

**GREATER MANCHESTER SPATIAL FRAMEWORK
GM ALLOCATION 30 - HAZELHURST FARM, WORSLEY**

TRANSPORT SUPPORTING STATEMENT

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TTHC Ref: M16002 (S15) – 01B
Date: March 2019

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1.0 INTRODUCTION

- 1.1 This Transport Supporting Statement (TSS) has been prepared by TTHC Ltd on behalf of Peel Investments (North) Ltd to assist with the assessment of a site within the Greater Manchester Spatial Framework (GMSF). The proposed site (the 'Site') is allocated within the 2019 Draft GMSF. The Site is referenced as Hazelhurst Farm (GM Allocation 30).
- 1.2 The Site provides an infill site within Worsley and is expected to provide up to 450 residential dwellings, or if it is identified that a primary school would need to be provided on site, then circa 400 residential dwellings plus a primary school.
- 1.3 There is the opportunity to provide some early delivery of housing as part of a phased development.
- 1.4 The Site is located within the borough of Salford, within 2km of Swinton town centre, and is situated inside the M60 ring road and to the south of the A580 East Lancashire Road. The location of the Site is shown in **Figure 1**.
- 1.5 The Draft GMSF notes that the area is situated in an advantageous position to utilise the Leigh-Salford-Manchester (LSM) busway and the Vantage bus services which operate along it. This provides rapid transit to Manchester City Centre which will ensure that the Site is well-connected to employment and leisure activities. Improved pedestrian connections to the LSM are considered within this report to ensure that the Site takes maximum benefit from its proximity to it.
- 1.6 This report provides information on site location as well as accessibility and the development proposals, before considering the transport related implications of the proposed development.

2.0 SITE LOCATION AND ACCESSIBILITY

Site Location

- 2.1 The Site is situated within Worsley, Salford, between Swinton and Walkden, and provides an infill site inside the M60 ring road. It is located adjacent to the M60 ring road and the A580, within 6 miles of Manchester City Centre and the Regional Centre which encompasses Manchester City Centre and parts of Salford and Trafford. The Site is shown in a regional context in **Figure 1**.
- 2.2 Within a transport context, the Regional Centre is highly accessible from its surrounding areas by an extensive public transport network which supports Greater Manchester. This includes local rail, Metrolink and bus services, including the Transport for Greater Manchester (TfGM) new showcase rapid transit LSM Busway. Within the Regional Centre there are extensive interchange facilities including connections to destinations on the West Coast Mainline, Trans-Pennine routes and Manchester Airport.
- 2.3 More locally the Site is enveloped by existing residential development around its western, southern and eastern boundaries, and its northern boundary is formed with M60 and A580 East Lancashire Road. There is further residential development to the west of the M60 at Roe Green, and Wardley Business Park is located across the A580 from the Site.
- 2.4 A more detailed map of the site's boundary and the surrounding area and highway network is provided in **Figure 2**.
- 2.5 Worsley Woods sits in the north west of the Site and this will provide a buffer between the proposed housing and the M60 and Junction 14 slip roads. The development proposals will provide new planting to provide a buffer to the A580.
- 2.6 The Site is located under 2km by road from Swinton town centre to the east, and 3.5km from Walkden town centre to the north west. There is also a cluster

of shops and facilities to the east at Clovelly Road (900 metres from the Site) which is proposed as a designated local centre within the emerging Salford Local Plan. These centres are shown in **Figure 1**.

- 2.7 There are a number of primary and secondary schools within walking distance of the Site.

