

Transport Assessment

**Proposed Lidl Food Store
Mauldeth Road West, Chorlton-cum-Hardy**

Lidl Great Britain Limited

November 2022

Doc Ref: SCP/220102/TA/00

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Document Revision Control

Revision	Date	Status	Prepared By	Checked By	Approved By
00	30.11.22	1 st Issue	JH	JRB	JRB



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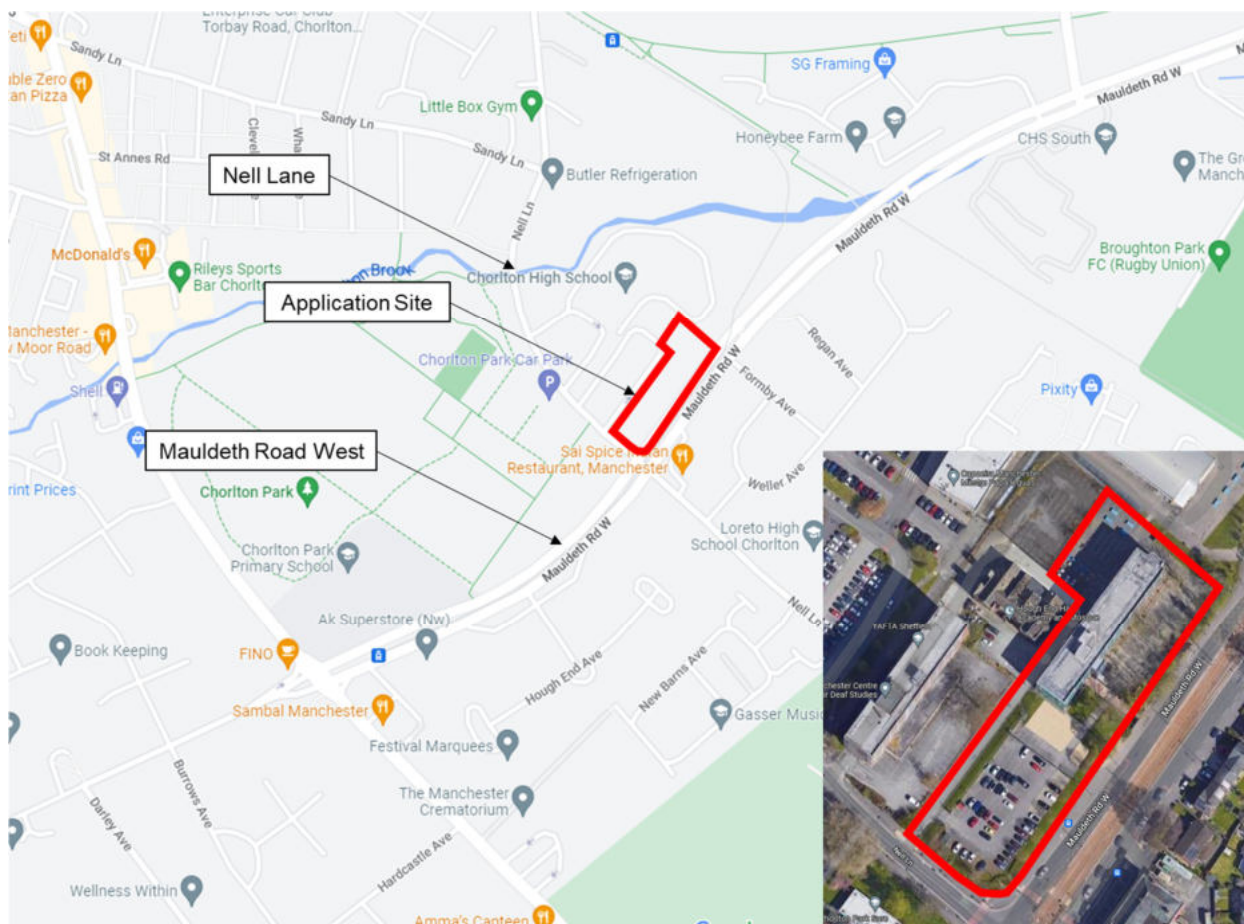
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1.0 INTRODUCTION

- 1.1 This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed development of a new discount food store off Mauldeth Road West in Chorlton-cum-Hardy.
- 1.2 The location of the Application Site and the surrounding highway network is shown below in **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3 The site is located along Mauldeth Road West, within Chorlton-cum-Hardy, Manchester. The existing site comprise 1 No. commercial office building and associated parking.
- 1.4 This TA has been prepared to support a planning application for the replacement of the existing building with a Lidl discount food store and associated car parking. This TA has been developed in accordance with the now superseded, but still best practice, Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document, the National Planning Practice Guidance (NPPG) "Transport Evidence in Plan Making" document, Manual for Streets (MfS) and Manual for Streets 2.

Scope of This Report

- 1.5 This report seeks to demonstrate that the proposed development of the site can be accommodated without detriment to the operational capacity or safety of the local highway network, and that it can be readily accessed on foot, by bicycle and by local public transport services.

2.0 TRANSPORT PLANNING POLICY

2.1 This chapter provides a summary of relevant national and local transport policies and provides a brief analysis of how the proposed development contributes towards the aims and objectives of these policies.

National Transport Policy

National Planning Policy Framework (NPPF)

2.2 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in July 2021.

2.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- *'approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

2.4 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) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) 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.

2.5 Importantly, NPPF states that:

‘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’.

‘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;*
- 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.*

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.

The Chartered Institute of Highways and Transportation: Manual for Streets / Manual for Streets 2 (2007 / 2010);

2.6 Manual for Streets (MfS) presents technical guidance and focuses on lightly-trafficked residential streets although many of its key principles may be applicable to other types of street such as high streets or lightly-trafficked lanes in rural areas. MfS is directed to all stakeholders involved in the planning, design, approval or adoption of new residential streets, and modifications to existing residential streets.

