DTPC

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Sept 2020

PROPOSED DEVELOPMENT OF COMMERCIAL AND RETAIL ASHTON OLD ROAD

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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1. INTRODUCTION

DTPC has been appointed by MADP on behalf of Mahmood Holdings Limited to provide transport and highway advice for the traffic and transportation implications associated with the redevelopment to form commercial/retail units with apartments at Ashton Old Road.

The application relates to a site located in the urban area currently un -used which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the application submission.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport* White Paper) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity***.

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. 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.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

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

11. Plans and decisions should apply a presumption in favour of sustainable development

56. Planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Identifying land for homes

65. Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

a) specific, deliverable sites for years one to five of the plan period; and
b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
c).support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

72. The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such

development where this can help to meet identified needs in a sustainable way. In doing so, they should:

a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;
b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

9 Promoting sustainable transport

102. Transport issues should be considered 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.

103. 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.

104. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport; and
d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use. Considering development proposals

Considering development proposals

108. 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; and
c) 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.

109. 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.

110. Within this context, applications for 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; and
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.

111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Summary

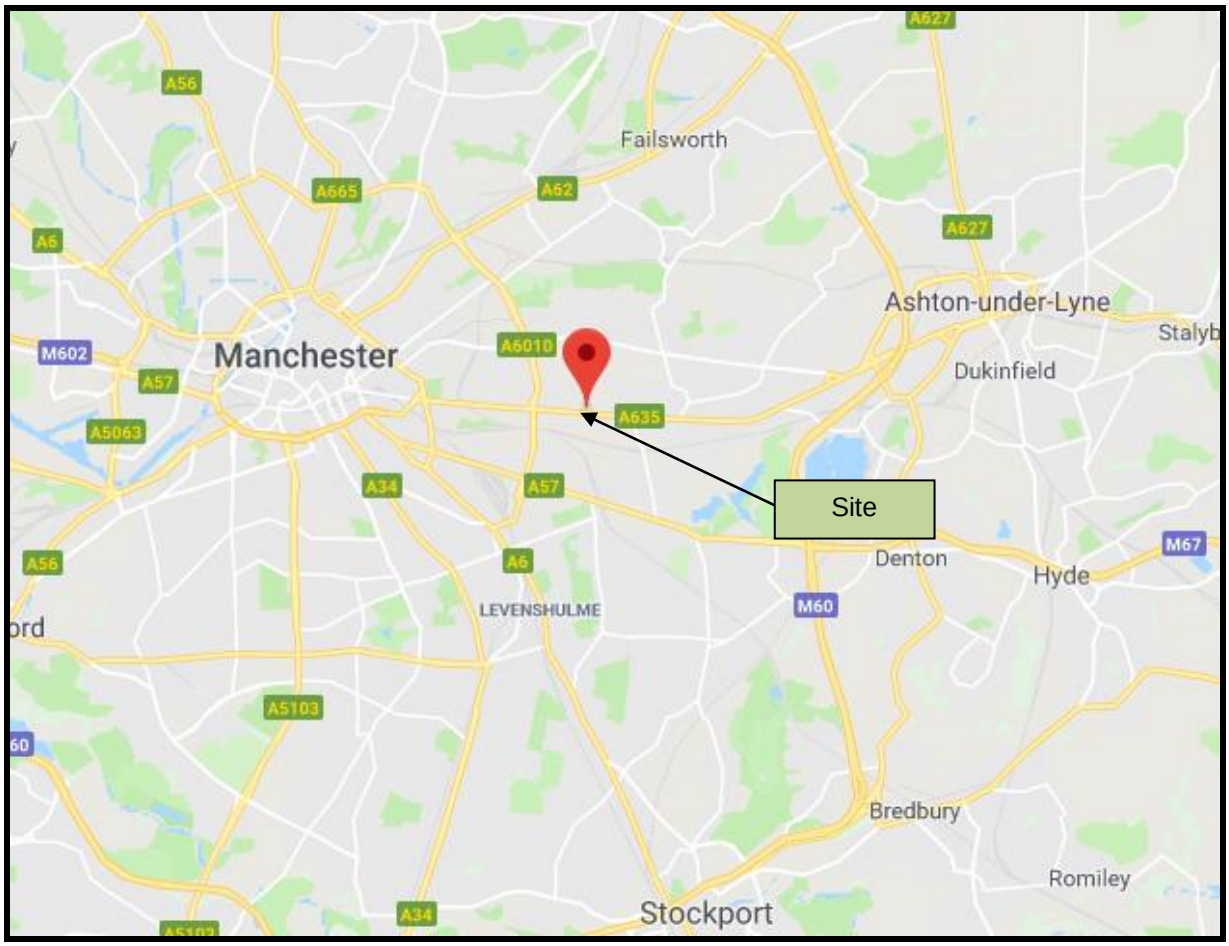
The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

It is considered that the development proposal will not adversely impact on the transport network, and indeed will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

3. SITE DESCRIPTION

Site location context

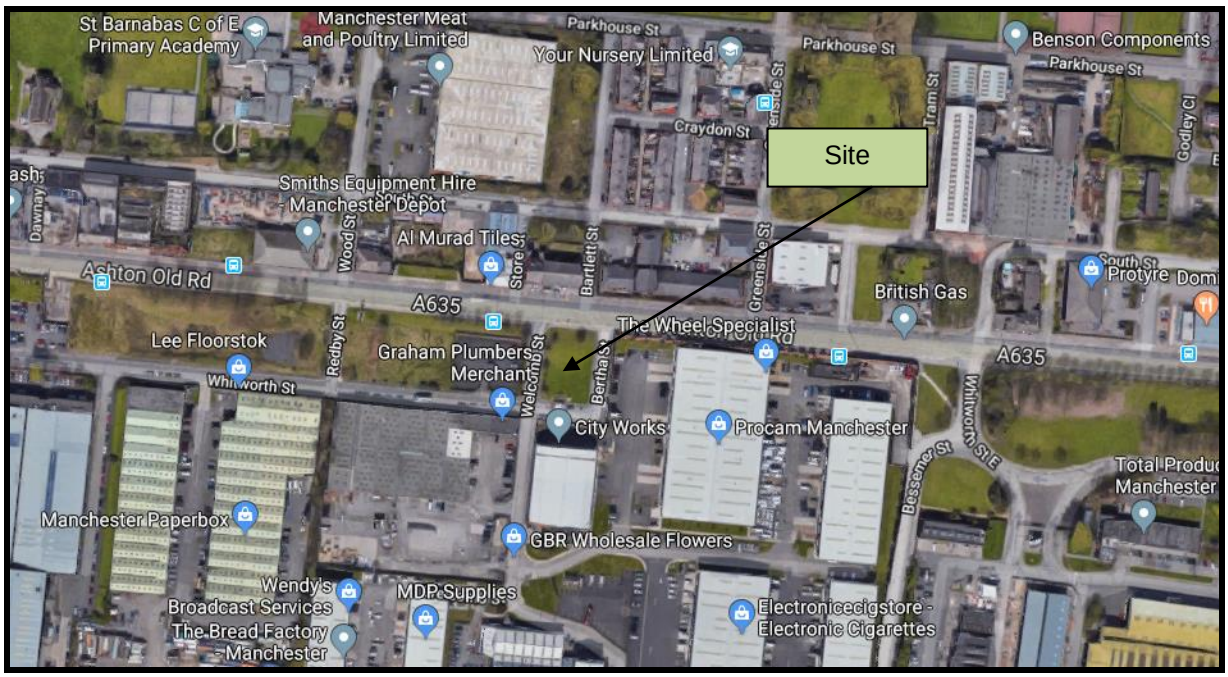
The site is located approximately 4km east from Manchester centre, it lies along the Ashton Old Road corridor .



