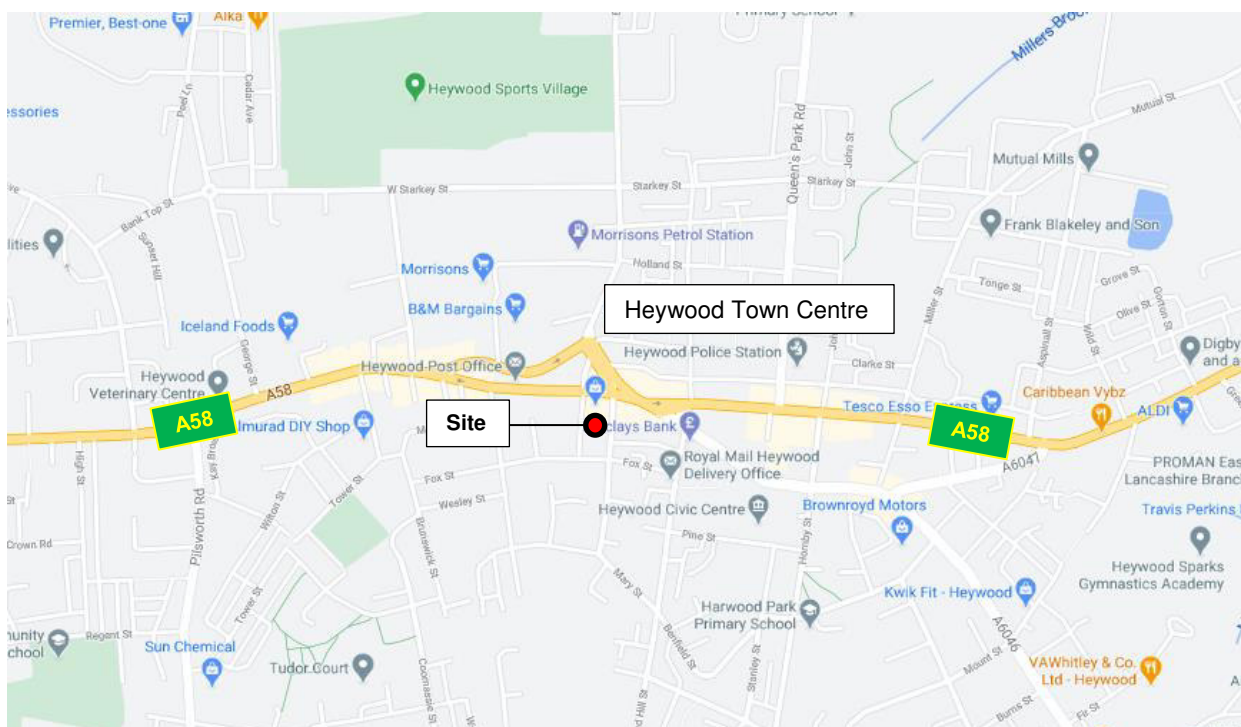
General

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Composition / Location

- 2.2 The application site currently comprises a private parking area located to the north of Earl Street in Heywood Town Centre.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.4 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.5 The site is bounded by a parking area associated with the commercial units to the north, Taylor Street to the east, Earl Street to the south and Bethel Street to the west.

Local Highway Network

Taylor Street

- 2.6 Taylor Street fronts the eastern site boundary and links the A58 Market Street, to the north-east, with Mary Street to the south, via Fox Street. Taylor Street is subject to a 30mph speed limit, has a carriageway width of between approximately 5.5m-6.0m and benefits from wide footways and regularly spaced street lighting columns on both sides of the road.
- 2.7 The majority of Taylor Street is protected by Traffic Regulation Orders (TRO) including no parking Monday to Saturday 8am – 6pm except for a section to the north of the access road to Blue Rose Gifts and Balloons and a section to the south of Earl Street along the western section of the carriageway.
- 2.8 Between the A58 and Fox Street, Taylor Street is subject to one-way operation in a southbound direction.

Earl Street

- 2.9 Earl Street fronts the southern site boundary and links Bethel Street to the west with Taylor Street to the east. Earl Street is subject to a 30mph speed limit, has a carriageway width of approximately 5.0m and benefits from wide footways and regularly spaced street lighting columns on both sides of the road.
- 2.10 There are no TROs along Earl Street which is subject to on-street parking.