2.7 MfS is used for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.

2.8 MfS sets out detailed recommendations for street design with a focus on residential areas and motor vehicles, whilst MfS2 puts more emphasis on how and where key principles of MfS and MfS2 can be applied to busier streets and non-trunk roads; cycle infrastructure design is covered within MfS2 in detail too.

2.9 MfS and MfS2 state that the streets should:

'Not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority and meet the needs of all users such as pedestrians, cyclists and public transport users so that growth in these modes of travel is encouraged.'

Greater Manchester Transport Strategy 2040

2.10 In terms of local policy, Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP), have developed the **Greater Manchester Transport Strategy 2040**, published in February 2017 and updated in January 2021.

2.11 This vision, consulted on in 2015, set out ambitions for a new approach to planning the regions transport system in support of long-term needs and aspirations with the main vision being to have *'World class connections that support long-term, sustainable economic growth and access to opportunity for all'*.

2.12 It sets out a strong commitment to provide a transport system which:

'...supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation'.

2.13 The Greater Manchester Transport Strategy 2040 is also structured, in part, around 5 spatial themes. These spatial themes are:

- Connected neighbourhoods
- Travel across the wider city-region
- Getting into and around the regional centre
- City-to-city links
- A globally connected city

Greater Manchester's Third Local Transport Plan 2011/12-2026

- 2.14** As part of the Greater Manchester Transport Strategy 2040, emerges the Greater Manchester's Third Local Transport Plan 2011/12-2026. The GM's LTP3 contains local transport policies saved from 2011 and aims to provide both a long term and short-term strategy.

"As required by the Local Transport Act, 2008, this third Local Transport Plan contains the policies of the Integrated Transport Authority (in the case of Greater Manchester this will be Transport for Greater Manchester from 1 April 2011) for the provision of safe, integrated, efficient and economic transport to, from and within their area. Although these policies build on the overall direction of transport strategy set out in the previous Local Transport Plans, LTP3 now replaces and supersedes LTP1 (2001-2006) and LTP2 (2006-2011)."

- 2.15** Page 19 section 2.3 sets out GM's core objectives within the LTP3 document. These are:

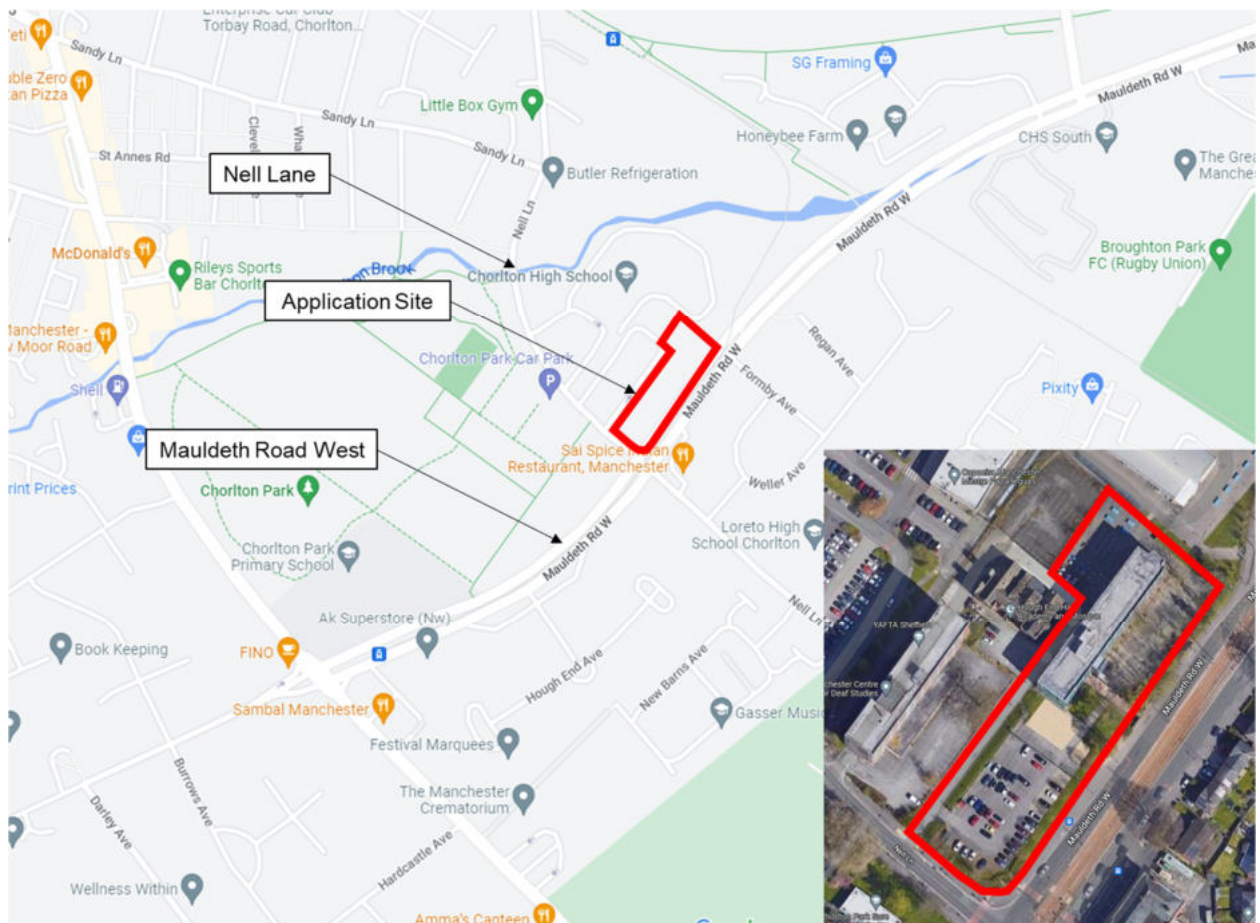
- *"to ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business.*
- *to ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change.*
- *to ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised.*
- *to ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and*
- *to maximise value for money in the provision and maintenance of transport infrastructure and services."*

- 2.16** The GM's 10 planning authorities, Transport for Greater Manchester (TfGM), and Highways England (HE) are also working together to identify the transport implications of developments proposed in LDFs, and to determine how best to mitigate the negative impact.