Site location plan in relation to neighbouring areas and locally below



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarliy an urban catchment containing local services, employment/retail units.

The side roads off Ashton Old Road are subject to 20mph speed limits, are street lit and have footways on both sides. Ashton Old Road itself is subject to a 30mph speed limit, is street lit and has wide footways on both sides.

The junctions of Welcomb Street/Store Street, Whitworth Street E, and Westlake Street/Widnes Street with Ashton Old Road are traffic signal controlled.

Right turns from Ashton Old Road are not permitted at the latter two junctions and right turns out of Whitworth Street E and Westlake Street are also not permitted, with a one-way loop formed by Dakley Street, South Street, Westlake Street, Widnes Street and Whitwoth Street E providing access to the New Smithfield Market.

Visibilities at Bertha Street which give access onto Ashton Old Road are good in addition to the Welcomb signals.

Whitworth Street forms the southerly boundary of the site.

From site observation the area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference



The view to site along Bertha Street, there are no parking restrictions on the street



The view to site along Welcomb Street, there are parking restrictions on the street



View left and right on Welcomb Street from Junction with Ashton Old Road



Welcomb Street towards Ashton Old Road and past Whitworth Street



View left and right along the Whitworth Street boundary



View along Bertha Street, to and away from Ashton Old Road



View of Ashton Old Road frontage left and right from Bertha Street

Accident review

The GM accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

Where a number of incidents occur in the same location they are grouped together and shown on the map.

Access to the data base has been undertaken and the resultant mapping provided for reference.

The local area has had 4 recorded accidents in 2018 and 2019, 3 slight in nature and 1 serious.



There were no records in 2016 and 2017 and one in 2018. The 2019 appears to be at odds with the character as such may be associated with road works etc as shown in the highway review photographs.

The average number of accidents here equates to much less than one per year within the recorded 5 year period.

There is nothing about the road environment that would suggest that the additional traffic resulting from the development of the site will have an adverse effect on the highway safety in this area.

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

Summary

The site is located in the urban area close to local facilities, it has a good local infrastructure around the site with a bus route and good walking connections.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Walking and cycling

The local area has excellent facilities to promote movement of pedestrians wide footways, and street lighting.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

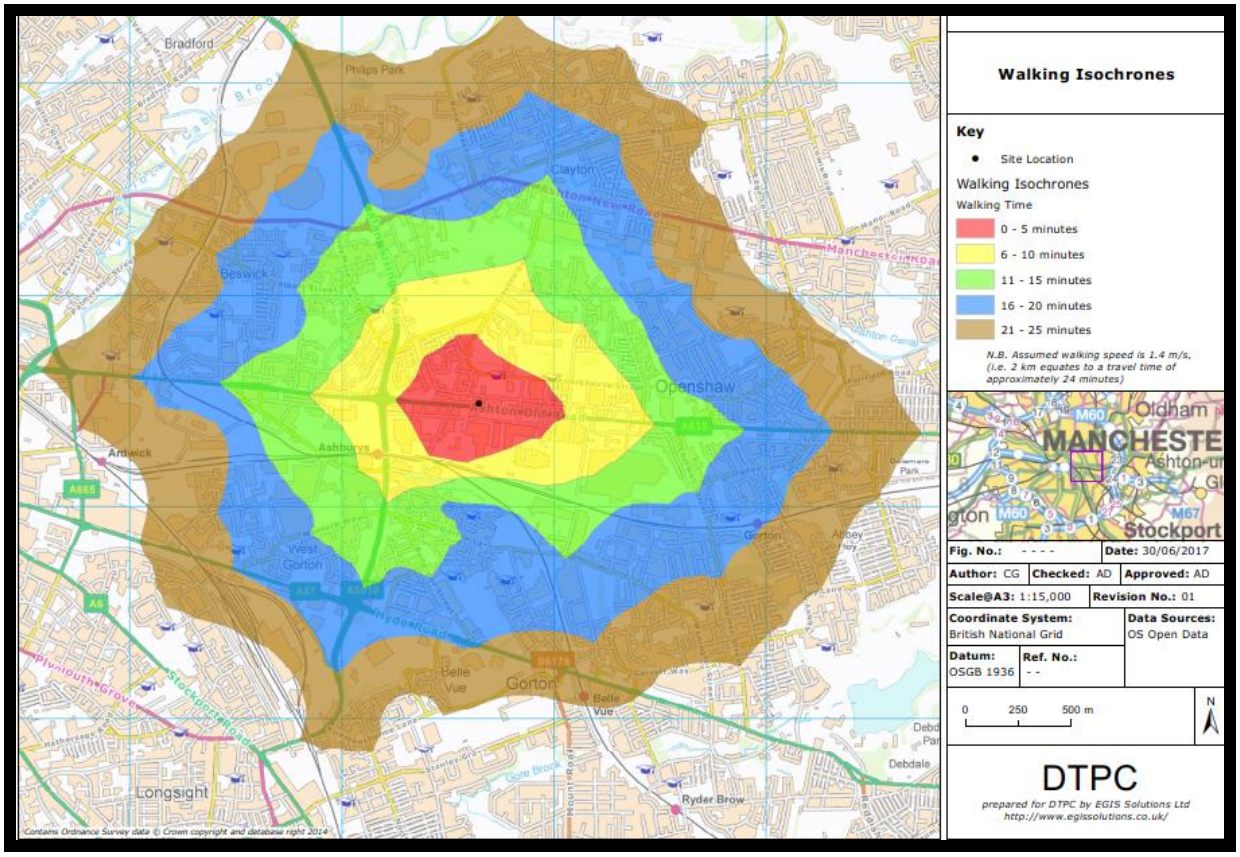
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for employees via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents to and from the proposed development.

