Proposed Extension of Opening Hours

Transport Technical Note 01: Blochaus Climbing Centre

Project Number:	784-B068593	Office:	Manchester
Date:	02-09-2024	Prepared by:	M Thompson / A Benotman
Status:	For Submission	Checked by:	M Thompson
Revision:	02	Approved by:	A Spence

1.0 Introduction

1.1 Tetra Tech (TT) has been commissioned by Blochaus Climbing Ltd to provide transport planning advice in relation to an application for extending the operational opening hours at the existing Blochaus Climbing Centre on Wood Street, Openshaw, Manchester.

1.2 The location of the site is shown on **Plan 1** and the local highway network is shown on **Plan 2.**

1.3 Manchester City Council (MCC) are both the local planning authority (LPA) and local highway authority (LHA) for the area where the site is located.

1.4 The existing climbing centre was constructed in the first half of 2021 and opened on the 24th July 2021, following the planning approval for:

> *"Change of use of building (Class B8 storage and distribution) to a climbing and activity centre and training / exercise studio with ancillary cafe, car parking and new pedestrian access gate to South Street and elevational alterations including a glazing panel to the east elevation."* (MCC Planning App Ref:123326/FO/2019).

1.5 The 2019 planning approval was supported by a Transport Statement (TS) prepared by WYG (now TT). That TS set out the access and parking, sustainable accessibility and the trip generation expected during the PM peak hour.

1.6 The current application is to extend the opening hours, as follows:

- The current opening hours are:
  - Monday to Friday - 10am to 10pm
  - Saturday, Sunday, Bank Holiday - 10am to 7pm
- The proposed opening hours are:
  - Monday to Friday = 6am to 10pm
  - Saturday, Sunday, Bank Holiday = 8am to 9pm

1.7 Given that the proposed opening hours extend across the AM peak hour, this Transport Technical Note (TTN) has been produced to appraise the LHA of the anticipated traffic impacts of the climbing centre during that peak period.

1.8 There are no proposed alterations to the unit, the car park, or the access.

1.9 Given the 2019 approval and given that there is no alteration to the unit, car park or access, it is considered that accessibility via sustainable modes along with the access and car park layout, are agreed.

2.0 Personal Injury Accident Data

2.1 Personal Injury Accident (PIA) statistics for the local highway network surrounding the site, have been obtained from the CrashMap database for a 7-year period between 2016 and 2022.

2.2 Typically, a study period of 5 years would be used, however, given that during 2020 and 2021, traffic patterns were untypical due to the effects of the COVID-19 pandemic, a 7-year study period has been selected.

2.3 The PIA data has been extracted for the local highway network and is shown in see **Map 2.1.**

Map 2.1: Review Crash Map, PIA Study Area



Table 2.1: Summary of Accident Data Between 2016 and 2022

Severity	2016	2017	2018	2019	2020	2021	2022	Total
Slight	0	0	2	0	0	1	0	**3**
Serious	0	0	0	0	0	0	0	**0**
Fatal	0	0	0	0	0	0	0	**0**
Total	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**

2.4 **Map 2.1 & Table 2.1** show that over a seven-year period, there have been three incidents classified as 'slight' and no incidents reported as 'serious' or 'fatal'. This equates to 0.4 incidents per year in the vicinity of site.

2.5 One of the slight incidents took place along Parkhouse Street in 2018. It involved one vehicle and resulted in one casualty. This is in close proximity of the site access, however this occurred prior to the opening of the climbing centre facility.

2.6 The two other slight incidents took place at the Wood Street / South Street junction, one in 2018 and the second in 2021. Both incidents involved two vehicles and resulted in one casualty.

2.7 Overall, it is considered that the road network surrounding the site has a good safety record. It is concluded that there are no untypical safety issues which could be exacerbated by the extension of opening hours.

3.0 Accessibility via Sustainable Modes

Introduction

3.1 The accessibility of the site via sustainable modes of travel was considered in the 2019 TS and the 2019 planning approval. Given the approval, the accessibility via sustainable modes was found to be acceptable.