Access and the Local Highway Network

- 2.8 The Site can connect with the local road network in a number of locations: Richmond Drive to the east; and Cartmel Grove, Hazelhall Close and Hazelfields to the south. Peel has control of the land to deliver all of these access options, although they may not all be delivered as vehicular accesses. A minimum of two vehicular accesses would be provided.
- 2.9 The local highway network is indicated in **Figure 2**. The three access routes to the south all connect to Hazelhurst Road which provides a connection east to A580 and south to A572 Worsley Road. Richmond Drive also provides a connection to Hazelhurst Road (via a parallel connector road to A580 East Lancashire Road and then Partington Street), and the A580 connector road also has a left in left out access with A580. All local roads are street lit and subject to 30mph speed limit.
- 2.10 Richmond Drive is a cul-de-sac forming the eastern boundary of the Site, with housing on the opposite side. It is 5.5 metres wide with footway on its eastern side adjacent to the existing housing.
- 2.11 This footway continues around the corner into the A580 parallel connector road. There is also a shared footway/cycleway which runs alongside the A580 on the reserve between the A580 and the parallel connector. The connector road carriageway width is 5.5 metres.
- 2.12 Partington Street is approximately 6 metres wide and has footways both sides. It is subject to uncontrolled on-street parking which reduces the effective carriageway width to one way operation in places, and this provides self-

enforcing speed restrictions. Partington Road has a priority controlled junction with Hazelhurst Road.

- 2.13 On the south side of the Site Cartmel Grove, Hazelhall Close and Hazelfields are all short residential cul-de-sacs.
- 2.14 Cartmel Drive is approximately 5.5 metres wide with footways both sides. All properties have off-street parking and, generally speaking, on-street parking does not take place.
- 2.15 Hazelhall Close is currently private. It will be subject to improvements under planning consent 17/70889/REM for nine residential units, with carriageway width 5.5 metres and footways both sides. Land has been safeguarded to provide a continuation of the access route into the Site to serve future development, and this would be delivered to adoptable standards.
- 2.16 Hazelfields is 5.5 metres wide with footways both sides. At the end of the cul-de-sac Peel has a reservation strip through the grounds of Fledglings nursery to reach the Site. This area is currently used for parking, and if necessary replacement parking would be provided within the Site.
- 2.17 Hazelhurst Road (which the above described cul-de-sacs lead onto) is a traffic calmed, residential distributor road and runs in a north east/south west direction. Hazelhurst Road has a 7.5T vehicle restriction. It is approximately 7 metres wide throughout and is subject to speed tables along its entire length.
- 2.18 At its north east end Hazelhurst Road has a priority junction with Moorside Road. This junction is approximately 35 metres from the signalised crossroads junction of Moorside Road and the A580.
- 2.19 The A580 primary distributor dual carriageway provides access to Manchester through Salford, via the A6. To the west, the A580 leads towards Liverpool but also provides the opportunity to access the M61. This enables good access to the Bolton area.

2.20 At its south west end Hazelhurst Road has a ghost island priority junction with A572 Worsley Road.

2.21 Hazelhurst Road is a relatively lightly trafficked route and traffic from the Site would be expected to disperse in both directions.

Walking and Cycling

2.22 It is generally recognised that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres.

2.23 The Institute of Highways and Transportation (IHT) produced 'Guidelines for Journeys on Foot' in 2000 which states that around 80% of walk journeys and walk stages are less than 1 mile (1.6km).

2.24 The distance that people are prepared to walk depends on the journey purpose. The IHT guidance also provides 'suggested acceptable walking distances'. The walking thresholds presented in **Table 1** are suggested:

Suggested Acceptable Walking Distances		
	Commuting, school and sightseeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1000	800
Preferred maximum	2000	1200

Table 1

2.25 Of course these 'Desirable', 'Acceptable' and 'Preferred Maximum' walk distances are not absolute thresholds. In this regard, the IHT guidelines also state that around 80% of walk journeys and walk stages are less than 1 mile (1.6km), and hence 20% will be in excess of 1 mile (1.6km).