Bethel Street

- 2.11 Bethel Street fronts the western site boundary and links Market Street to the north-east with Fox Street to the south-west. Bethel Street is subject to a 30mph speed limit, has a carriageway width of approximately 5.0m and benefits from wide footways and regularly spaced street lighting columns on both sides of the road.
- 2.12 The western section of Bethel Street is protected by TROs including no parking Monday to Saturday 8am – 6pm. There are no TROs along the eastern section of Bethel Street which is subject to on-street parking.
- 2.13 Between the A58 and Fox Street, Bethel Street is subject to one-way operation in a northbound direction.

Existing Road Safety Record

- 2.14 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.15 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.16 The analysis shows that no accidents were recorded in the immediate vicinity of the site boundary, although two accidents were recorded in the study area during the 5-year study period. Two accidents occurred in the vicinity of the A58 / Bethel Street / Moss Street junction to the north-west of the site which was of slight severity, and at the A58 / Taylor Street / Bamford Road junction to the north-east of the site which was of slight severity.
- 2.17 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing on-street parking does not result in any highway safety issues for any road users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the erection of a four-storey apartment block to create 23 apartments comprising 15no. 1-bed apartments and 8no. 2-bed apartments.
- 3.2 The proposed site layout plan is contained in **Appendix A** which demonstrates that the proposals are a car free development and therefore, no vehicular access is proposed.
- 3.3 Pedestrian and cycle access will take place from Bethel Street, Taylor Street and the northern section of the site.

Servicing

- 3.4 The bin store will be located on the ground floor adjacent to Taylor Street, as shown on the site layout plan provided in **Appendix A**. A refuse vehicle will be able to pick up refuse on road, similar to other properties in the vicinity of the site, within a reasonable man-carry distance of bin-stores from Taylor Street.

Parking

- 3.5 As detailed earlier, the proposed development is car free which is considered acceptable in this instance for the following reasons:
- As detailed in the following Chapter, the site benefits from good levels of accessibility, being located within Heywood Town Centre and associated facilities, amenities and high frequency bus services;
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a car free development, will help to reduce the reliance on the use of the private car and meet these policy objectives by encouraging residents to travel via sustainable modes.
 - It should also be noted that 32 secure cycle parking spaces are proposed which is in excess of the Council's cycle parking standards and will encourage prospective residents to travel via bicycle.

- Provision of a welcome pack to be provided to all new residents to promote sustainable travel and minimise car use / parking demand, which can be dealt with via a suitably worded condition following the grant of any planning permission.
- The principle of car free development has been previously established on the site through earlier planning permissions.
- Any prospective purchaser or tenant of the apartments will be in no doubt as to the level of parking provided at the scheme. Prospective purchasers or tenants will therefore decide whether to take up occupancy on this basis.

3.6 It is evident that there is a clear precedent for on-street parking in the area surrounding the site which has not resulted in any highway safety issues, as detailed earlier. As detailed previously, critical sections of the local highway network, particularly around key junctions, are protected by existing TROs. Any on-street parking is not therefore anticipated to result in any highway safety issues.