Accessibility on Foot

3.2 Within a 1km walk of the site, the vast majority of the residential areas of Openshaw can access the facility. There are also a number of bus stops within a short walk of the site (see **Plan 3**)

3.3 Within the 2km walk catchment area, additional residential and employments areas can be reached including those located in Openshaw, Beswick Clayton, West Gorton, Belle Vue, Gorton and Abbey Hay. The 2km walk catchment also covers additional amenities such as Gorton Railway Station (see **Plan 3**).

3.4 The local highway network in the vicinity of the site is conducive to walking with footways and street lighting provided along roads and a 20mph speed limit on many of the local roads. There are also several signal-controlled crossing facilities located near the site helping pedestrians cross Ashton Old Road.

Accessibility by Cycle

3.5 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km, and may form part of a longer journey which includes public transport modes.

3.6 A 5km cycle catchment covers Manchester City Centre and most residential areas to the east of Manchester including Miles Platting, Ardwick, Rusholme, Beswick, West Gorton, Newton Heath, Clayton, Openshaw, Belle Vue, Levenshulme and Droylsden (see **Plan 4**).

3.7 In terms of infrastructure, National Cycle Route 60, which is a mainly traffic free route, is located approximately 600m to the east of the site. Additionally, local cycle route along the A6010 is located approximately 700m to the west of the site.

Accessibility by Public Transport

Bus

3.8 The site is well served by a number of existing bus services, with the nearest pair of bus stops located on Ashton Old Road (serviced by bus services 219, 220 and 221), a walk distance of approximately 180m. There is also an additional pair of bus stops on Greenside Street (serviced by bus services 171 and 172), which are an approximate 315m walk from the site.

3.9 The frequency of bus services at these stops is summarised in **Table 3.1**.

Table 3:1 Summary of Bus Services Accessible from the Site

No.	Route	Frequency (minutes)					
		Mon – Fri			Sat		Sun
		Peak	Day	Eve	Day	Eve	
Bus Services from bus stops on Ashton Old Road							
219	Manchester - Openshaw - Guide Bridge - Ashton - Stalybridge	Less than 15mins	less than 15mins	20	15-20	20	10-30
220 / 221	Manchester - Openshaw - Audenshaw - Dukinfield - Stalybridge	4 services			-	-	-
Bus Services from bus stops on Greenside Street							
171	Newton Heath - Gorton - Levenshulme - Burnage - Didsbury - East Didsbury	60	60	-	60	-	-
172	Newton Heath - Gorton - Levenshulme - Burnage - Southern Cemetery	60	60	60	60	60	60

3.10 **Table 3.1** shows that there are regular bus services accessible within a short walk from the site. Those services provide onwards sustainable travel options to access the surrounding residential areas

within Manchester City Centre, along with surrounding towns and district centres including Ashton, Stalybridge, Newton Heath, Levenshulme, and Didsbury.

Rail

3.11 The site is located approximately 1km and 1.6km walk distance from Ashbury and Gorton Railway Stations, respectively. From these stations, half hourly rail services provide access to Manchester Piccadilly, Rose Hill, Marple, Glossop, and Hadfield.

Accessibility Summary

3.12 The above shows that the site is well located in terms of access to sustainable travel modes. This was considered and agreed as part of the 2019 planning approval.

4.0 Traffic Impact of the Extension Operating Hours

4.1 The expected traffic generation of the climbing centre was set out in the 2019 TS. At that time, only the PM peak hour was considered as the operating hours did not cover the AM peak hour.

4.2 Under the proposals, the opening hours are to be extended and the site would generate trips during the AM peak hour. As such, this TTN01 sets out the AM peak hour trip generation. This assessment replicates the PM peak hour first principles analysis, which was set out in the 2019 TS.

Trip Generation – AM Peak Hour

4.3 The 2019 TS set out that, during the climbing centre's busiest period, there will be around 54 customers using the facilities at any one time. That figure relates to the PM peak period 4pm to 6pm, with 60% of those arriving and departing in a single hour (i.e. 32 arrivals and 32 departures). The applicant has confirmed that the AM peak hour activity is expected to be lower. Nonetheless, the figure of 32 arrivals and departures in an hour will be used in the assessment of the AM peak hour. This is considered to be a robust assessment.

4.4 Many of the centre's customers are expected to arrive with friends, work colleagues, family members, or as part of a school/ college group etc and therefore it is likely that the majority of customers that arrive by car will do so with at least two customers per car.