- 2.26 Manual for Streets (MfS) makes reference to ‘walkable neighbourhoods’ and suggests an appropriate walk of 10 minutes (800 metres) to access facilities. It also recognises that the quality and directness of the route are important factors.
- 2.27 The likelihood of people walking depends not solely on distance, but also on the overall quality of the routes. In this regard the residential roads to the west, south and east of the Site provide for a more attractive walking environment than alongside the A580.
- 2.28 Having regard to the above guidance, in terms of accessing local shops and facilities a walk of around 800m (or about 10 minutes) should be taken as a ‘comfortable’ walk, but the preferred maximum for such activity should be around 1.2km (or about 15 minutes).
- 2.29 The IHT guidelines suggest that people are prepared to walk further to access their place of work or education compared to accessing shops and facilities. Particularly in relation to schools for future residents of the Site, a 1km (approximately 12 minute) walk can be considered as a ‘comfortable’ distance, with 2km (approximately 25 minutes) representing the preferred maximum.
- 2.30 In order to understand these walking distances in relation to the Site, the 1.2km walking distance threshold is indicated in **Figure 3**. This also indicates the local Public Right of Way (PROW) network which is available, and the local shops and facilities falling within 1.2km. This includes local schools, although as noted above, a 2km threshold is considered to represent the threshold for educational purposes.
- 2.31 As discussed there is a cluster of shops at Clovelly Road which is proposed as a designated local centre within the emerging Salford Local Plan. This is located 900 metres walk from the Site and includes a Co-op foodstore. There are also shops and facilities at Roe Green including a post office and general store (650 metres walk west of the Site via Hawthorne Drive).

- 2.32 Health services in the surrounding area include Worsley Road Dental Practice and The Sides Medical Centre. These are located in close proximity to Worsley Road.
- 2.33 There are several primary and secondary schools in the area which fall well within the 'Preferred' 2km catchment area.
- 2.34 The closest primary schools are Broadoak Primary School (650 metres from the southern edge of the Site) and Moorside Primary and St Charles Roman Catholic (both approximately 2km walk from the Site via the footbridge over the A580 at Moorside Road). Bridgewater School (private) on Worsley Road provides for both primary and secondary education approximately 850 metres from the southern edge of the Site.
- 2.35 Other nearby secondary school education is located at Moorside High School (same campus site as primary school) and Walkden High (1.4km west along the A580).
- 2.36 Salford College of Further Education is located just beyond the 2km walk catchment from the Site, but could be easily reached via the Roe Green Loopline which is marked as definitive footpath 164, and is part of the National Cycle Network (Route 55).
- 2.37 The layout of the Site will incorporate walking routes which provide direct access routes across the Site to link to A580, Hazelhurst Road and Greenleach Lane in order to minimise walk distances to the surrounding shops, facilities and schools.
- 2.38 With regard to cycling as a mode of transport, it is generally recognised that cycling can substitute car trips, particularly for journeys under 5km. Cycling allows people to travel further, and it is generally recognised that cycling can substitute car trips, particularly for journeys less than 5km. **Figure 4** shows cycle routes within 5km of the Site.

- 2.39 The area surrounding the Site has a good network of cycle links within this distance with the A580 long distance off-road cycle route which can be accessed directly adjacent to the Site. This runs all the way into the Regional Centre or west towards Leigh and beyond.
- 2.40 Another key route within easy access of the Site is National Cycle Route (NCR) 55 which runs via Salford's Loophole network which uses old rail lines. This can be accessed to the west of the Site via Hawthorne Drive and a Public Right of Way connection from Greenleach Lane. To the north west of the Site it splits north to Walkden and west to Tyldesley. In the other direction it provides a connection south east to Dukes Drive Country Park. From here NCR 55 continues on road to Eccles town centre, and then east into Manchester, and it is also possible to gain access to the off-road route alongside Bridgewater Canal via the quiet/advisory road network along Canal Bank/Green Lane. This provides access south to Trafford Centre and Trafford Park.
- 2.41 Swinton town centre can be accessed via the off-road route alongside A580 and then the quiet/advisory road network, and the Loophole takes cyclists the majority of the way to Walkden town centre.
- 2.42 The cycle route network also provides the opportunity for cycle/rail multi-modal trips, with several rail stations lying well within the 5km catchment area. This includes Walkden, Moorside and Swinton to the north (on the Manchester to Wigan line) and Patricroft and Eccles to the south (on the Manchester to Liverpool line). Walkden and Patricroft stations are accessed largely via the off-road network.
- 2.43 Cycling would therefore offer an attractive and realistic mode of access for a range of journey purposes, and a cycle network will be designed into the Site layout.

Public Transport

- 2.44 A walk distance of around 400 metres is generally recognised as an acceptable walk distance to a bus stop in urban areas, although the walk distance to a stop

is not the only factor involved in the decision making process in choosing which mode. The level of service at the bus stop is clearly an important factor, as is overall journey length, the pleasantness or otherwise of the walk route, and the journey purpose.