3.0 EXISTING SITE CONTEXT

- 3.1 The site comprises an irregular shaped piece of land located directly to the northwest of Mauldeth Road West on the corner with Nell Lane. It is approximately 1.6km southeast of Chorlton-cum-Hardy town centre.
- 3.2 The site is bound by the Mauldeth Road West to the south, Nell Lane to the west, industry to the east and to the immediate north of the site lies Chorlton High School.
- 3.3 The site location in the context of the surrounding transport network is shown in **Figure 3.1** below.

Figure 3.1: Existing Site



Surrounding Highway Network

- 3.4 Nell Lane, where the site access will join the road network travels in a southeast direction where it terminates into North Grove at the crossroad junction with Burton Road in West Didsbury. The site access is on Nell Lane, just north of the Mauldeth Road West junction. Mauldeth Road

West runs for approximately 2.1 miles in an east-west direction. Mauldeth Road West provides a connection to A5103 Princess Road, which provides access to the M60 and M56 motorways.

3.5 Nell Lane has a 20mph speed limit enforced with speed bumps. Nell Lane is a single carriageway road with one lane in each direction. Mauldeth Road West has a 30mph speed limit. There are 2 lanes in either direction with 2 tram lines separating the carriageways until the tram line leaves the road network 150 metres east from the site access from the junction with Barlow Moor Road. Following the junction with the A5103 the road narrows to a single carriageway and a 20mph speed limit is in place.

3.6 Footways are provided along both sides of Mauldeth Road West. Dropped kerbs and tactile paving are provided at every junction in the vicinity of the site. There is currently a pedestrian controlled crossing at all arms of the crossroad junction of Nell Lane and Mauldeth Road West.

Traffic Surveys

3.7 Traffic surveys were commissioned to record weekday AM peak and PM peak and Saturday midday peak turning movements at the 4-arm junction of Mauldeth Road West and Nell Lane -, the two Mauldeth House access junctions with Nell Lane, and also the four-arm junction of A5145 Barlow Moor Road, Mauldeth Road West and Hardy Lane. These surveys were conducted on Thursday 9th June and Saturday 11th June 2022.

3.8 The raw traffic data is provided at **Appendix 1** and is summarised at the end of this document in **Traffic Flow Figure 1** at **Appendix 2**.

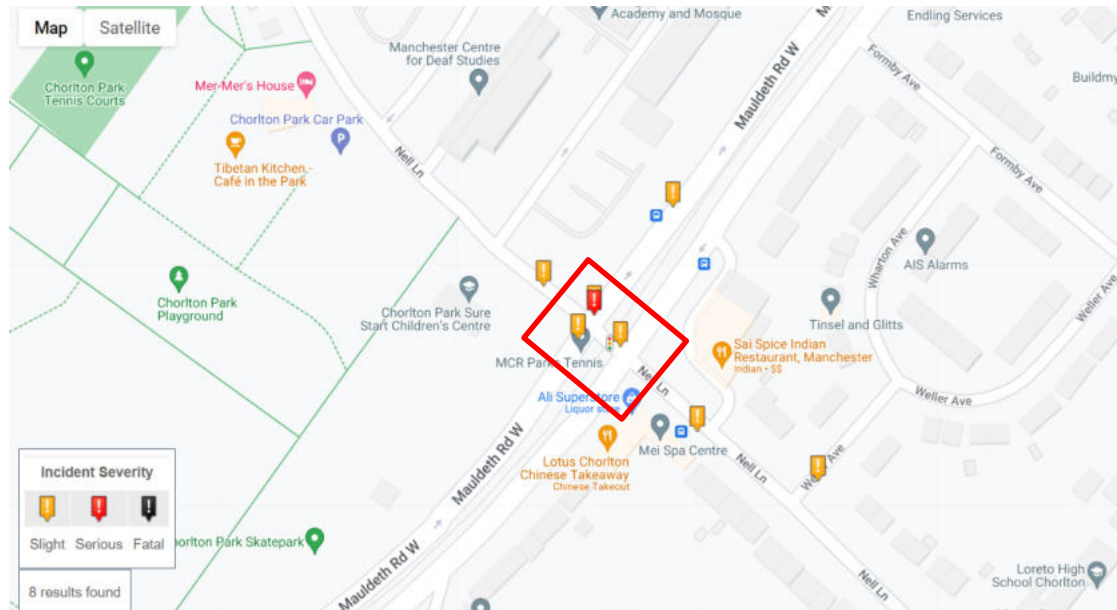
3.9 The raw data has been used to convert the traffic flows into passenger car units (PCUs) for weekday and Saturday highway peak hours. Analysis of this data highlighted the fact that the peak hours occurred during 08:00 to 09:00 for the weekday AM peak, 15:00 to 16:00 for the weekday PM peak, and 13:00 to 14:00 in the Saturday peak.

Road Safety

3.1 Collision data was obtained from the Crashmap website for the 4-arm junction surrounding the Application Site for the period between 01/01/2017 to 31/12/2021. The accident reports provide information on the location and severity of all accidents which took place on the adjoining highway network.

3.2 The study area considered for the accident analysis is outlined below in **Figure 3.3**

Figure 3.3: Accident Study Area



- 3.3** During the 5-year study period, a total of 4 accidents occurred. 3 of these accidents were labelled as slight in severity. One incident was labelled as serious.
- 3.4** All accidents have been investigated and the detailed reports can be found within [Appendix 3](#). The serious accident involved a front-on-front collision between two vehicles. One car then hit a crash barrier; the driver's injuries were classed as serious. The other 3 incidents, all minor, include a moped performing a U-turn and crashing into the front of an oncoming car; a motor vehicle turning right colliding with the rear of a pedal cycle that was also turning right; and a side on collision between two vehicles moving off.
- 3.5** On the basis of the data analysed over a five-year period, there does not appear to be any particular road safety issue that might be exacerbated by the proposals.