4.5 The site is highly accessible via sustainable modes of transport, as described in **Section 3** of this TTN01. Furthermore, the applicant has noticed that there has recently been a greater tendency for young adults using the centre to travel by public transport and cycle when going to and from the facilities. Given this, it is considered that a reasonable proportion of users are likely to travel by sustainable modes of transport.

4.6 The analyses from the 2019 TS described how a sensible assumption is that at least 20% of people travelling to the site would travel by sustainable forms of transport. Therefore, assuming that 80% of people travel by car, that equates to 26 arrivals and 26 departures. The TS also described how typical car occupancy at such facility is two people per vehicle. On this basis, the number of vehicle trips generated by the site during the peak hour equates to 13 arrivals and 13 departures. The trip generation calculations via first principles is presented in **Table 4.1**.

Table 4.1 – People Trip Generation and Traffic Generation Calcs – First Principles

	AM Peak Hour (08:00 – 09:00)		
	Arrivals	Departures	Total
Climbing Centre Visitors			32
Total people trips	32	32	64
20% sustainable modes	6	6	12
40% by Car (Driver)	13	13	26
40% by Car (Passenger)	13	13	26

4.7 **Table 4.1** shows, in orange, that the site is expected to generate 26 vehicle movements during the AM peak hour. This equates to an average of just one additional vehicular movement every 2 minutes 18 seconds on the local highway network. This level of traffic generation will only occur at the site access junction and, from that point onwards, will dissipate across the local highway network. The impacts at existing junctions on the wider highway network will therefore be diluted.

4.8 This based on a robust assessment where the AM peak hour has been considered to generate as many visitors as there are in the PM peak hour. The applicant has confirmed that is not expected to be the case and that the AM peak hour will generate fewer visitors that the PM peak hour. Furthermore, these levels of traffic increases in the peak hour, were found to be acceptable as part of the 2019 TS, where 26 additional vehicle trips were identified during the PM peak hour.

4.9 It is expected that there will be a high proportion of staff who will use public transport, cycle, or car share when travelling to and from work, and therefore their impact on the local highway network will also be negligible.

4.10 Given the low level of vehicular traffic likely to be generated by the development proposal, it is considered that the impact of the increase in traffic from the extension of opening hours will be negligible and in relation to National Planning Policy Framework (NPPF), will not be 'severe'.

5.0 Summary and Conclusions

Summary

5.1 Tetra Tech (TT) has been commissioned by Blochaus Climbing Ltd to provide transport planning advice in relation to an application extending the operational opening hours at the existing Blochaus Climbing Centre on Wood Street, Openshaw, Manchester.

5.2 The current opening hours are:

- Monday to Friday - 10am to 10pm
- Saturday, Sunday, Bank Holiday - 10am to 7pm

5.3 The proposed opening hours are:

- Monday to Friday = 6am to 10pm
- Saturday, Sunday, Bank Holiday = 8am to 9pm

5.4 There are no alterations to the unit nor the access and car park layouts.

5.5 The local highway network has been reviewed and the accident analysis has identified that the road network surrounding the site has a good safety record. It is concluded that there are no untypical safety issues which could be exacerbated by the extension of opening hours.

5.6 It has been demonstrated that the site is well located in terms of access via sustainable travel modes. This was considered and agreed as part of the 2019 planning approval.

5.7 A first principles assessment has been carried out using robust parameters. That has identified that the site could generate 26 vehicle trips in the AM peak hour. This level of traffic generation is low and would only occur at the site access, at existing junctions the traffic impacts will be diluted as traffic disperses across the highway network.