4.0 ACCESSIBILITY

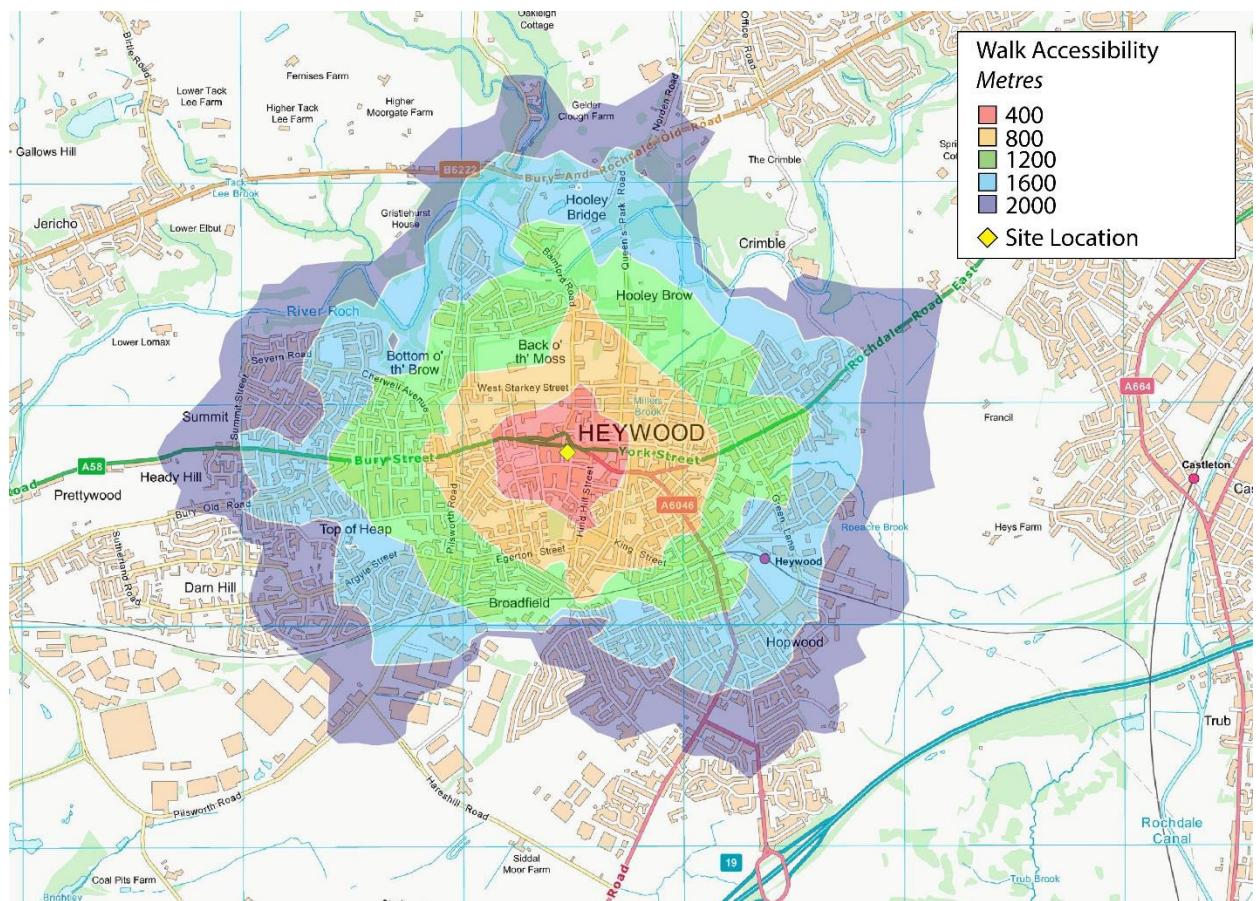
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 The site is located within Heywood Town Centre and the vast array of amenities the town centre has to offer include the following:

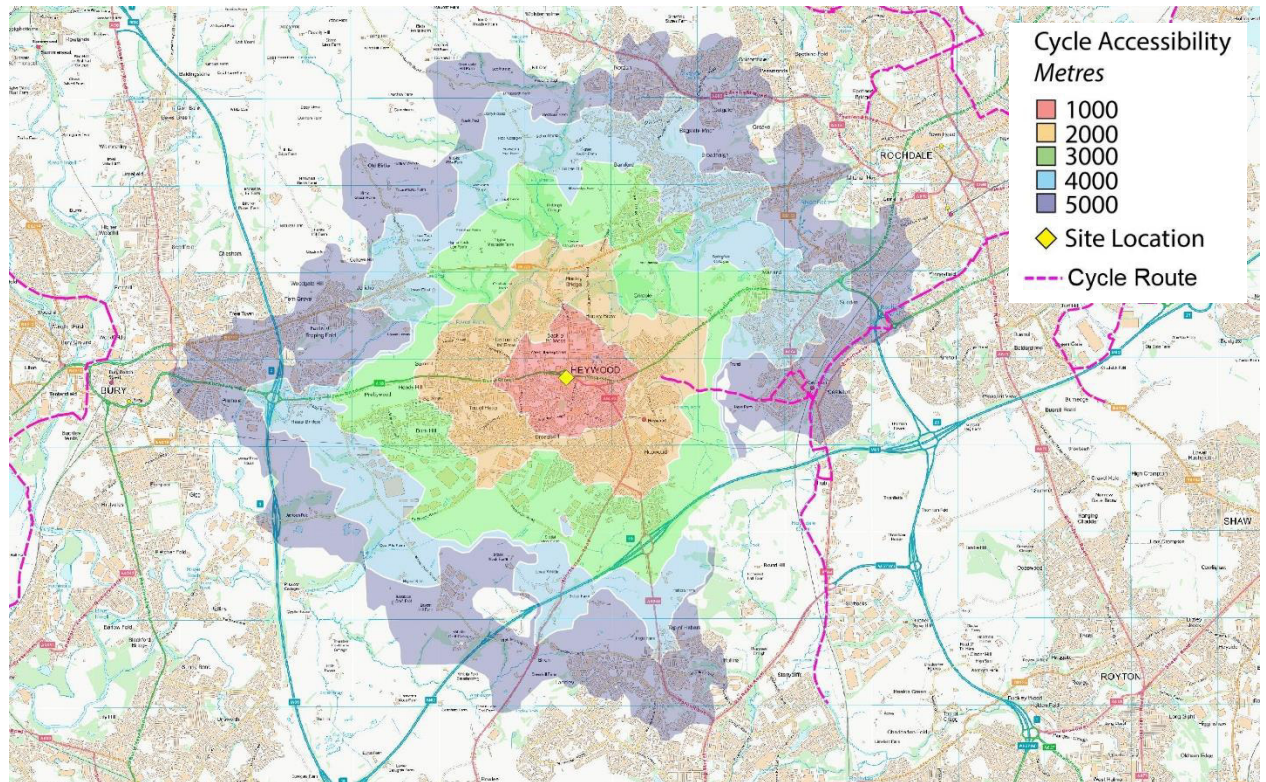
Heywood Post Office	B&M Home Store
Times Retail Park	Convenience Stores
Iceland Food	Morrisons Supermarket
Fast Food Takeaways	Restaurants, Cafes and Public Houses
Barbers / Hairdressers	Boots Pharmacy
Medical Centres	Dentists
Heywood Sports Village	Nurseries
Heywood Library	Heywood Civic Centre

- 4.5 Outside of the town centre, the site is within an acceptable walking distance of a number of primary schools as well as Newhouse Academy and Siddal Sports College.
- 4.6 The site is also within walking distance of a number of employment areas including Roeacre Business Park and the eastern section of Heywood Distribution Park.
- 4.7 The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.

Cycle Accessibility

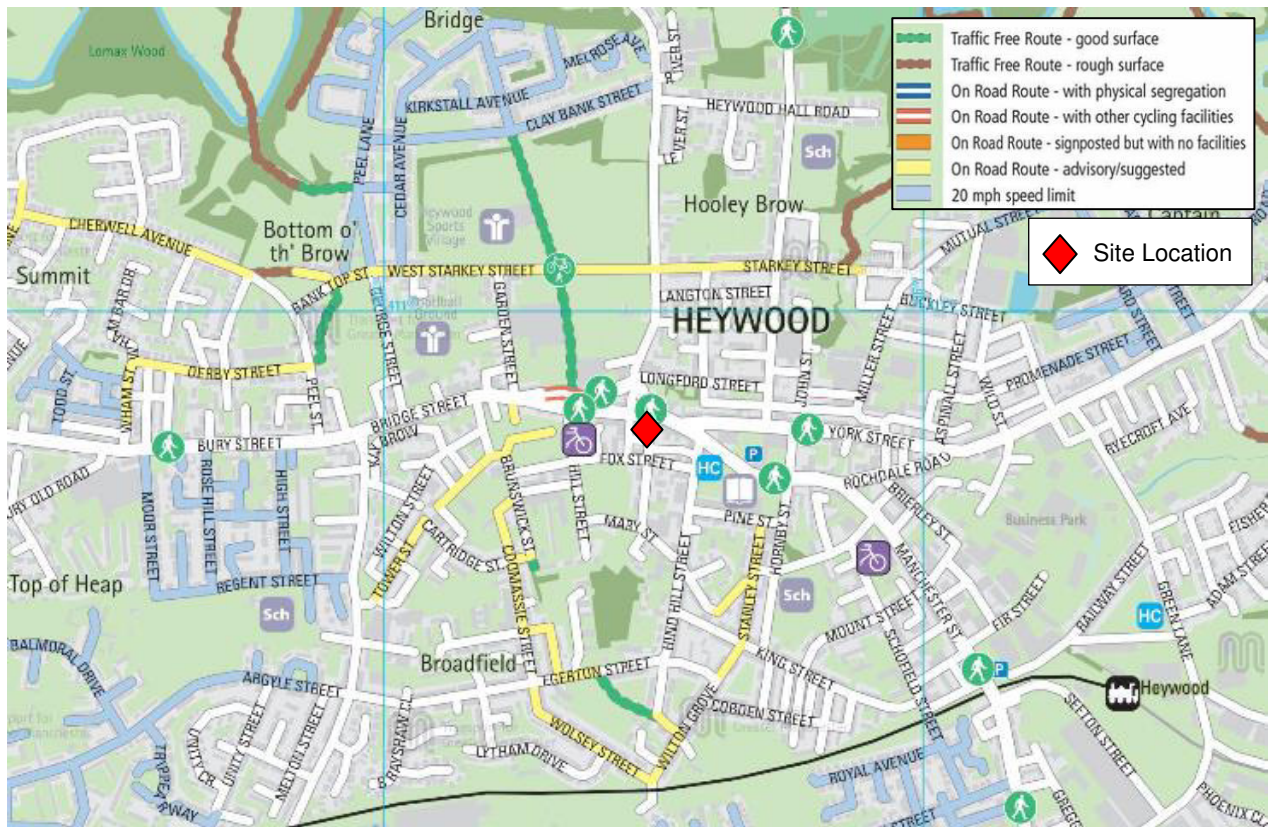
- 4.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.10 The plan demonstrates that the whole of Heywood and the eastern section of Bury Town Centre and the western section of Rochdale Town Centre, amongst other locations, are all located within the 5km catchment area from the development site.
- 4.11 The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.
- 4.12 **Figure 4.3** below shows the available cycle facilities in the vicinity of the site.