4.0 SUSTAINABLE TRANSPORT APPRAISAL

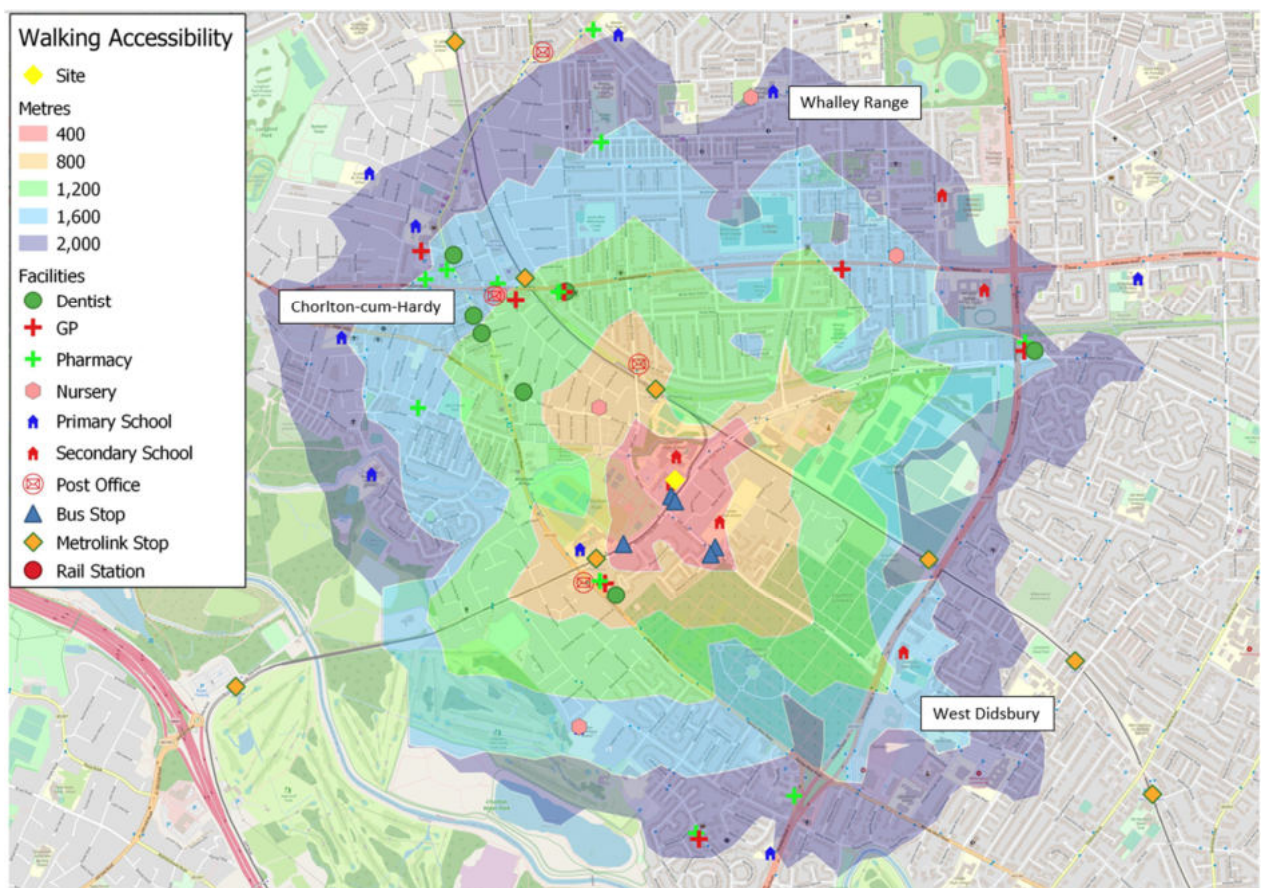
4.1 This section provides a review and description of the existing transport network surrounding the site.

Access by Non-Car Modes: Walking

4.2 Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.

4.3 TRACC software has been used to assess the accessibility of the development by foot as shown on **Figure 4.1** below. The plan shows the areas within a 2km walk of the site.

Figure 4.1: Walk Accessibility within 2km



Source: TRACC

4.4 The figure demonstrates that the residential areas of Chorlton-cum-Hardy, Whalley Range and West Didsbury are within the 2-kilometre walking catchment area. This demonstrates that, as is Lidl policy, employees from the local area will be able to access the site by foot. This also

indicates that a significant proportion of potential customers will be within reasonable walking distance of the site.

- 4.5 A number of local amenities are also within a 2km walk of the site (up to 20 minutes' walk) which will promote linked trips, as shown in **Table 4.1** below:

Table 4.1 - Accessibility to Local Facilities from the Development Site

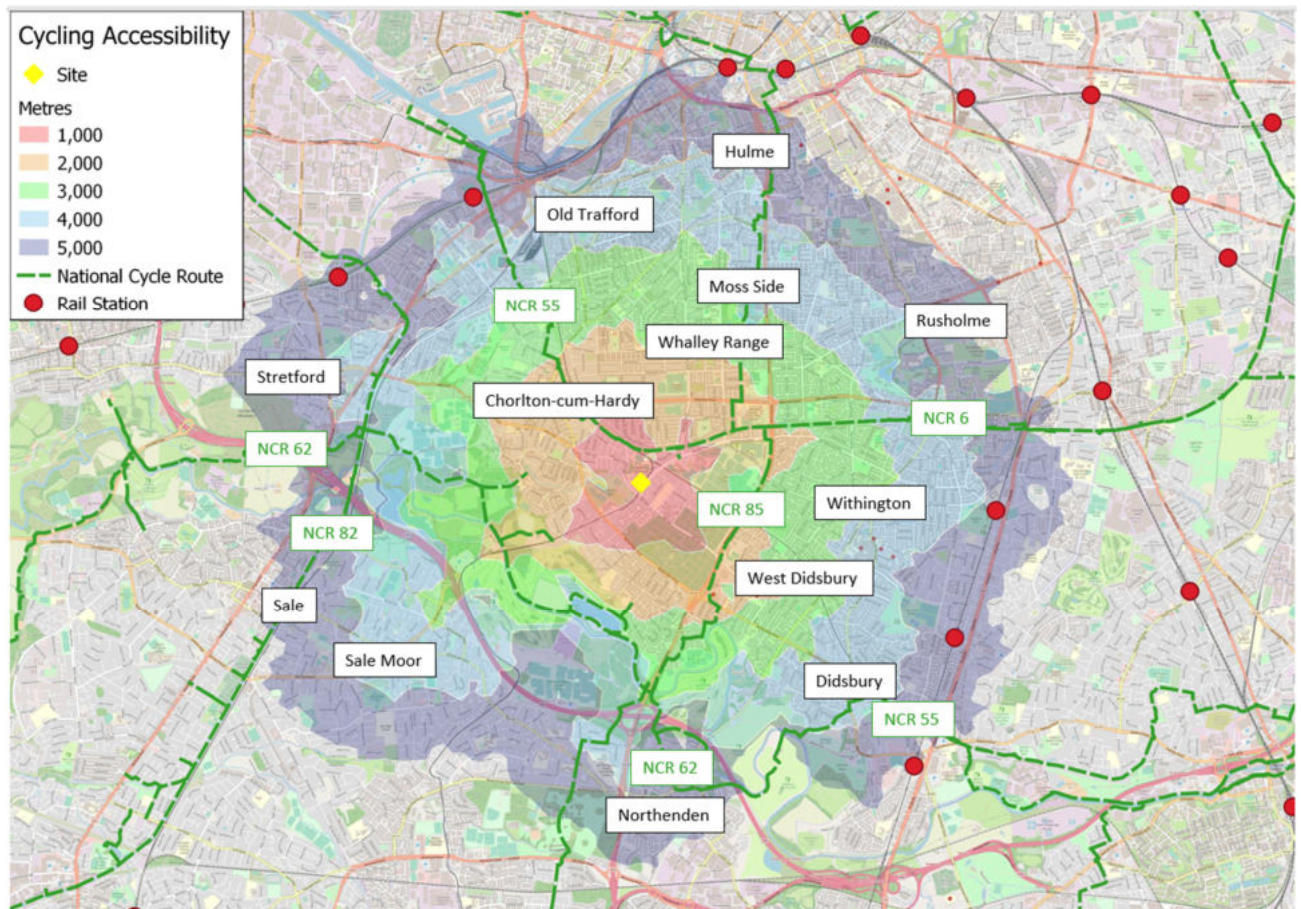
Service	Detail	Distance
Restaurant	Sai Spice Indian Restaurant, Mauldeth Road West	90m
Bus stops	Nell Lane & Mauldeth Road West	100m
Secondary School	Chorlton High School, Nell Lane	190m
Gym	Little Box Gym Ltd., St Werburgh's Road	400m
Primary School	Chorlton Park Primary School, Mauldeth Road West	400m
ATM	Co-op, Barlow Moor Road	450m
Tram stop	Barlow Moor Road Stop, Mauldeth Road West	400m
Coffee shop	Fino, Barlow Moor Road	500m
Nursery	Lighthouse Childcare Centre, Sandy Lane	500m
Pharmacy	Well Chorlton-cum-Hardy, Barlow Moor Road	550m
GP	David Medical Centre, Barlow Moor Road	550m
Dentist	Serenity Dental Spa, Barlow Moor Road	600m

- 4.6 The surrounding area benefits from a good level of pedestrian infrastructure. Street lighting and wide footways are provided on all the local roads. Dropped kerbs and tactile paving are provided at the majority of junctions in the vicinity of the application site. A signalised pedestrian crossing is also situated adjacent to the site, to facilitate the crossing of Nell Lane and Mauldeth Road West. Combined, this infrastructure helps to create a conducive walking environment for pedestrians.

Access by Non-Car Modes: Cycling

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 4.8 The cycle accessibility plan in **Figure 4.2** shows a 5-kilometre cycling catchment area from the site.

Figure 4.2: Cycle Accessibility within 5km



Source: TRACC

4.9 The mapping provided above demonstrates that all of Chorlton and the surrounding residential areas are within a 5km cycle distance from the site, with these areas including Northenden, Didsbury, Withington, Rusholme, Moss Side, Hulme, Old Trafford, Stretford, Sale and Sale Moor, in addition to the areas which are accessible on foot.

4.10 The map also demonstrates the site's accessibility to the National Cycle Route (NCR) network:

- Locally NCR 6 provides an east-west route between Chorlton and Reddish, and a north-south route from the site through Manchester city centre up to Bury;
- NCR 55 provides a route to Salford Quays through Trafford, or by following NCR 6 through the city centre until the Liverpool Road junction; this spur locally runs to Tyldesley;
- NCR 62 runs from Broadheath to Didsbury, before restarting in Burnage and running east-west across the Pennines as part of the Trans Pennine Trail;
- NCR 82 runs from Altrincham to the south-west of the site, to Eccles to the north-west of the site;

- Finally, NCR 85 provides a route south of the site to West Didsbury and south to Woodhouse Park.

4.11 A number of local on-road routes are also available in close proximity to the site, as can be seen in **Figure 4.3**.

Figure 4.3 – Local Cycle Routes



Source: TfGM Interactive Cycle Map

4.12 The existing cycle infrastructure combined with the cycle parking provision and topography of the area will ensure that employees and customers will easily be able to access the proposed development by bike.

Access by Non-Car Modes: Public Transport

Bus

- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.14 The nearest accessible bus stops to the site are located close to the site along Mauldeth Road West (in both directions, approx. 100m from store access point), and on Nell Lane (100m for north-westbound stop and 290m for south-eastbound stop) and are therefore well within the recommended walking distance.
- 4.15 The bus stops all consist of a flag and pole arrangement. There are good pedestrian links directly from the site to the bus stops
- 4.16 **Figure 3.3** presented above illustrates that there are five bus stops within approximately 400m walking distance from the site. The frequency of the different bus services available from these stops is outlined in **Table 4.2**.