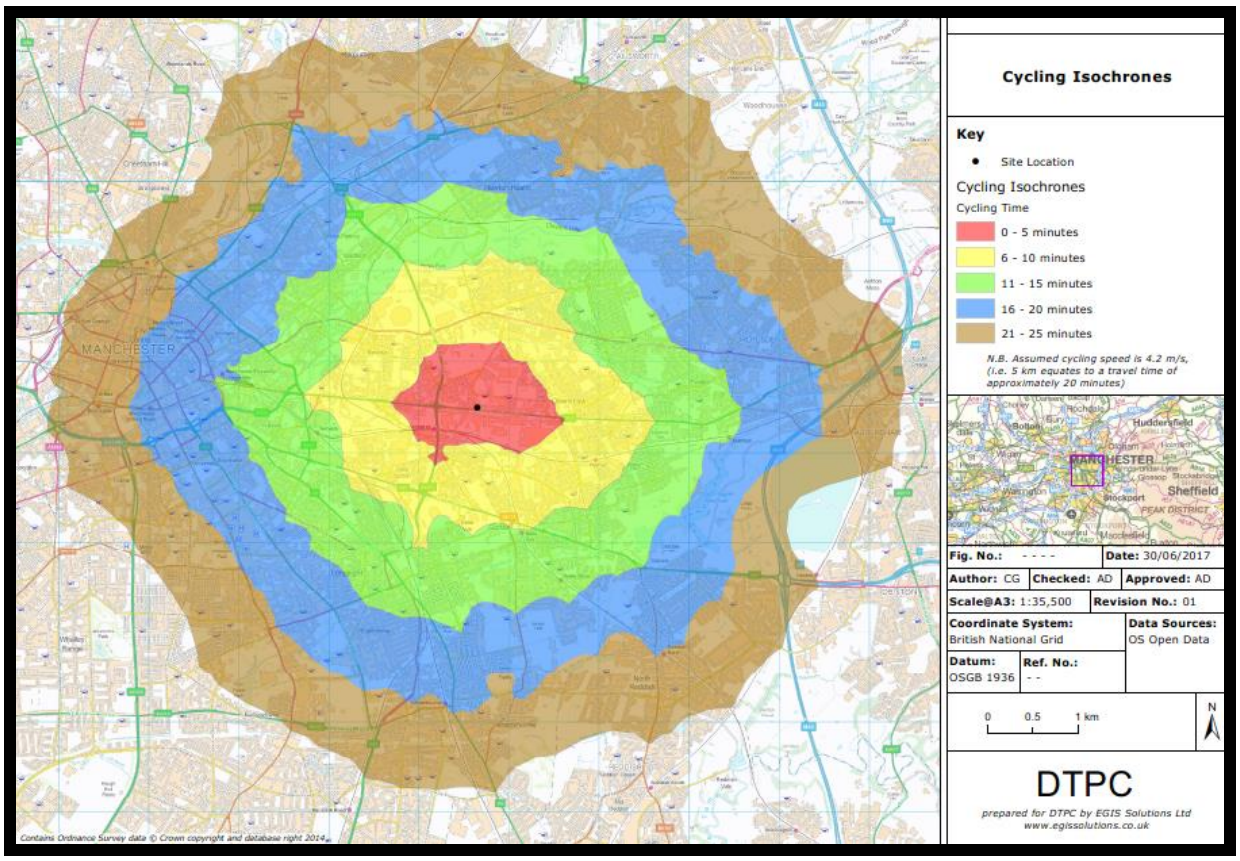
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

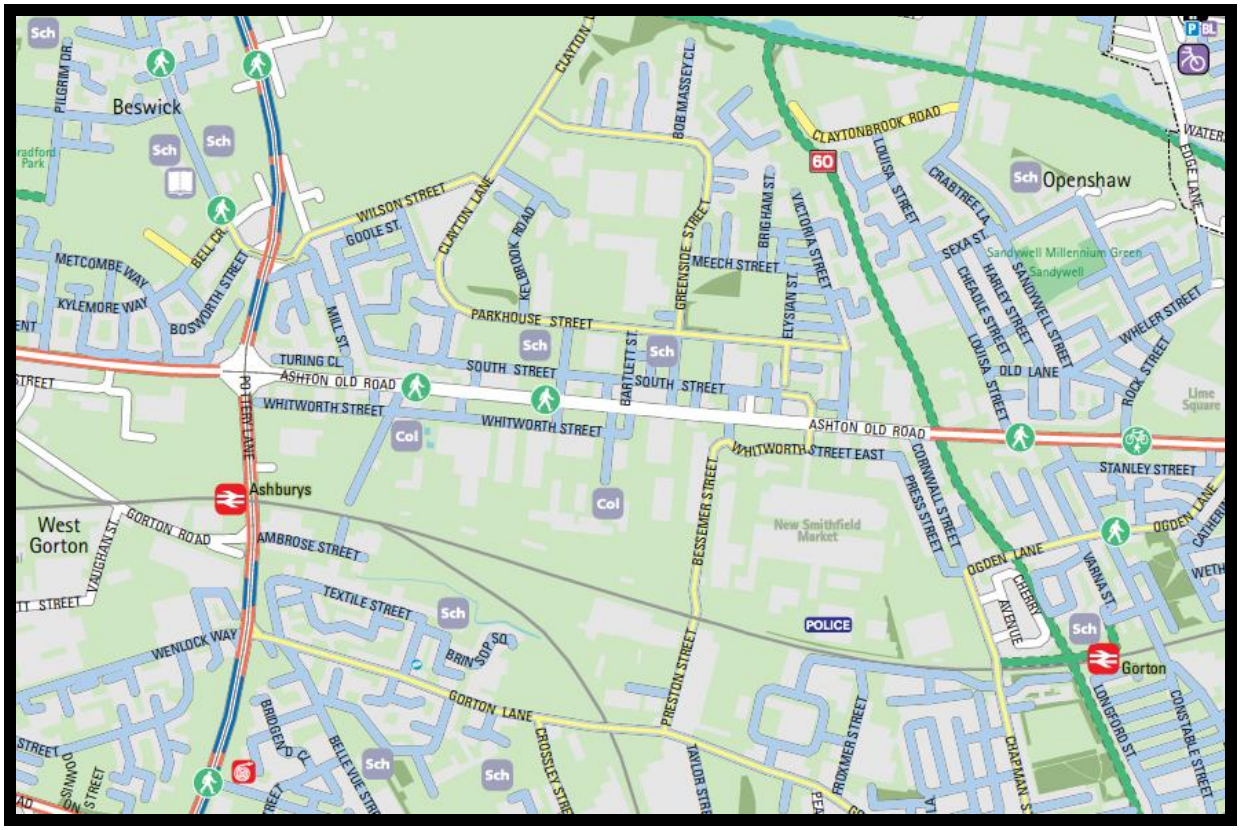
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