Figure 4.3 – Cycle Route Map



- 4.13 A traffic free cycle route is provided between West Starkey Street and Clay Bank Street via Heywood Sports Village. The surrounding residential streets to the north of Clay Bank Street provide a network of 20mph speed limit routes and link onto Lomax Wood to the north-west.
- 4.14 West Starkey Street provides an advisory cycle route along the northern section of Heywood Town and links onto Bury New Road to the south-west and Crimble to the north-east.
- 4.15 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents, particularly when substantial secure cycle parking is also being proposed.

Public Transport

- 4.16 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

- 4.17 The nearby bus stops along the A58 are located within 300m walking distance of the site. The services from these stops are summarised in **Table 4.1** below.

Service Number	Route	Average Service Headway (mins)		
		Mon-Fri	Sat	Sun
162	Norden - Heywood - Langley - Middleton - Piccadilly Gardens	12	12-15	15-30
163	Bury - Heywood - Langley - Middleton - Piccadilly Gardens	12	12-15	15-30
471	Rochdale - Heywood - Bury - Elton - Breightmet - Bolton	10-12	12	30
B4 Bury Volts	Bury - Fern Grove - Fairfield General Hospital - Heywood	60	60	No Service
R2 Rochdale Runners	Bury - Heywood - Bagslate - Shawfield - Spotland - Rochdale	60	60	No Service

N.B. 768 and 781 vschool bus not included

- 4.18 Rochdale and Bury Town Centres can both be accessed within 15 minutes via the nearby bus services and provide numerous additional bus services throughout the region as well as Metro link services.
- 4.19 In terms of rail services, the nearest commuter rail service is located at Castleton Rail Station approximately 3.4km cycle distance to the east of the site. Cycle parking with CCTV is provided at the station.
- 4.20 The railway station offers regular direct services throughout the week between Rochdale and Clitheroe via locations including Bolton, Blackburn, Salford Central, Salford Crescent and Manchester Victoria.