Table 4.2: Bus services within 400m of the site

Service No.	Destinations	Bus Stop Location	Average Frequency		
			Weekday	Saturday	Sunday
25	Trafford Centre – Lostock – Stretford – Chorlton – Fallowfield – Burnage – Green End - Stockport	Mauldeth Road West	30 mins 05:55 – 22:44	30 mins 06:33 – 22:44	30 mins 07:59 – 21:44
85A	Arrowfield Estate – Chorlton – Alexandra Park – Chorlton upon Medlock – Piccadilly Gardens	Nell Lane	60 mins 06:43 – 22:28	60 mins 07:38 – 22:28	No service
172	Chorlton – West Didsbury – Burnage – Levenshulme – Ryder Brow – Gorton – Openshaw – Newton Heath	Nell Lane	60 mins 05:44 – 23:08	60 mins 07:04 – 23:08	60 mins 08:23 – 22:05

Source: Traveline

- 4.17 A greater number of services are available from stops on Barlow Moor Road, which is 500m (6-minute walk) from the site access.

4.18 The above table demonstrates that prospective employees and shoppers of the site will have access to several bus services which provide access to a range of destinations across the Manchester area, at a good frequency.

4.19 It is demonstrated that there are a variety of bus services within close proximity to the site which provide a range of opportunities for employees and customers to access the store via bus seven days a week.

Rail

4.20 Burnage Rail Station is the nearest train station to the development site. The railway station is located 4.3km from the proposed store.

4.21 The station provides parking for twelve bicycles, in a combination of lockers and cycle stands. Other facilities include a ramp for train access, accessible ticket machines, and a bus stop outside the station.

4.22 Services from the station run to destinations including Barrow-in-Furness, Crewe, Manchester Airport, Liverpool Lime Street and Windermere, with a number of those services stopping in Manchester city centre.

Manchester Metrolink

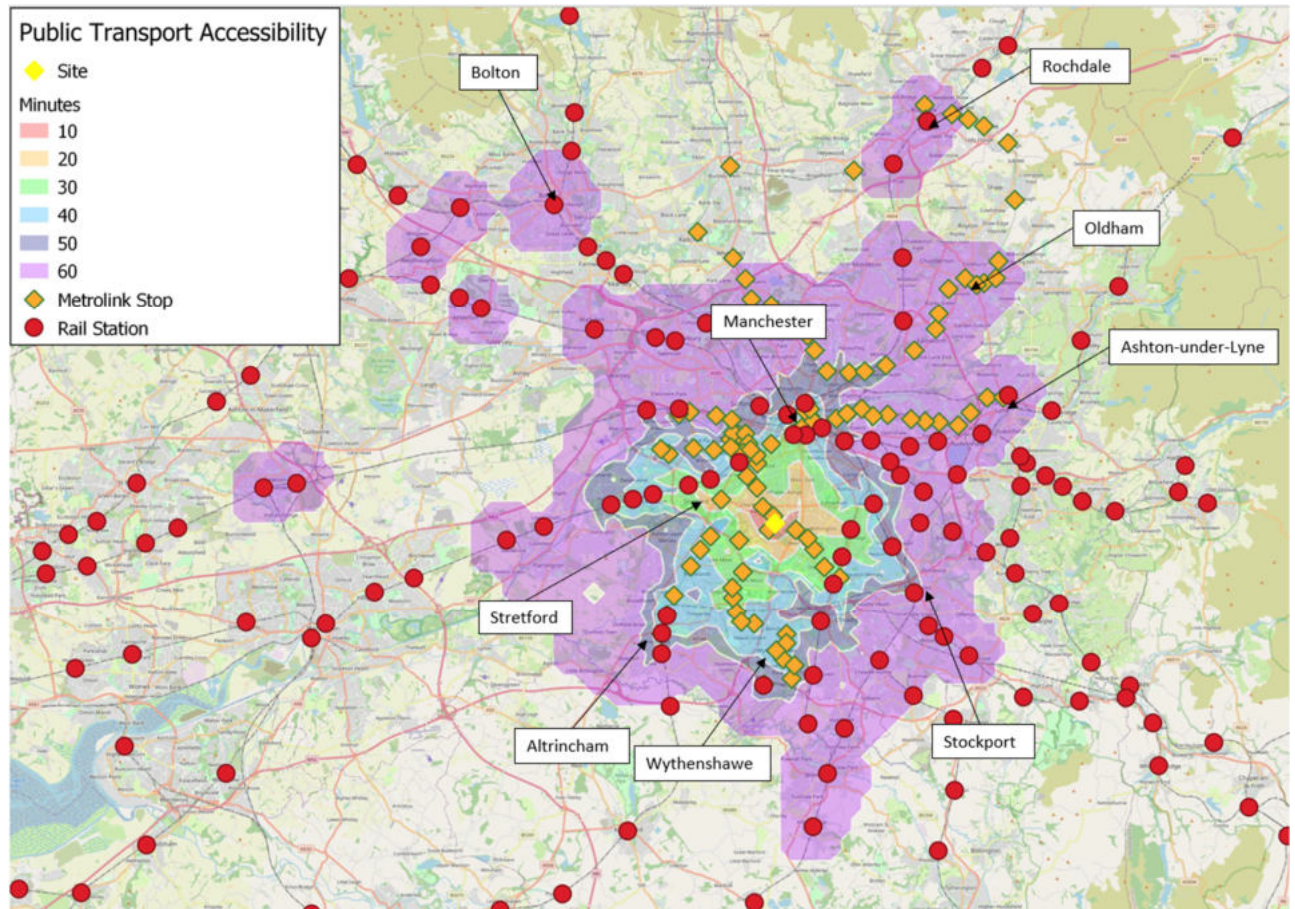
4.23 Greater Manchester also operates a tram system: the Manchester Metrolink. The closest stop is at Barlow Moor Road, an approximate 5-minute walk from the site (400m).