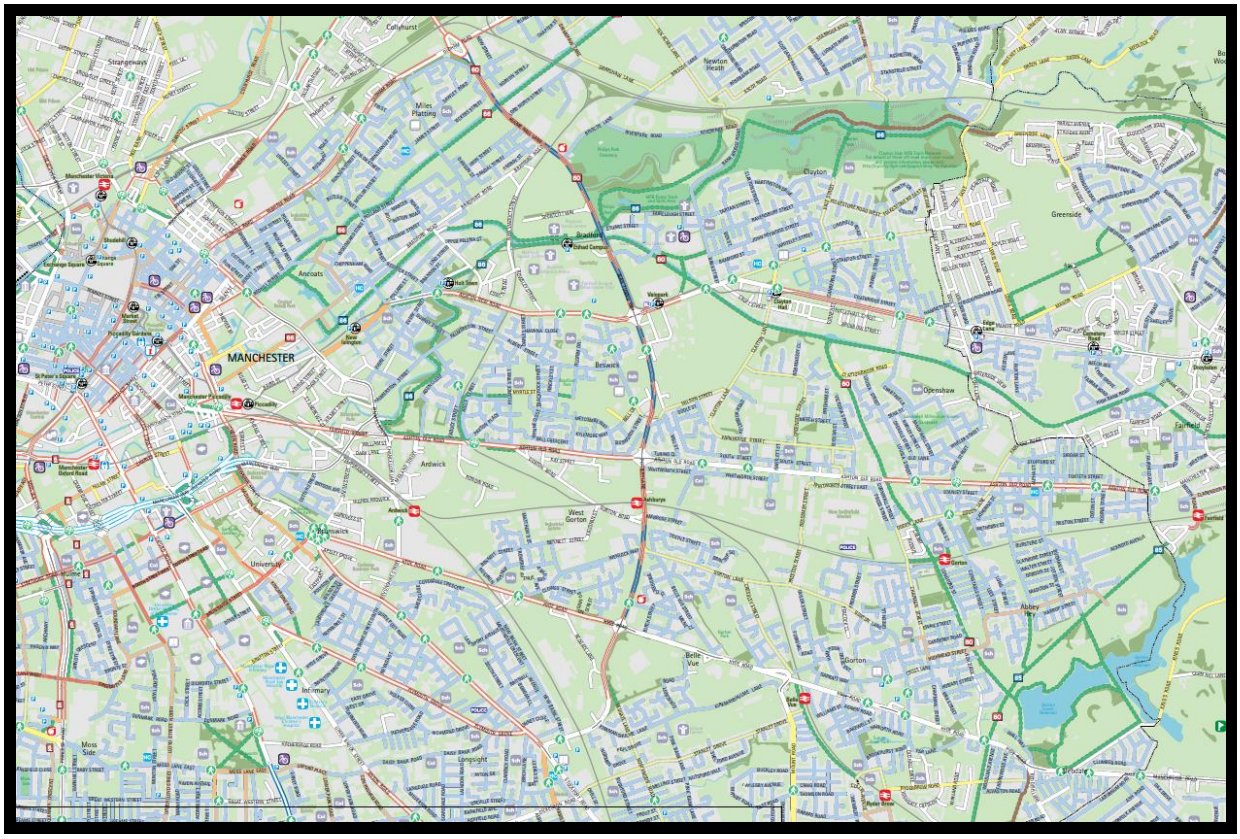
The brown area indicates the 5 km distance. The 5km cycle journey a substantial urban area and its key local facilities.



Cycle Catchments



Local area and wider network



Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

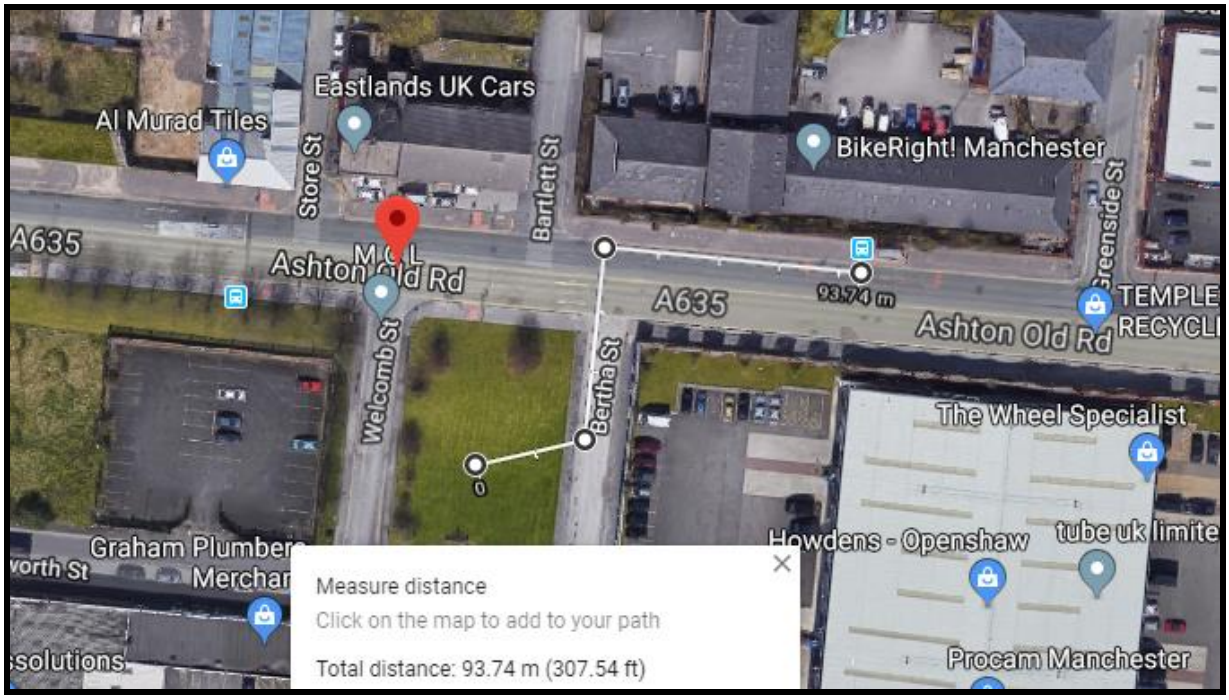
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The closest stops are well within a 100m walk from the development site and meets guidance for an urban area.