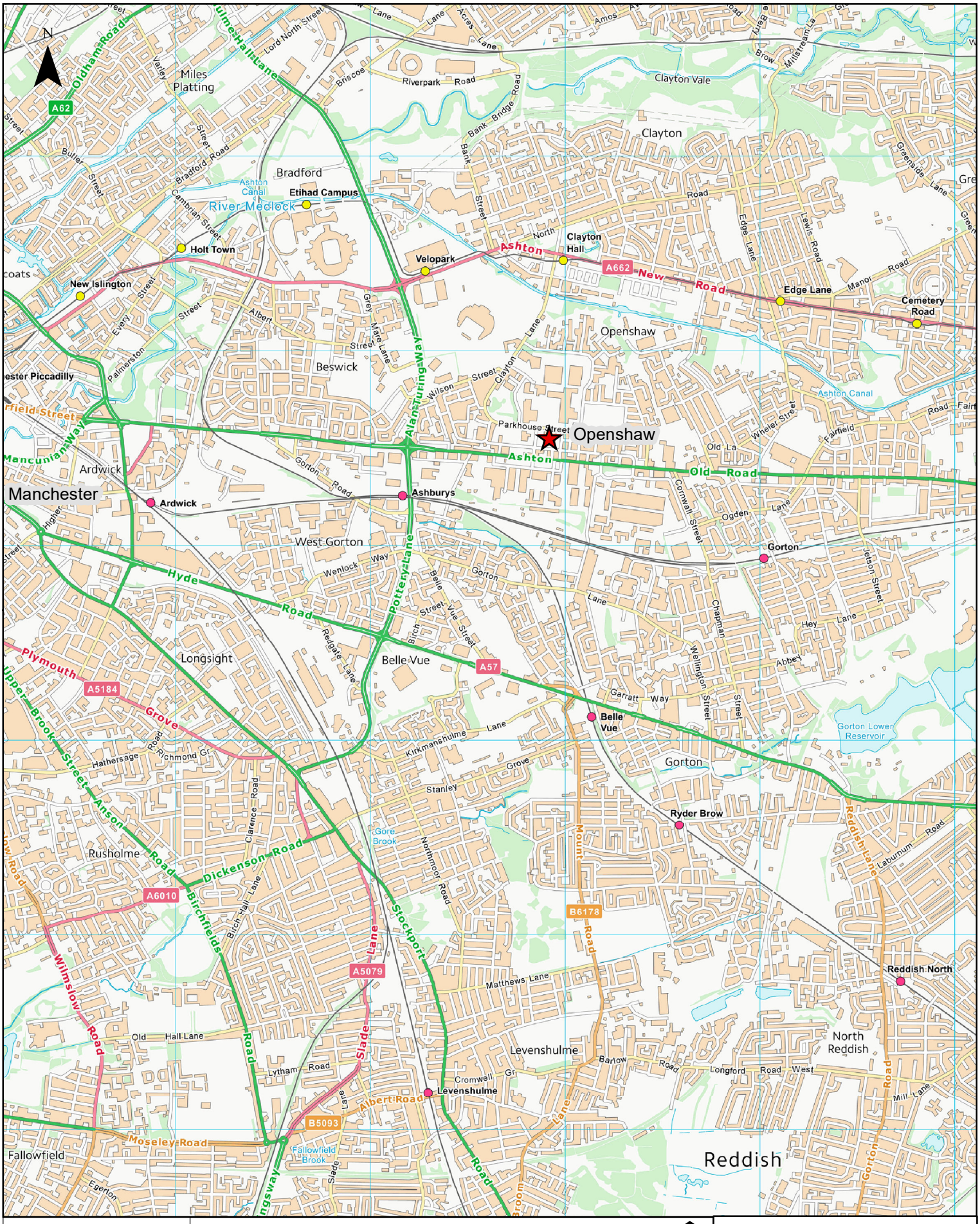
Conclusion

5.8 The site is accessible via sustainable modes.

5.9 Given the low level of vehicular traffic likely to be generated by the extension to opening hours, it is considered that the impact of the increase in traffic from the site will be negligible and in relation to NPPF, will not be 'severe'.

5.10 In view of the above positive findings, it is considered that proposed extension of opening hours is acceptable in highway, traffic and transport terms.