4.24 The service runs between Manchester Airport and Manchester Victoria, calling at a number of locations along the route. There are opportunities for interchange onto the bus, rail or further tram network at a number of stops along the Metrolink network.

4.25 Services run every 12 minutes from Monday to Sunday, with most starting early morning (approx. 6am) and running until late evening (approx. 11pm).

4.26 **Figure 4.4** below illustrates the distance that can be travelled within 60 minutes by public transport to and from the site.

Figure 4.4: Public Transport Accessibility within 60 Minutes



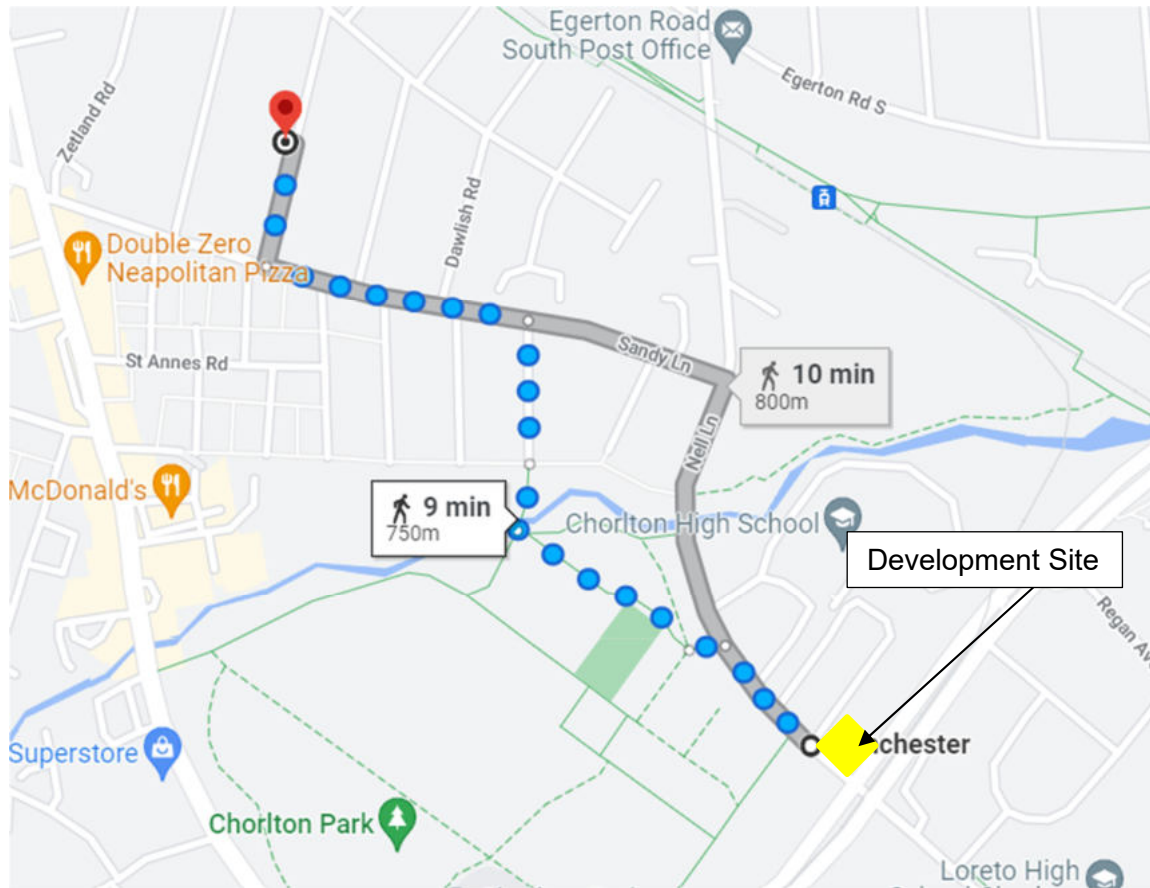
4.27 The time includes the walk to the bus, rail and tram stops and demonstrates that key areas such as Bolton, Oldham, Altrincham and Stockport in addition to the local surrounding areas are within an acceptable 60-minute public transport commute.

Private Vehicle

4.28 The site is well served by the existing highway network, with Mauldeth Road West linking to the A5103 Princess Road and the A6010 Wilbraham Road, providing connection from the development site to the M60 and M56 motorways, as well as the wider road network.

4.29 Car clubs provide an alternative to private car ownership and significant use can tackle congestion and air pollution levels. A car club operated by Enterprise is located on Torbay Road. This car club can be reached in an approximate 10-minute walking time from the development site, with the quickest route shown in **Figure 4.5**.

Figure 4.5: Car club location



Source: Google Maps / Enterprise

Summary

4.30 Having regard to the above, it is considered that the site has good levels of accessibility by the main non-car modes of transport. Access to the site by foot and cycle is of a good standard, and bus, tram and rail connections are also available within close proximity, therefore enabling access to the site from a range of local locations.

5.0 PROPOSED DEVELOPMENT

Background

- 5.1** The proposals for the application site include the redevelopment of land off Mauldeth Road West to a discount food retail unit (Use Class E) with a Gross Internal Area (GIA) of 1,988sqm and a sales area of 1,360sqm. Access to the site will be made via the existing bellmouth along Nell Lane.
- 5.2** A total of 85 car parking spaces will be provided across the site. Of the 85 spaces provided, nine will be designated to parent and child standard and four will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type and five spaces for staff parking.
- 5.3** A loading bay will be provided on site to accommodate delivery vehicles up to the size of a maximum legal articulated HGV. Deliveries to the store will be made by articulated lorry via Nell Lane. It is anticipated that there will be just one dedicated delivery per average day and up to two deliveries during seasonal peak periods, such as Easter and Christmas. The loading bay is accessed from a separate service yard to the rear of the store.
- 5.4** Cycle parking will be provided on site in the form of five Sheffield cycle stands which will provide space for up to 10 bicycles. These cycle stands will serve customers of the food store and will be located under cover of the canopy, and alongside the customer packing area, so in full view of both staff and customers inside the store. Secure staff cycle parking is also provided for employees within the warehouse.
- 5.5** The proposed site layout plan is included at [Appendix 4](#).