inbound stop and pre covid services below

from Monday, 29 April 2019

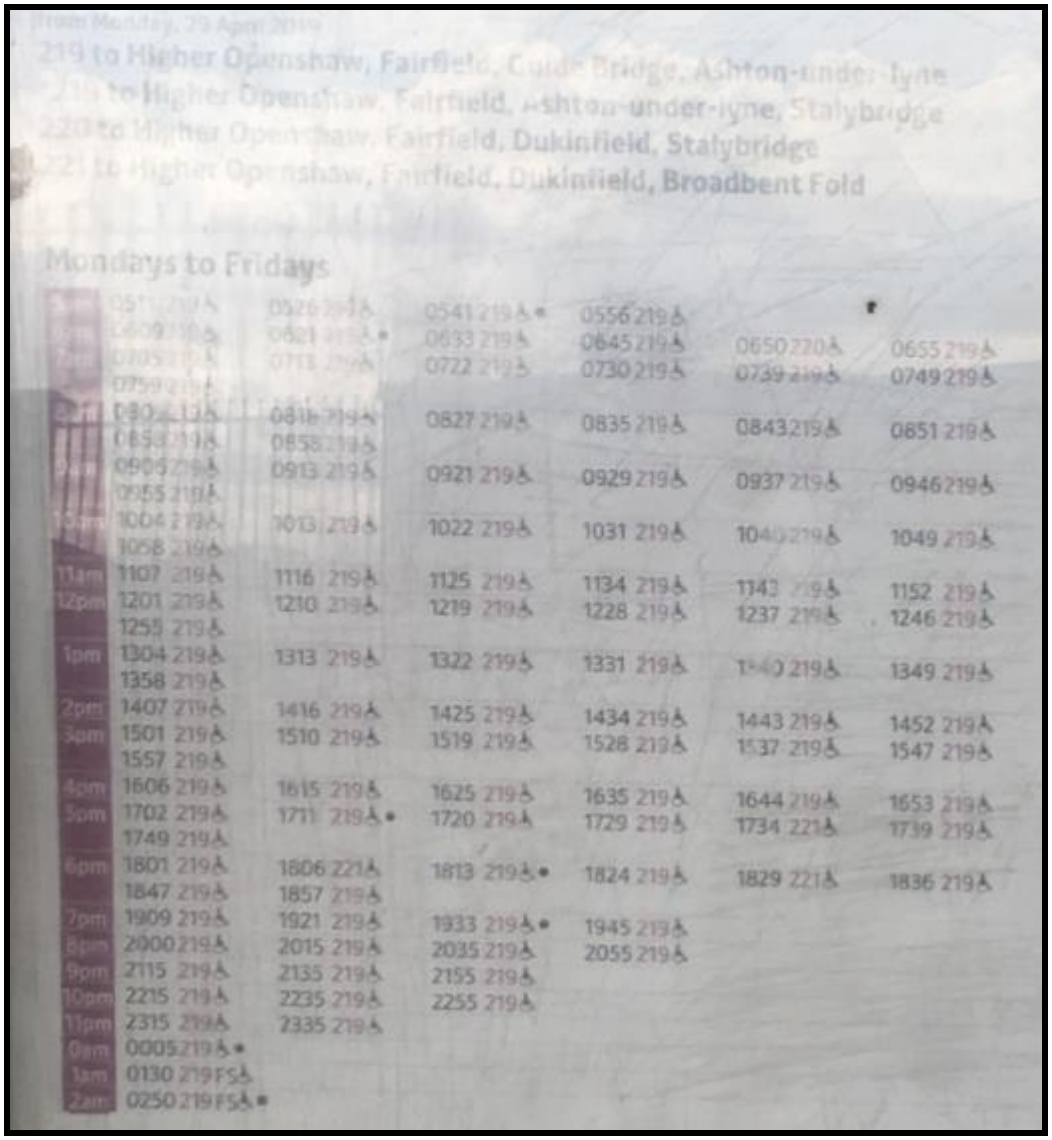
219 *219 221 to Beswick, Ardwick, Manchester Piccadilly Station, Manchester

Mondays to Fridays

4am	0443 219					
5am	0513 219	0528 219	0543 219	0554 219		
6am	0604 219	0614 219	0624 219	0632 219	0641 219	0646 219
	0651 221	0654 219				
7am	0701 219	0709 219	0715 221	0718 219	0726 219	0733 219
	0741 219	0745 221	0749 219	0755 219		
8am	0803 219	0811 219	0815 221	0819 219	0828 219	0837 219
	0847 219	0857 219				
9am	0907 219	0917 219	0926 219	0936 219	0946 219	0955 219
10am	1004 219	1013 219	1021 219	1030 219	1039 219	1048 219
	1057 219					
11am	1106 219	1115 219	1124 219	1133 219	1142 219	1151 219
12pm	1200 219	1209 219	1218 219	1227 219	1236 219	1245 219
	1254 219					
1pm	1303 219	1312 219	1322 219	1332 219	1341 219	1350 219
	1359 219					
2pm	1408 219	1417 219	1426 219	1435 219	1444 219	1453 219
3pm	1502 219	1511 219	1520 219	1523 219 #A	1529 219	1539 219
	1549 219	1559 219				
4pm	1608 219	1610 219 #C	1617 219	1626 219	1635 219	1640 219 #C
	1644 219	1653 219				
5pm	1702 219	1711 219	1720 219	1729 219	1738 219	1747 219
	1756 219					
6pm	1805 219	1814 219	1822 219	1829 219	1838 219	1847 219
	1856 219					
7pm	1905 219	1915 219	1925 219	1941 219		
8pm	2001 219	2021 219	2041 219			
9pm	2101 219	2121 219	2141 219			
10pm	2201 219	2221 219	2241 219			
11pm	2301 219	2321 219	2351 219			
2am	0224 219 FS					



Outbound services and times below



Taxi private hire

As with most cities and urban areas door to door can be provided by taxi or private hire reducing the need to own cars etc.