Plans



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Plan 1: Site Location
Project: Blochaus Climbing Centre
Location: Unit 1, Wood St, Openshaw
TT Job No.: 784-B068593

0 310 620 930 Meters

Scale: 1:25,000 @A4

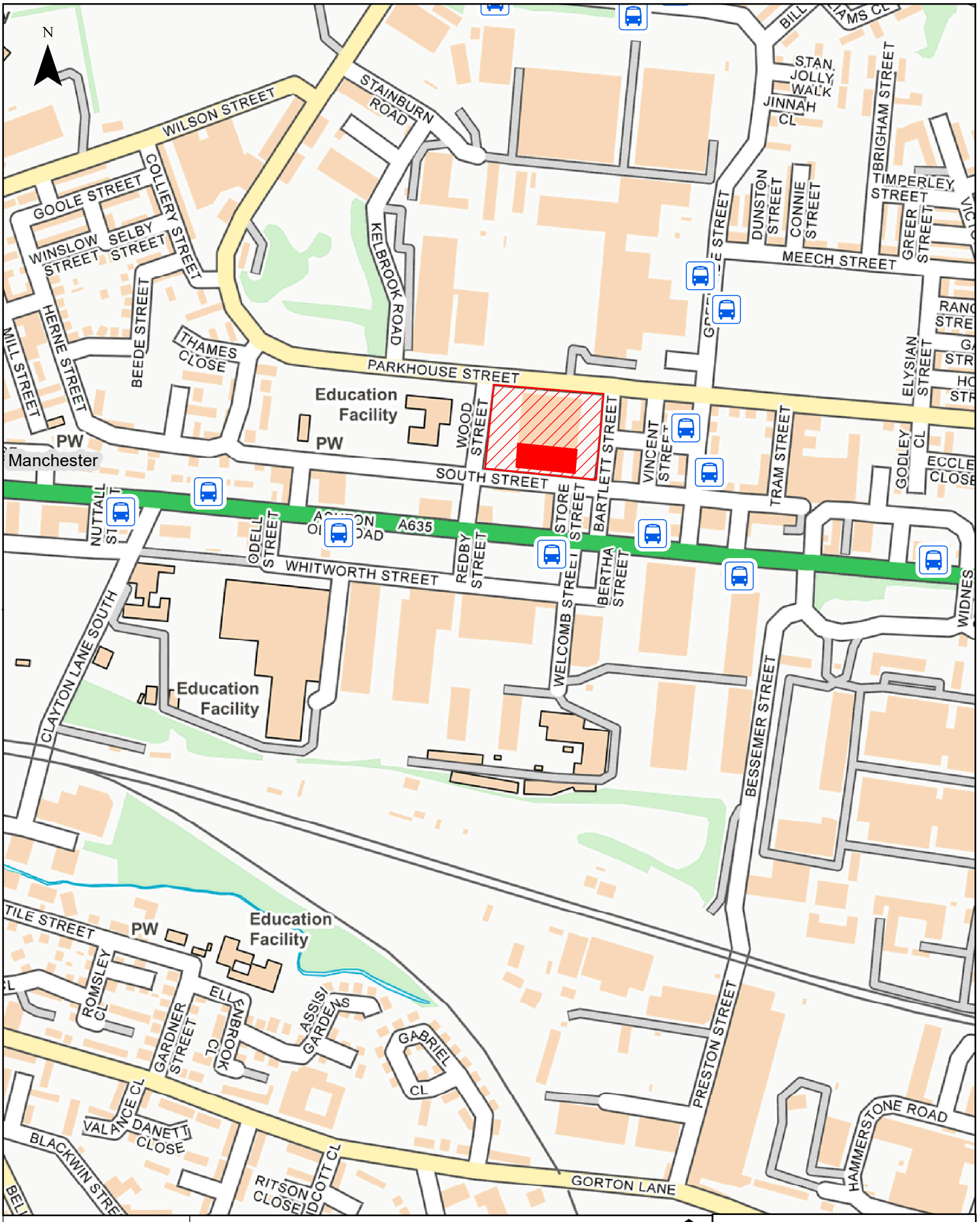
08 August 2024

NGR: 387,615 E / 396,669 N

Legend

Site Location

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Plan 2: Local Highway Network
Project: Blochaus Climbing Centre
Location: Unit 1, Wood St, Openshaw
TT Job No.: 784-B068593