Summary

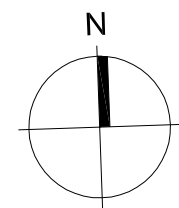
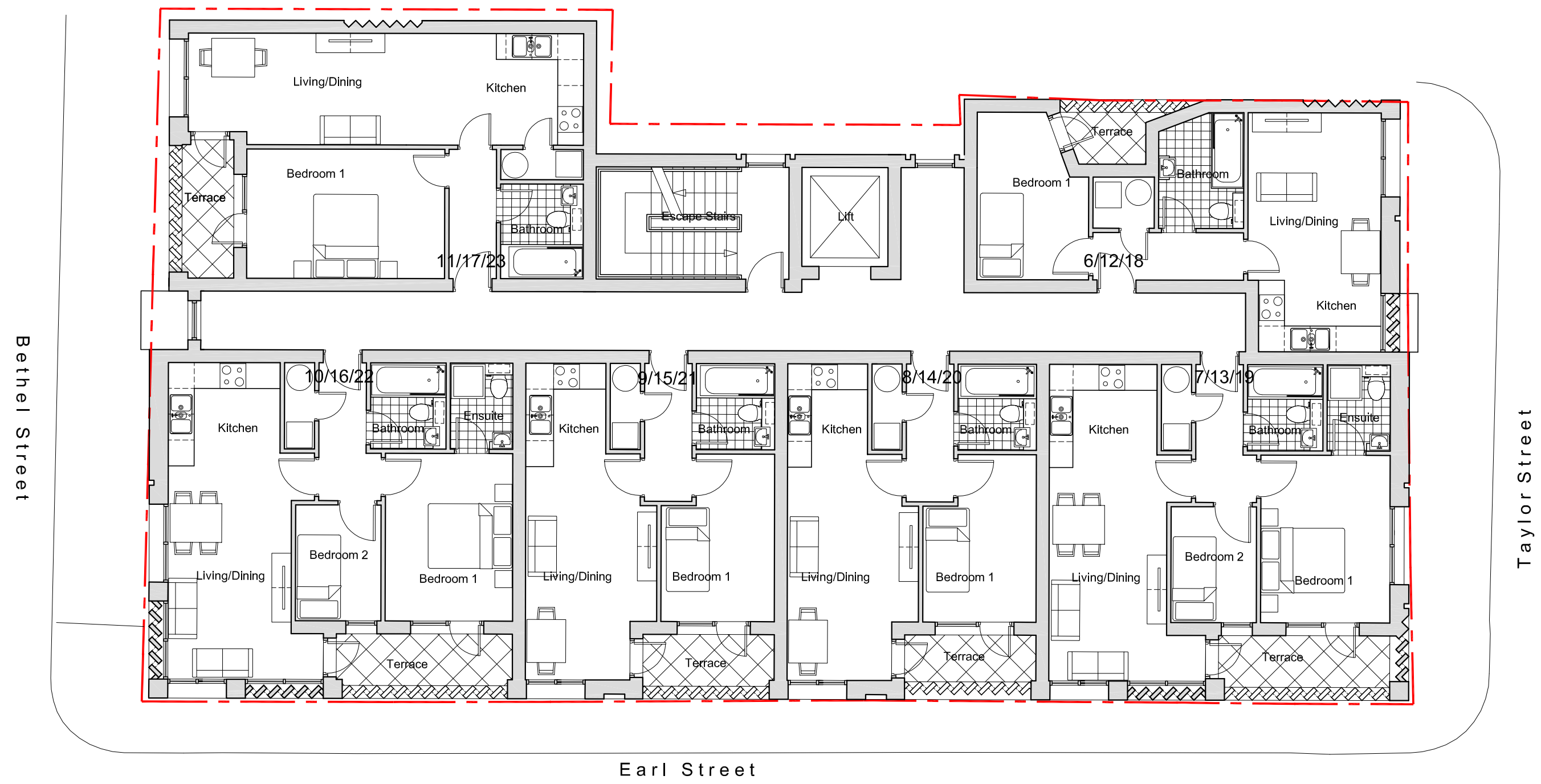
- 4.21 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and the nearby bus stops provide a high number of services per hour to locations throughout the region including Bury, Bolton and Rochdale Town Centres and Manchester City Centre. These findings demonstrate that prospective residents will not be wholly reliant on the private car to travel for to work.