In Manchester Uber is a well used service as it gives protection to the customer from a safety point of view.

Summary

In summary, the application site can be considered as having a good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

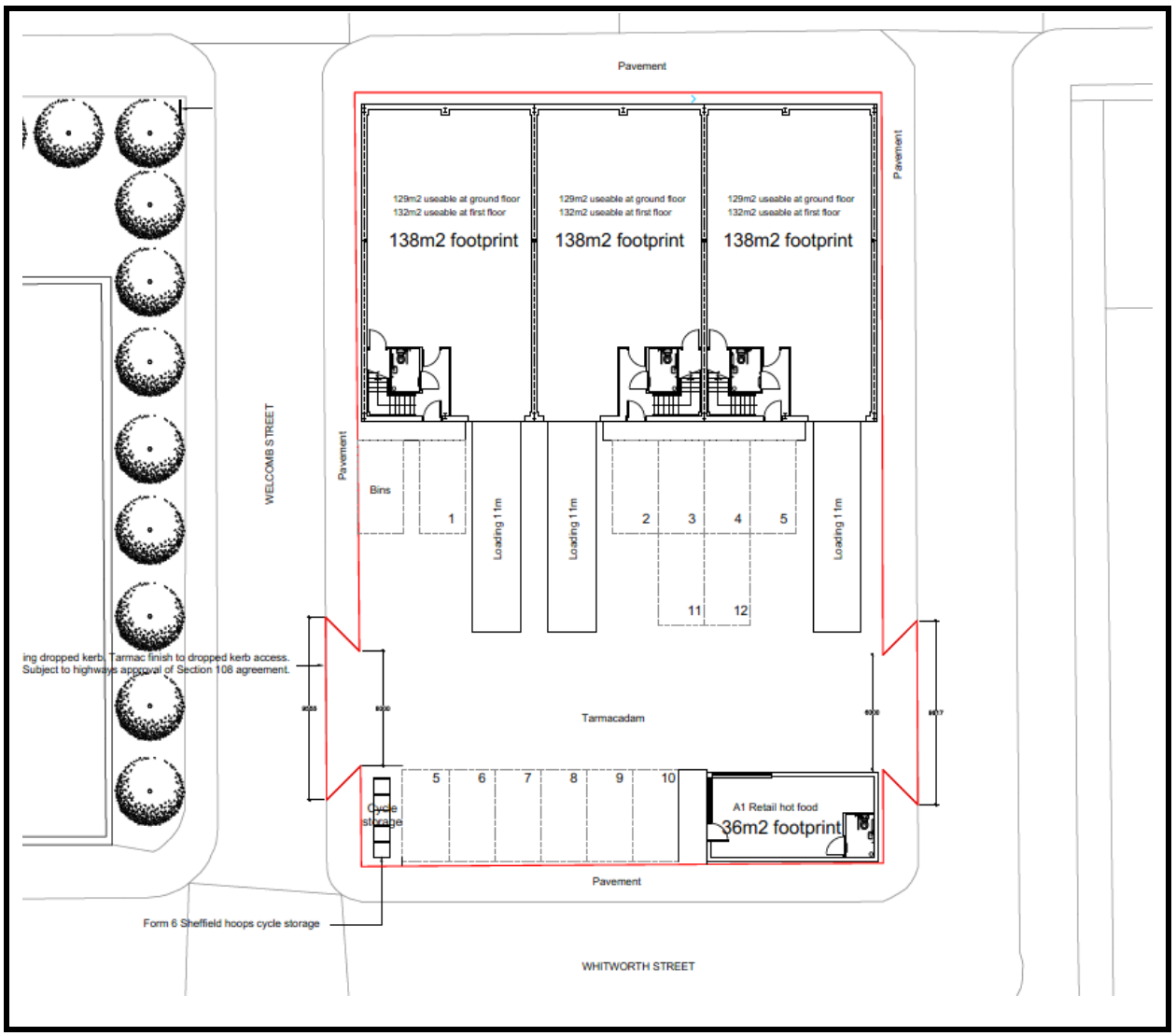
Development Proposals

The proposed application is to provide 414 sqm ground floor and potentially 414 sqm first floor space. A standalone hot food unit of 36 sqm is also proposed.

It has 13 internal car parking spaces and 5 cycle spaces.

Three loadings bays are also shown.