0 60 120 180 Meters

Scale: 1:5,000 @A4

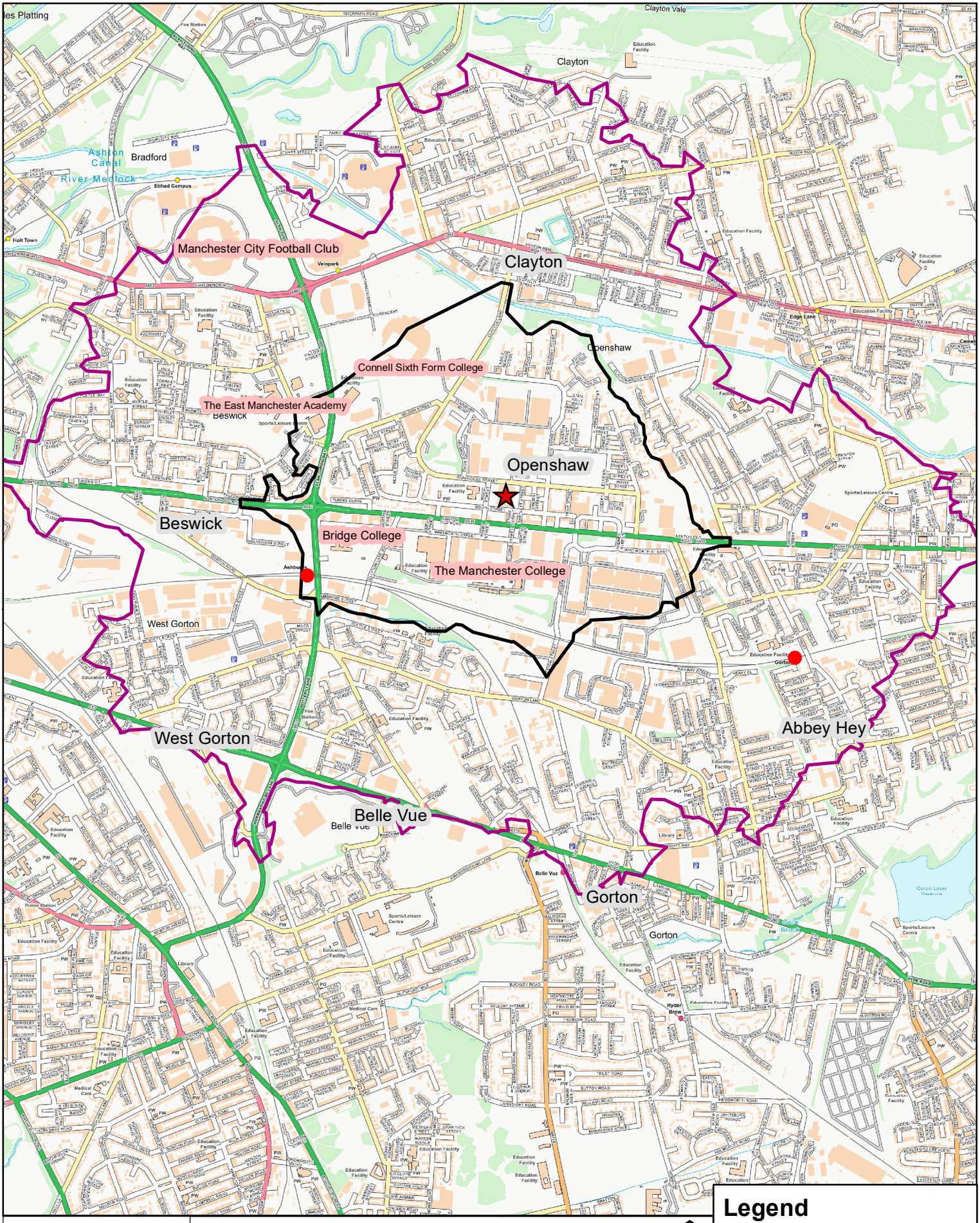
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NGR: 387,859 E / 397,369 N

Legend

- Site Boundary
- Unit 1
- Bus_Stops

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Plan 3: 1km & 2km Walk Catchments
Project: Blochaus Climbing Centre
Location: Unit 1, Wood St, Openshaw
TT Job No.: 784-B068593