5.0 SUMMARY AND CONCLUSIONS

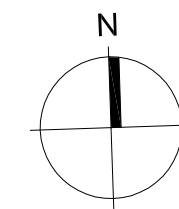
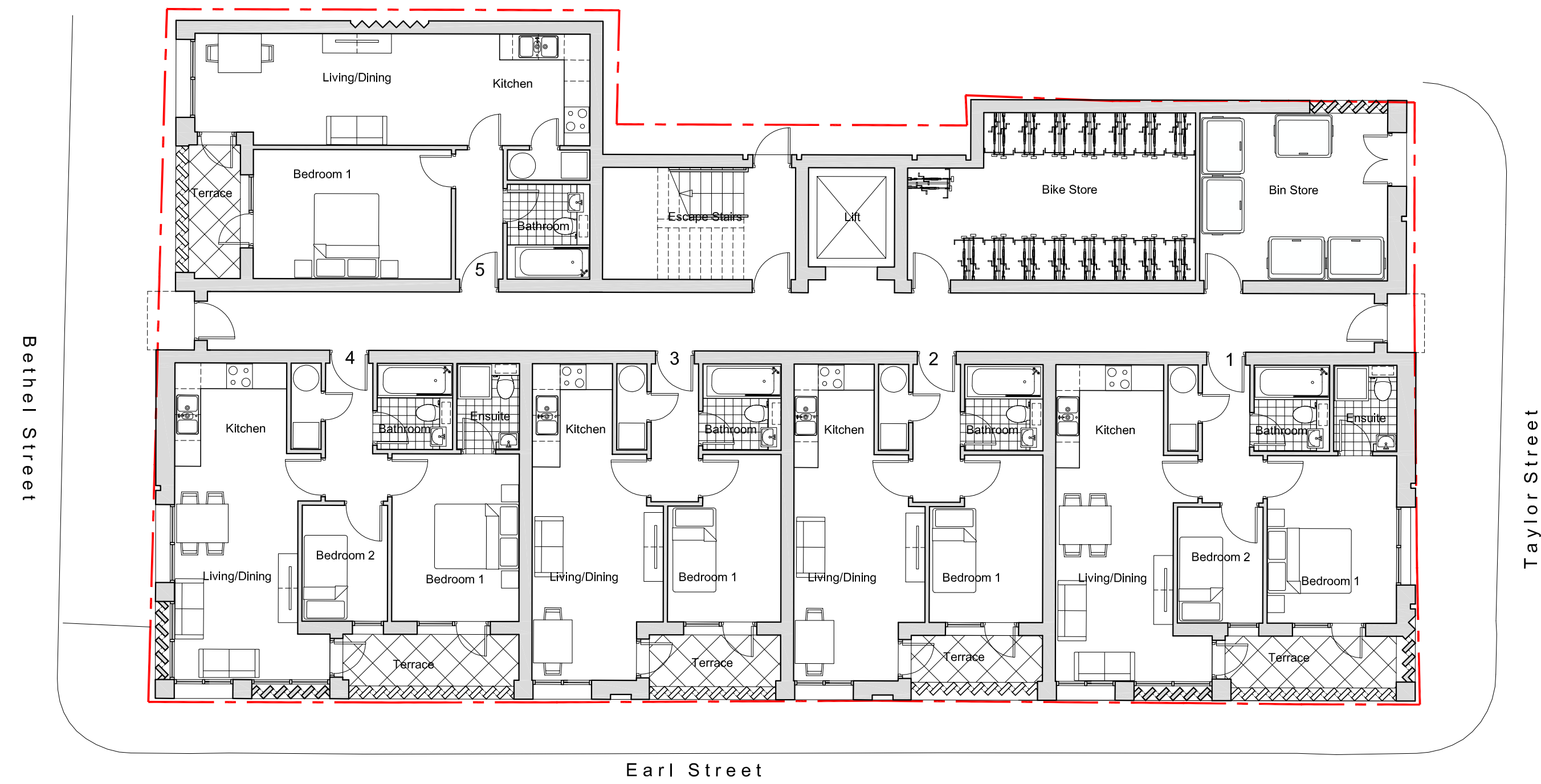
- 5.1 SCP have been instructed by Tang & Associates Ltd to produce a Transport Statement in support of a planning application for the erection of a four-storey apartment block to create 23 apartments along Earl Street in Heywood Town Centre.
- 5.2 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing on-street parking does not result in any highway safety concerns for any road users.
- 5.3 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are high frequency bus services within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car to travel for to work.
- 5.4 The proposed apartments will be a car free development in a highly sustainable location and the lack of any dedicated off-street parking will encourage prospective residents to travel via sustainable modes of transport, as is typical of many apartments in and surrounding town centre locations. Therefore, the proposed development is not anticipated to result in a material intensification in parking or vehicle movements on the local highway network
- 5.5 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to RMBC for approval.

S|C|P

APPENDIX A



Proposed Typical 1/F, 2/F & 3/F Plans 1:100



Proposed GF Plan 1:100

Scale Bar 1:100

0 5 10m