- 2.45 As already noted in respect of journey purpose, the IHT guidance relating to the distances people are prepared to walk notes longer distances for commuting and education purposes.
- 2.46 The Site benefits from its proximity to the LSM busway (Vantage services) which route along the A580 immediately adjacent to the Site providing rapid transit to the Regional Centre.
- 2.47 'Vantage' is TfGM's showcase route between Leigh, Atherton, Tyldesley and Salford/Manchester city centres via the Guided Busway and along the A580 which has bus priority. The V1 service operates between Leigh and Manchester whilst the V2 operates between Atherton and Manchester. They each run on a 15-minute daytime frequency Monday to Saturday, and 30 minutes in the evenings and on Sundays. The combined frequency of the V1/V2 services is therefore one bus every 7 to 8 minutes (Monday to Saturday daytime).
- 2.48 The bus route also provides a direct connection with Salford Crescent railway station which is located on the Manchester to Bolton rail line.
- 2.49 The guided section of route and the bus priority measures provide for faster and more reliable journey times (particularly in the peaks), and TfGM report that the new rapid transit services have proven popular, and they are currently exploring the potential to expand the network in the future.
- 2.50 The Wardley Park & Ride LSM bus stops are located adjacent to the north west corner of the Site, and therefore the Site has the potential to benefit greatly from its proximity to these.
- 2.51 Given the rapid transit nature of these services it is expected that passengers will be willing to walk further to access services such as this: similar to

accessing a Metrolink or rail service. A walk distance of 800 metres is generally considered acceptable for accessing rail based services, and it is therefore expected that the V1/V2 Vantage services will prove an attractive mode choice to many of the future residents of the Site. The following chapter on development proposals describes the walk connections which will be made through the Site, and between it and the LSM bus stops, in order to maximise attractiveness of the service to future residents.

2.52 **Figure 5** shows all the bus services which route close to the Site. In addition to the A580 bus services on the north side of the Site, there are also services via A572 Worsley Road to the south of the Site, and Greenleach Lane to the west. The Worsley Road bus stops lie just beyond 400 metres of the Site, but with further destinations on offer, and a pleasant walk route, they are still considered to offer a realistic option for those living at the southern end of the Site.

2.53 The potential catchment area (based on 400 metres for standard services and 800 metres for LSM services) is also indicated. This shows that with the provision of direct walk routes through the Site the whole Site can be considered to be accessible to LSM services, and the south west side of the Site will also benefit from other local services as indicated. **Table 2** provides a summary of the routes and the level of service.

Bus Services Operating in Vicinity of the Site (number of buses in stated time period)							
No.	Route	Weekday				Sat	Sun
		0700 - 0900	1600 - 1800	Typical daytime freq.	Daily total	Daily total	Daily total
A580							
V1	Leigh - Tyldesley - Manchester - MRI ¹	8	8	15 mins	63	55	32
	MRI ¹ - Manchester - Tyldesley - Leigh	6	8		66	37	32
V2	Atherton - Tyldesley - Manchester - MRI ¹	8	8	15 mins	61	46	26
	MRI ¹ - Manchester - Tyldesley - Atherton	6	8		61	53	30
X34	Lowton - Leigh - Manchester	4	0	NA	5	0	0
Greenleach Lane							
35	Tyldesley - Walkden - Swinton - Manchester	0	0	N/A	4	4	6
	Manchester - Swinton - Walkden - Tyldesley	0	0		3	3	5
68	Farnworth - Eccles - Intu Trafford Centre	4	3	30 mins	30	29	15
	Intu Trafford Centre - Eccles - Farnworth	3	5		30	28	15
Worsley Road							
35	See listing above						
26	Leigh - Boothstown - Worsley - Manchester	0	0	N/A	5	5	5
	Manchester - Worsley - Boothstown - Leigh	0	0		3	4	4
34	Bryn - Leigh - Worsley - Pendleton - Manchester	0	4	30 mins	19	20	11
	Manchester - Pendleton - Worsley - Leigh - Bryn	2	4		26	20	19
66	Clifton - Swinton - Worsley - Eccles	2	2	Hourly	11	8	0
	Eccles - Worsley - Swinton - Clifton	1	2		10	8	0

¹ MRI (Manchester Royal Infirmary)

Table 2

2.54 In addition to the main LSM services, of particular note the number 68 routes along Greenleach Lane on a daytime frequency of 30 minutes between Farnworth, Eccles and the Trafford Centre. This service provides connections to Walkden town centre and rail station and Eccles town centre and interchange with Metrolink (and nearby rail station).

