

FACT SHEET PROPOSED LIDL, MAULDETH ROAD WEST, CHORLTON

Document Ref: SCP/220102/FS01
Author: Jim Budd
Date: 03 March 2023

Introduction

Food stores in general, but particularly discounters, do not generate **new** trips by private car. This is because a food store does not add to the local population, nor does it lead to an increase in car ownership. Instead, when a new food retail opportunity is created, it re-distributes existing food related trips by all modes as customers seek to minimise their travel costs.

People will not travel further than they need to in order to undertake a food retail trip, and if the road network adjacent to a discount food retailer is already well trafficked, the uplift in peak hour flow as a result of its opening will be almost imperceptible. This has been evidenced from a comparison of traffic surveys of Lidl stores undertaken pre and post opening. The vast majority of Lidl's car-borne custom is already on the network and passing by the site. We would expect precisely the same effect at Lidl's proposed store at Mauldeth Road West in Chorlton.

The Transport Assessment submitted with Lidl's application has been prepared on a much more robust basis assuming that only 35% of the store's peak hour traffic demand is already on Nell Lane in the peak hours. This has been agreed with both MCC and TfGM and is consistent with assessments undertaken recently across Greater Manchester for Lidl. We do not expect this to happen in reality, but it provides an appropriate test of both the site access junction onto Nell Lane and of the signalised junction with Mauldeth Road West. It would be remiss not to test the highway network under circumstances such as these, but care should be taken when interpreting those assessments, particularly in terms of efforts to extrapolate realistic daily flows from these robust peak-hour trip generation forecasts.

The application site already benefits from permission for employment use given the presence of circa 2,500sqm of office space with associated parking on the site for 115 cars. We have not sought within the submitted Transport Assessment to highlight the difference between the site's lawful use for employment and the proposed food retail use. However, it is clear from the information provided below sourced from the TRICS database for the employment category that the existing use could generate more traffic now than a Lidl.

Peak Period	Office Use	Lidl Foodstore	Net Change in peak hour traffic at Site Access
AM Peak, weekday	+82	+67	-15

Source: TRICS Database

Overview of Lidl Trip Demand by Private Car

We have agreed with Manchester City Council and TfGM that either side of the site access onto Nell Lane, the following uplift in peak hour traffic could result:-

Peak Period	Nell Lane, outside Chorlton High School	Nell Lane, between Site Access and Mauldeth Road West
AM Peak, weekday	+15	+42
PM Peak, weekday	+32	+94
Midday Peak, Saturday	+38	+122

In terms of the uplift in traffic flow along the 20mph section of Nell Lane past Chorlton High School both in the weekday morning and evening peaks, the above results equate to one additional vehicle every two to four minutes. This will be imperceptible to users of Nell Lane.

Proposed Highway Improvements

The proposals for Nell Lane will widen the carriageway to provide a 3m-wide right turn lane into the site access. This will ensure that no right-turning traffic blocks the northbound ahead flow onto Nell Lane. The proposals have been designed to ensure that large vehicles can safely and easily pass waiting right turning traffic on both the northbound and southbound through lanes.

The proposal retains minimum 3m-wide footways either side of Nell Lane and an additional 15 No. heritage-style traffic bollards will be provided by Lidl along Nell Lane as part of the proposed highway improvements.

At the improved bellmouth into the site, the proposals widen the footway on the northern side to provide more room for pedestrians to wait before crossing the road. The proposals have been safety audited independently and have been scrutinised by officers of Manchester City Council. We have demonstrated that the proposals provide sufficient visibility between pedestrians waiting to cross and drivers along Nell Lane.

Further into the site, the proposals provide a controlled zebra-type crossing to meet the demand for pedestrians between Nell Lane and the store itself. The site access road will be limited to 10mph, and the crossing will be provided on a raised table to reinforce the 10mph speed restriction.

Sustainable Travel Initiatives

The entrance doors into the store building itself take direct access onto Mauldeth Road West and so the vast majority of pedestrian and cycle traffic is likely to be focused in that area. At the outset, Lidl are committed to providing more cycle parking than would be strictly required by reference to the City Council's cycle parking standards. Lidl will also provide parking for cargo bikes in response to comments received during the public consultation exercise. Ongoing monitoring of the demand for cycle parking and other sustainable transport initiatives will take place via the regular survey exercises which Lidl are committed to undertaking via the Travel Plan.