Full details in architects drawings



Site Layout

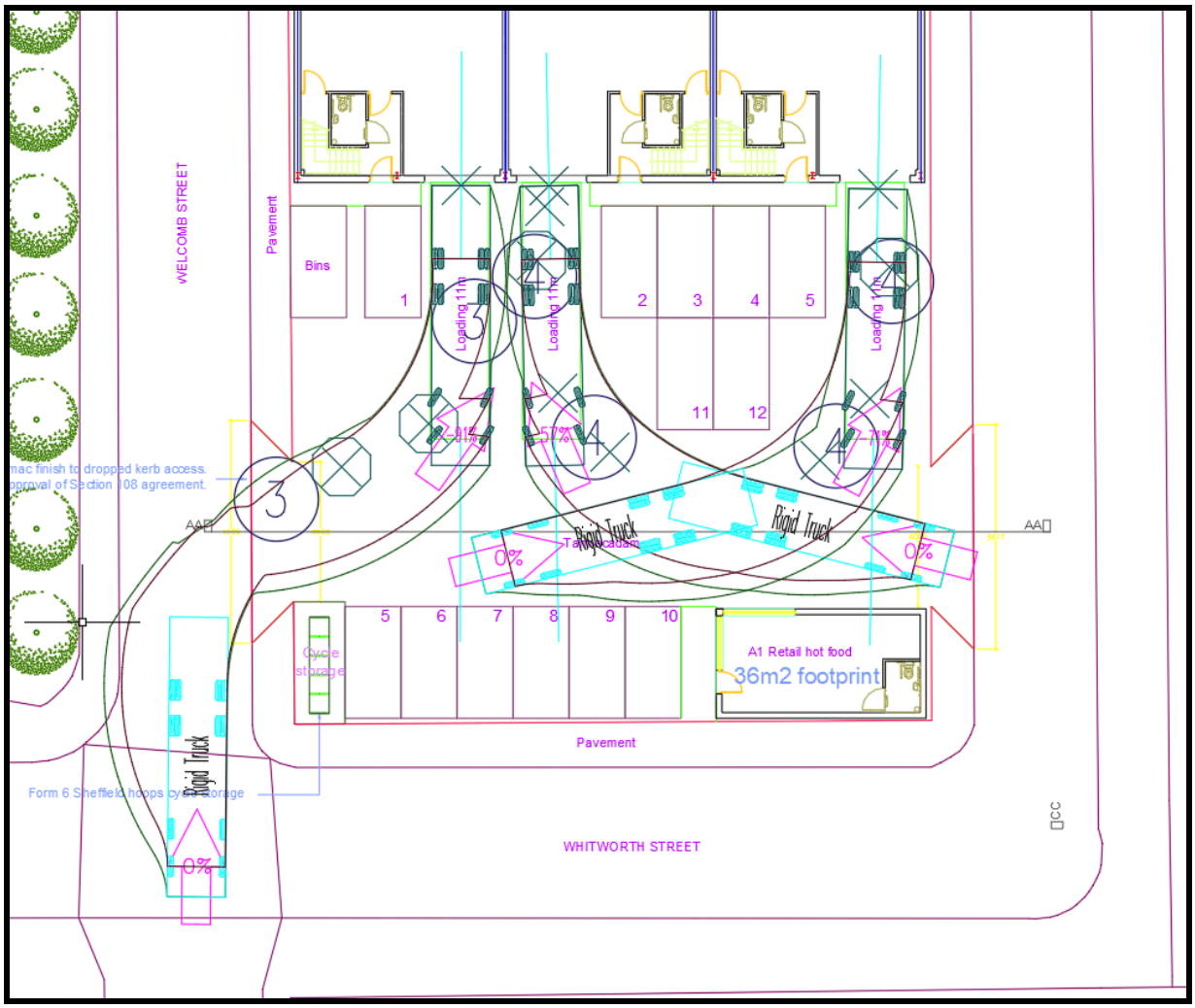
Access

Two new access points will be formed to allow access for cars and deliveries by smaller vehicles but can accommodate 12m rigids.

Servicing swept paths

The larger deliveries could be accommodated on street as per other units in the area from Bertha Street however the internals provide three loading bays for deliveries and the swept paths shows a 12m max rigid truck can be accommodated and still leave the parking spaces unaffected.

The loading bay next to bay 1 can be accessed either by reverse from the rad or a internal reverse as shown for the adjacent loading bay.



Trip rates

From the trics review in appendix the following trip rates and trips have been derived.

These show the food and non food trips and the average trips from the site. Other than food on a evening peak little impact in terms of flows is derived. The food would be reduced by pass by and diverted trips normally assumed to be 30%.

The assessments assumes all 3 units, food and both floors used as retail public access, a highly unlikely situation but the worst case situation.

The table also shows an average of the uses still assuming access to both floors and finally the pass by changes thus 70% of the trips.

The AM peak is 36 two way max, 4 min and an average of 20 reduced to 14 for pass by.

The PM peak 80 two way max, 25 min and an average of 52 reduced to 37 for pass by.

Time Period	TRICS Trip Rate		Derived Trips For XX sqm of Non Food Retail			TRICS Trip Rate		Derived Trips For XX sqm of Food Retail			50/50 food non food	30% pass by
	Arr	Dep	Arr	Dep	two way total	Arr	Dep	Arr	Dep	two way total	ave two way total	total
00:00-01:00	0	0	0	0		0	0	0	0		0	
01:00-02:00	0	0	0	0		0	0	0	0		0	
02:00-03:00	0	0	0	0		0	0	0	0		0	
03:00-04:00	0	0	0	0		0	0	0	0		0	
04:00-05:00	0	0	0	0		0	0	0	0		0	
05:00-06:00	0	0	0	0		0	0	0	0		0	
06:00-07:00	0	0	0	0		0.283	0.061	0	0		0	
07:00-08:00	0.142	0.047	1	0	2	1.331	0.861	0	0	0	1	1
08:00-09:00	0.322	0.168	3	1	4	2.375	1.823	21	16	36	20	14
09:00-10:00	1.632	1.017	14	9	23	3.436	2.640	30	23	52	38	26
10:00-11:00	2.057	1.625	18	14	32	3.816	3.441	33	30	63	47	33
11:00-12:00	2.166	1.976	19	17	36	4.290	4.069	37	35	72	54	38
12:00-13:00	2.071	1.998	18	17	35	**4.623**	4.547	40	39	79	57	40
13:00-14:00	**2.232**	**2.181**	19	19	38	4.422	4.448	38	38	77	57	40
14:00-15:00	2.057	2.035	18	18	35	4.070	4.220	35	36	72	53	37
15:00-16:00	1.742	2.013	15	17	32	4.251	4.436	37	38	75	54	38
16:00-17:00	1.471	1.566	13	14	26	4.394	4.321	38	37	75	51	36
17:00-18:00	1.383	1.486	12	13	25	4.495	**4.748**	39	41	80	52	37
18:00-19:00	0.845	1.216	7	11	18	4.075	4.387	35	38	73	45	32
19:00-20:00	0.450	0.853	4	7	11	2.765	3.331	24	29	53	32	22
20:00-21:00	0.000	0.186	0	2	2	1.839	2.299	0	0	0	1	1
21:00-22:00	0	0	0	0	0	1.028	1.396	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0.077	0.267	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0
Daily Trip Rates	18.57	18.367	160	159	319	51.57	51.295	406	401	807	563	394

Using the same methodology for commercial based on worst case B1 and B2 estate or unit is shown below. B8 would be much lower thus not assessed.