2.55 The number 66 provides an hourly service along Worsley Road between Clifton, Swinton and Eccles, also providing a connection to Moorside and

Swinton rail stations. Also, the number 34 provides a further connection into the Regional Centre via Worsley Road, although for future residents of the Site, the LSM services will provide a superior connection.

- 2.56 As discussed, there are bus connections and cycle connections from the Site to rail stations on both the Manchester – Wigan and the Manchester – Liverpool rail lines. Whilst LSM will offer the obvious rapid transit choice for residents travelling into the Regional Centre (no interchange required) for trips in the other direction (towards Liverpool and Wigan) the connections to rail stations are important.
- 2.57 Walkden, Moorside and Swinton stations are located on the Wigan line. Moorside has an hourly service, but trains stop every half hour at Walkden and Swinton. Patricroft and Eccles are located on the Liverpool line which has an hourly service. During peak hours extra service provisions are made.
- 2.58 To conclude, there are local shops, facilities and schools located within walking distance of the Site, via quieter local roads. The Site is also well placed to benefit from access to existing bus services, most notably the LSM rapid transit route into the Regional Centre which passes immediately adjacent to the Site, and also the existing network of long distance off-road cycle routes close to the Site.

3.0 DEVELOPMENT PROPOSALS

- 3.1 It is anticipated that the Site could support up to 450 residential units. It has been identified that there are a number of primary schools within walking distance of the Site, but should a need be identified for more school places then a one form primary school could be located on the Site. This would reduce the number of residential units which could be provided to circa 400 units.
- 3.2 The illustrative masterplan is attached at **Appendix A**. This shows development consisting of five pockets of housing with green 'wedges' running right through the Site both in north-south and east-west directions, and with a central pond area within one of these green 'wedges'. Wardley Wood to the west of the Site is to be maintained and recreational ground to the east of the Site is also to remain.
- 3.3 Existing PROWs/footpaths will be retained and enhanced, and new footpaths and cycle routes will provide a network of active travel routes across and through the Site. These will provide a permeable development with direct walk routes. Connections will be made to the existing highway network on all four sides of the Site: north to A580; east to Richmond Drive and Hazelhurst Fold; south to Cartmel Grove, Hazelhall Close and Hazelfields; and west to Hawthorne Drive. This will provide for direct walk routes to access local facilities and the existing transport network.
- 3.4 These footways and cycle routes will run alongside trees and waterways in line with the understanding that physical aesthetics encourage the use of walking and cycling as a mode of transport. They remain, however, visible and well connected in order to promote safety and to ultimately encourage use. These will form an attractive option for residents of the Site and also residents of the surrounding area and will encourage sustainable choices.
- 3.5 As discussed, it will be critical to provide good, direct walk connections to the LSM bus stops on the A580. The nearest stops to the Site are at Wardley Park

& Ride site, and therefore walk routes through the Site will radiate from the north west corner of the Site to minimise walk distances.

- 3.6 The walk routes from the corner of the Site to the LSM bus stops are indicated in **Figure 6**. There is an existing shared footway/cycleway alongside the A580 which provides access to the westbound LSM bus stop, and the eastbound stop (adjacent to the Park & Ride site) can be reached via a Toucan crossing which was installed as part of the LSM works. To reach the A580 footway, pedestrians must cross the slip road to the M61 which is two lanes wide and subject to 50mph speed limit. The crossing is uncontrolled, and whilst pedestrian demand may currently be limited, it does form part of TfGM's long distance off-road cycle route via the A580.
- 3.7 This crossing point could be improved via surface treatment and additional signage to make approaching drivers more aware of crossing pedestrians and cyclists, or if TfGM wished to pursue a fully controlled crossing then Peel would be willing to contribute financially to either of these options. Additionally, a new footway connection will be required approximately 50 metres in length to connect from the existing Toucan crossing to the eastbound bus stop. This is also indicated in **Figure 6**. These improvements to the existing facilities would form part of the development proposals in any future planning application.
- 3.8 The improvements would also provide for cycle access to the Park & Ride site where cycle parking is located. Whilst it may be too short a distance to cycle from the Site to the Park & Ride site, the improved permeability through the Site may help encourage other nearby residents to access the Park & Ride through the Site.
- 3.9 In relation to vehicular access, as discussed the Site has four vehicular access options available which are all within Peel's control, and a minimum of two access points would be delivered. The Framework Masterplan at **Appendix A** shows the principle of connecting access routes through the Site but without delivering a potential 'rat-run'.