0 230 460 690 Meters

Scale: 1:18,500 @A4

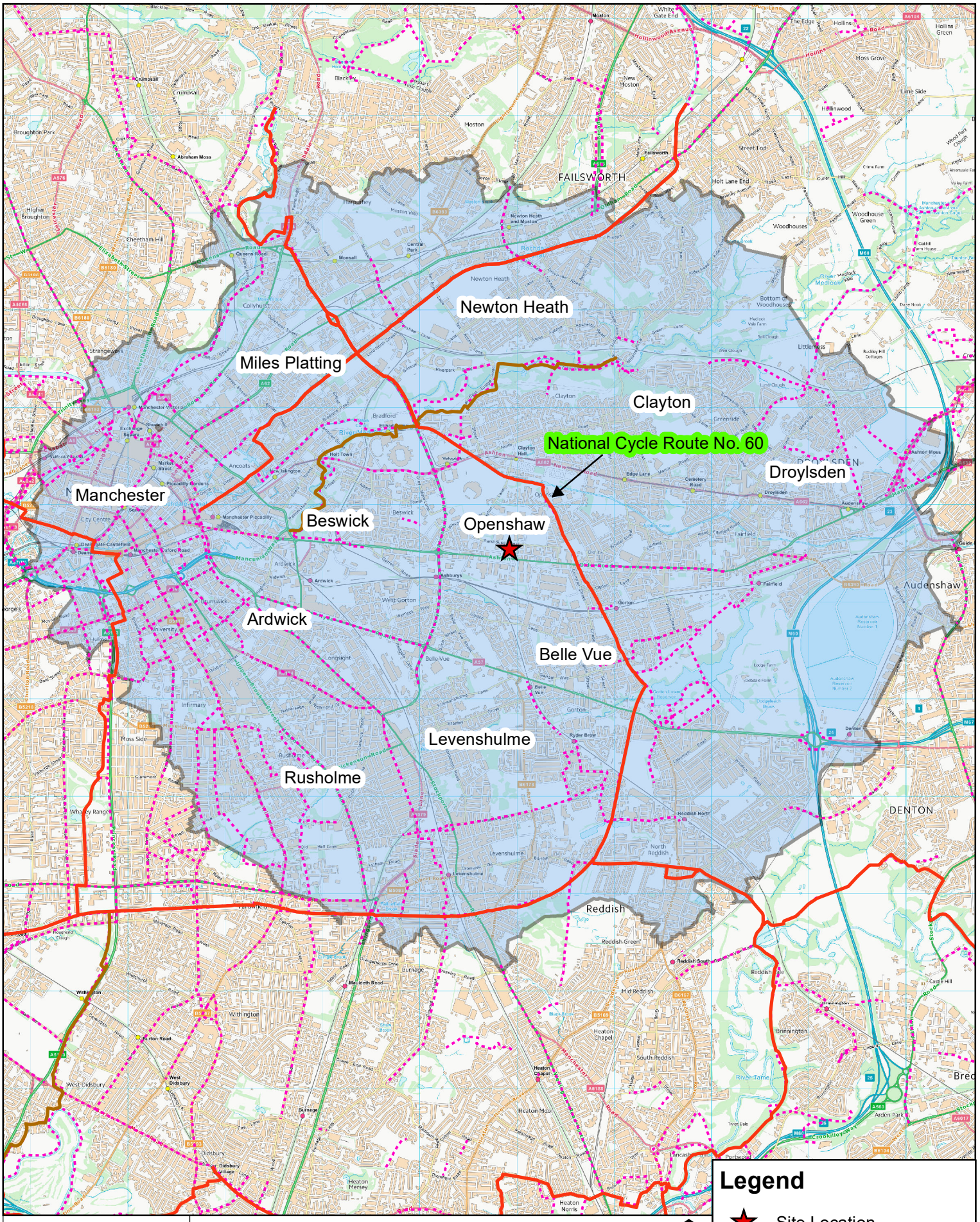
08 August 2024

NGR: 387,859 E / 397,120 N

Legend

- Site Location
- Railway Station
- 1km Walk Catchment
- 2km Walk Catchment

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Plan 4: 5km Cycle Catchment
Project: Blochaus Climbing Centre
Location: Unit 1, Wood St, Openshaw
TT Job No.: 784-B068593

0 620 1,240 1,860 Meters

Scale: 1:50,000 @A4

08 August 2024

NGR: 387,714 E / 396,921 N

Legend

- Site Location
- National Cycle Route
- Regional Cycle Route
- Local Cycle Route
- 5km Cycle Catchment

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