Time Period	TRICS Trip Rate		Derived Trips For B1		two way total	TRICS Trip Rate		Derived Trips For B2 estate		two way total	TRICS Trip Rate		Derived Trips For B2 unit		two way total
	Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep	
00:00-01:00						0	0	0	0		0	0	0	0	
01:00-02:00						0	0	0	0		0	0	0	0	
02:00-03:00	0	0	0	0		0	0	0	0		0	0	0	0	
03:00-04:00	0	0	0	0		0	0	0	0		0	0	0	0	
04:00-05:00	0	0	0	0		0	0	0	0		0	0	0	0	
05:00-06:00	0	0	0	0		0	0	0	0		0	0	0	0	
06:00-07:00	1.109	0.619	10	5		0	0	0	0		0	0	0	0	
07:00-08:00	0.553	0.066	5	1	5	0.156	0.047	0	0	0	0.371	0.058	0	0	0
08:00-09:00	1.354	0.119	12	1	13	0.197	0.084	2	1	2	0.536	0.099	5	1	5
09:00-10:00	0.659	0.133	6	1	7	0.146	0.100	1	1	2	0.375	0.171	3	1	5
10:00-11:00	0.212	0.102	2	1	3	0.119	0.105	1	1	2	0.261	0.242	2	2	4
11:00-12:00	0.146	0.114	1	1	2	0.118	0.116	1	1	2	0.233	0.208	2	2	4
12:00-13:00	0.192	**0.288**	2	2	4	**0.120**	0.135	1	1	2	**0.276**	0.275	2	2	5
13:00-14:00	**0.264**	0.244	2	2	4	0.140	0.126	1	1	2	0.332	0.337	3	3	6
14:00-15:00	0.188	0.223	2	2	4	0.112	0.134	1	1	2	0.351	0.360	3	3	6
15:00-16:00	0.111	0.329	1	3	4	0.104	0.140	1	1	2	0.199	0.323	2	3	5
16:00-17:00	0.123	0.715	1	6	7	0.100	0.171	1	1	2	0.199	0.466	2	4	6
17:00-18:00	0.087	1.208	1	10	11	0.059	**0.188**	1	2	2	0.138	**0.518**	1	4	6
18:00-19:00	0.042	0.433	0	4	4	0.041	0.075	0	1	1	0.051	0.243	0	2	3
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Trip Rates	5.04	4.593	44	40	83	1.412	1.421	11	12	23	3.322	3.3	25	28	54

The assessments assumes all 3 units, B1 and both floors used, a highly unlikely situation but the worst case situation.

The table also shows B2 single user trip rate as base line case.

The AM peak is 13 two way max, 2 min and single unit 5.

The PM peak 11 two way max, 2 min and single unit 6.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that non food under 800 sqm do not need to be assessed, food under 800 sqm a TS would suffice.

Splitting the use would suggest food would also fall well within just a TS assessment needed and non food no assessment.

Similarly B1 business under 150 sqm and B2 2500 sqm require no assessment.

At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The AM 36 worst case for food/non food reducing to 14 two way trips from the proposed use are just over or much less than the 30 two way threshold the proposal would therefore have little or no discernible impact on the local network.

The PM 80 worst case for food/non food reducing to 37 two way trips from the proposed use are over the 30 two way threshold the proposal worst case but just over for the average pass by which is considered the most likely scenario and would therefore have little or no discernible impact on the local network.

B class users would be much lower and thus all well under the threshold.

Car parking Policy and review

The site provides 13 spaces for customers and staff

For food/non food the appendix b of the local plan sets out:

Land Use	**Maximum number of car parking spaces**		**Minimum number of spaces required for:-**		
	District Centres	**Areas not within the City Centre or District Centres**	**Disabled people's parking as percentage of total (Citywide)**		**Cycles (Citywide)**
			Up to 200 in total	**Over 200 in total**	
A1: Shops					
Food Retail	1 space per 16sqm	1 space per 14sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140sqm minimum of 2 spaces
Non-food Retail	1 space per 22sqm	1 space per 20sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200sqm minimum of 2 spaces

814 sqm food at 1:14 derives 58 spaces, non food 41 spaces.

For B class users overleaf 814 sqm B1 at 1:14 derives 27 spaces, B2 18 spaces.

B1: Business					
Stand alone offices	1 space per 35sqm	1 space per 30sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm minimum of 2 spaces
B2: General Industry					
General Industry	1 space per 60sqm	1 space per 45sqm	Individual bays for each disabled employee plus 2	6 bays plus 2% of total capacity	1 space per 450sqm minimum of 2 spaces

The 2019 NPPF supporting Ministerial Statement sets out:

THE GOVERNMENT has given local planning authorities more leeway to set maximum parking standards in new developments in the final version of the updated National Planning Policy Framework (NPPF) for England. Ministry of Housing, Communities and Local Government (MoHCLG) said: "The approach to parking standards remains that minimum or maximum standards may be set locally, but with maximum standards requiring particular justification, considering the effect that limits on spaces can have on on-street parking.

"However, the text has been amended to recognise that such justification may exist in accessible locations where it is appropriate to optimise densities (in line with new policies on making effective use of land), as well as where it is necessary for managing the local road network."

The MoHCLG has also responded to concerns raised in the consultation about the draft NPPF's paragraph stating: "Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe."

"The wording has been changed to make clear the `severe' test relates to road capacity rather than highway safety," says the MoHCLG. Advice on the test will be included in revised national planning guidance.

The site is highly accessible in nature along a high frequency public transport corridor. It is within a short ride of dedicated cycle facilities.

The trics review also provides a car park accumulation based on in/outs, it should be noted that food retail has a recognised space turn over of around 10 minutes from experience thus the simple in/out does not show the full picture.

Time Period	non food car park	food car park
07:00-08:00	1	0
08:00-09:00	2	5
09:00-10:00	7	12
10:00-11:00	11	15
11:00-12:00	13	17
12:00-13:00	13	17
13:00-14:00	14	17
14:00-15:00	14	16
15:00-16:00	12	14
16:00-17:00	11	15
17:00-18:00	10	13
18:00-19:00	7	10
19:00-20:00	3	5
20:00-21:00	2	5

Time Period	B1 car park	B2 estate car park	B2 unit car park
07:00-08:00	4	0	0
08:00-09:00	15	1	4
09:00-10:00	19	1	6
10:00-11:00	20	1	6
11:00-12:00	21	2	6
12:00-13:00	20	1	6
13:00-14:00	20	2	6
14:00-15:00	20	1	6
15:00-16:00	18	1	5
16:00-17:00	13	0	2
17:00-18:00	3	-1	-1
18:00-19:00	0	-1	-3
19:00-20:00	0	-1	-3
20:00-21:00	0	-1	-3

The 13 spaces from a simple in/out would accommodate the non food needs and the food additional space turnover suggests the shortfall of 4 spaces can be accommodated by space turnover as a worst case scenario. For B1 office the shortfall is 8 spaces for three units and both floors again unlikely.

The parking offer is therefore considered reasonable and the what if scenario of overspill needs to be considered.

The on street parking on Bertha Street or Whitworth st as short sections of road with no direct frontage would have minimal effect on amenity or traffic flows if it occurs whilst deemed overspill would not give rise to safety issues, the current parking does not cause safety or recorded operational issues.

6. SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network.

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.