- 3.10 On the eastern side of the Site Richmond Drive has a turning head at the end of the adopted cul-de-sac which projects into the Site. This 'stub' could be extended and widened to form an access into the Site which would be of adoptable standard, and such an arrangement is shown in **Figure 7**. It should be noted that Peel own the land along the western boundary of Richmond Drive, and therefore site access could be delivered at any point along Richmond Drive.
- 3.11 There are three potential points on the south side of the Site where existing cul-de-sacs could be extended to provide access into the Site.
- 3.12 At Cartmel Grove, the adopted highway plans show a footway connection to the edge of the Site (on the east side of Cartmel Grove) and Peel own the land from the end of the existing adopted carriageway to provide the short carriageway extension north into the Site. This will provide for a continuation of the carriageway width at 5.5 metres, and a 2 metre footway on one side of the road. This access arrangement is indicated in **Figure 8**.
- 3.13 Hazelhall Close is currently private, but will become adopted under planning consent 17/70889/REM, and this provides for 5.5 metre carriageway and footways on both sides of the road. **Figure 9** shows the approved arrangement and how this would be extended into the Site.
- 3.14 Hazelfields is 5.5 metres wide with footways both sides. At the end of the cul-de-sac Peel has a reservation strip through the grounds of Fledglings nursery to reach the Site, and this will enable a continuation of the highway through the Site with 5.5 metres carriageway width and 2 metre footways either side. Peel would offer this up for adoption. **Figure 10** shows how this could be achieved.
- 3.15 The land required to deliver all of these access arrangements is within Peel's control, and therefore the Site can be delivered in the short term.

4.0 DEVELOPMENT IMPLICATIONS

- 4.1 The development proposals are for a maximum of 450 homes. As discussed, if a need for more school places is demonstrated then a one form primary school could be located on the Site with a reduction on the number of residential units to circa 400 units.
- 4.2 For the consideration of the scale of trip generation the worst case 450 residential units has been assumed.
- 4.3 If a school is located on Site then it would of course serve pupils who live within the Site, therefore these trips would not impact on the external highway network. Whilst there would be some external trips associated with the school, it should be noted that robust trip rates have been applied to the residential development which includes for trips off-site to access education, so a school on-site would convert some of these outbound trips from the Site to inbound trips, and of course the overall number of residential units would reduce.
- 4.4 More detailed consideration will be given to the vehicular trip generation of a school at the application / Transport Assessment (TA) stage if it is confirmed that one is to be delivered on site, but for the purposes of this assessment the inclusion of a school on site can be assumed to have no material net change on the overall two way flow in and out of the Site (as it is effectively already included for within the residential trip generation).
- 4.5 With regard to the residential trip generation, for simplicity the same vehicular trip rates have been adopted across all the Peel promoted GMSF sites. Robust residential trip rates were presented in connection with Peel planning applications within Salford. These rates were audited and agreed by Salford City Council (SCC), Highways England and Transport for Greater Manchester (TfGM). These agreed rates have been adopted in this assessment for consistency.

- 4.6 The rates were derived from the TRICS database using sites in the 'Houses Privately Owned' sub-category. The assessment considers the weekday peak hours. Any town centre or edge of town centre sites have been excluded.
- 4.7 The agreed vehicular trip rates are detailed in **Table 3** below and for completeness the TRICS data is attached at **Appendix B**.

Residential Trip Rates (trips per dwelling)			
	Inbound	Outbound	Two Way
AM Peak Hour	0.154	0.408	0.562
PM Peak Hour	0.385	0.224	0.609

Table 3

- 4.8 Applying the above trip rates to a maximum of 450 units results in the trip generation detailed in **Table 4** below.

Hazelhurst Farm Residential Traffic Generation			
450 units	In	Out	Two Way
AM Peak Hour	69	184	253
PM Peak Hour	173	101	274

Table 4

Traffic Implications

- 4.9 All four potential access points to the Site connect back to Hazelhurst Road. There is also the opportunity for a left in left out only connection onto A580 from Richmond Drive which will cater for outbound trips to A580 west (out of the conurbation) and to M61, and inbound trips from the east.
- 4.10 Traffic on Hazelhurst Road is expected to disperse in both directions. North east provides a connection to the A580 (or north to the A6) at a signalised all movements crossroads junction, or to A572 Worsley Road via Moorside Road. South west along Hazelhurst Road also provides a connection to A572 Worsley

Road which will be the most direct route from the Site to the M60. This also provides a connection to Greenleach Lane which connects to A580 further west (via A575). These various routes should provide for rapid dispersal of traffic from the Site, thus minimising its impact.

- 4.11 At the application stage development would be supported by a TA and this would fully consider the potential to reduce the above described car travel demands. Given the Site's location adjacent to LSM busway, the Site has real scope to deliver a higher than average public transport modal share, particularly for commuting trips, thus reducing the traffic impact of the Site.

5.0 CONCLUSION

- 5.1 This Transport Supporting Statement (TSS) has been prepared by TTHC Ltd on behalf of Peel Investments (North) Ltd to assist with the assessment of a site within the Greater Manchester Spatial Framework (GMSF). The Site is allocated within the 2019 Draft GMSF (GM Allocation 30) and is located immediately south of A580 East Lancs Road at Hazelhurst, and inside the M60 ring road.
- 5.2 The Site is expected to provide up to 450 residential dwellings. The draft GMSF indicates that land may need to be set aside for a primary school, and if this is the case then the number of residential units would reduce to circa 400.
- 5.3 The Site is located approximately 6 miles north west of Manchester City Centre and the Regional Centre.
- 5.4 The proposed development will connect well with existing Public Rights of Way and new footpath and cycle connections through the Site will provide an attractive, permeable and direct network of routes.
- 5.5 The Site is well located with regard to access to local shops, facilities and schools. For a larger range of shops and facilities town centres are located at Swinton (under 2km) and Walkden (3.5km).
- 5.6 In terms of wider transport connections the Draft GMSF recognises that the Hazelhurst Farm Site offers real potential to deliver new housing which is conveniently located to existing rapid transit which connects into the Regional Centre. TfGM's new showcase route the Leigh-Salford-Manchester (LSM) busway routes along the A580 immediately adjacent to the Site. This is a high frequency service which benefits from bus priority. The closest bus stops to the Site are at the Wardley Park & Ride site at the north west corner of the Site. Direct walk routes will be provided through the Site to this north west corner, and improvements can be made to the pedestrian / cycle route across the A580 to provide for safe and convenient access.

- 5.7 There are also other nearby local bus services to the west on Greenleach Lane and south on Worsley Road.
- 5.8 The area surrounding the Site has a good network of cycle links with the A580 long distance off-road cycle route accessed directly adjacent to the Site. This runs all the way into the Regional Centre or west towards Leigh and beyond. Another key route within easy access of the Site is National Cycle Route (NCR) 55 which runs via Salford's Loopline network which uses old rail lines.
- 5.9 In relation to vehicular access the Site is capable of being accessed from a number of locations including Richmond Drive on the north east side of the Site and Cartmel Grove, Hazelhall Close and Hazelfields on the south side. Traffic would disperse rapidly from the Site limiting its impact. The detailed traffic impact would be considered as part of a Transport Assessment accompanying any future planning application.
- 5.10 This Site is deliverable in the short term: it has access solutions for which the land required to deliver them is within Peel's control; and it is also well located in relation to access to the existing bus and cycle network.
- 5.11 It is therefore concluded that there are no transport or highway related issues which would prevent development of this Site, and it should therefore be retained as an allocated site within the adopted Greater Manchester Spatial Framework.