6.0 ACCESS STRATEGY

6.1 The existing access into the application site is a 4.5m-wide road aligned perpendicularly to Nell Lane. This access road is not wide enough to adequately accommodate the swept path of an articulated HGV or to cater for the anticipated uplift in two-way demand created by a discount food store. Furthermore, there are no footways along either side of the access road and intervisibility between vehicles and pedestrians waiting to cross the existing bellmouth on the northern kerb line is poor.

6.2 The Google Streetview image below is taken from a point just to the north-west of the access looking towards Mauldeth Road West and it illustrates the intervisibility issue. Nell Lane is approximately 7.3m wide along the frontage of the application site with footways on both sides that are circa 4.5m wide and wide enough for shared cycle and pedestrian use.

6.3 Nell Lane is a 20mph zone from the site access north-westwards and beyond the high school.



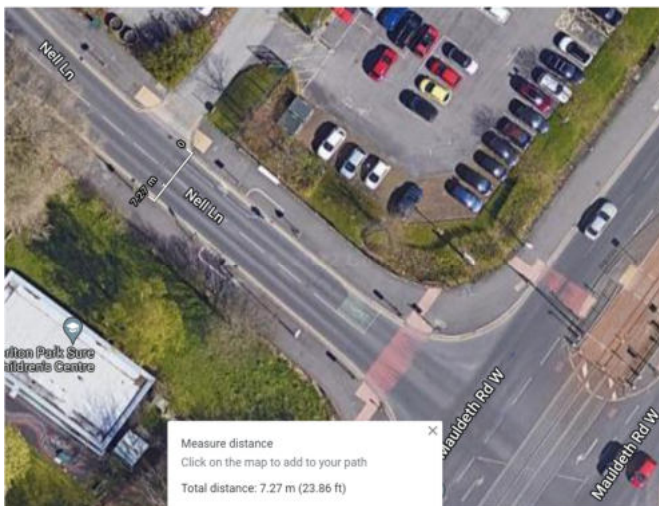
6.4 The Applicant will deliver improvements to Nell Lane and the site access to address the following key issues:-

- Retain 3m-wide shared cycle/footways along both sides of Nell Lane between the site access and Mauldeth Road West;

- Provide 2m-wide footways along the south side of the access road and for a distance along the north side as far as a new raised pedestrian crossing;
- Realign the access road such the northern kerb line is built out to improve vehicle/pedestrian intervisibility;
- Widen Nell Lane to 9m to enable a ghost-island right turn pocket to be created which will ensure that right turners into Lidl do not block the straight-ahead flow north-westwards;
- Provide 'keep clear' markings across the bellmouth along the south-eastbound approach to the junction with Mauldeth Road West to ensure that right turners into the site are not blocked by queueing vehicles when Nell Lane is on red.

6.5 An arrangement consisting of a 3m wide ghost-island, 3m wide through lanes and 3m wide shared footway/cycleways is achievable within the extents of adopted highway and does not compromise the safety of pedestrians and cyclists.

6.6 The full access arrangement proposal is illustrated to scale at drawing number SCP/220102/SK02 Rev B at [Appendix 5](#) and is illustrated in the image below right against an aerial photo of the current arrangement below left:-



7.0 DELIVERY, SERVICING & WASTE MANAGEMENT PLAN

Servicing and Deliveries

- 7.1** Servicing for the new food store will be via an on-site dedicated service yard to the rear of the store. The service yard will be accessed from Nell Lane and the access road will be widened to a minimum of 7m to accommodate the movements of a 16.5m articulated HGV.
- 7.2** Drawings SCP/220102/ATR06 and SCP/220102/ATR07 in **Appendix 6** illustrates the swept path analysis of a 16.5m long articulated lorry entering the service yard from the access road, turning within the dedicated area, reversing onto the loading bay and then exiting the site in a forward gear back onto Nell Lane via the access road. The widening of Nell Lane between the site access Mauldeth Road West allows an exiting HGV to turn left and align itself at the stop line without blocking inbound vehicles.
- 7.3** Lidl routinely schedule deliveries for those periods outside peak-trading hours or when the store is closed to customers completely. Logistically this makes their own operation much more efficient as staff are able to re-stock more easily when there are fewer customers in the store and deliveries arriving over night or during the early hours of the morning are less susceptible to delays on the network.
- 7.4** However, flexibility is key to any retailer's operation and as a result, Lidl's standard DSWMP strategy is designed to inform decision makers about the impact of deliveries if arriving when the store is at its busiest.
- 7.5** The following concerns are typical of those that have been expressed by local planning and highway authorities across the UK over recent years.

- Concern 1

How will the arrival of the HGV be communicated to the site?

- The manager of each Lidl store is aware of the scheduled delivery time for each day and as a result prepares accordingly. In addition, the driver can telephone the site 20-30 minutes before arrival or in case of delay or any other alteration to the delivery schedule.

- Concern 2

What is the length of time deliveries are likely to take?

- Lidl deliveries are completed within a period of about 30 to 60 minutes depending on the size of the store. They are manoeuvring within the car park for only a fraction of this time.

- Concern 3

Can vehicles enter and leave the main site in forwards gear minimising reversing?

- The route for Lidl's delivery vehicles into the site, onto the loading bay and out again has been carefully designed around a maximum legal articulated HGV. The HGV only reverses from the point at which the vehicle completes its u-turn in the service yard. This minimises the extent the vehicle needs to reverse to just that section onto the loading bay ramp itself;

- Concern 4

How will noise from reversing horns / sirens be controlled (as this could disrupt neighbours)?

- Lidl's delivery vehicles will either be fitted with standard reversing beepers or with white-noise reversing beepers. With regards to the former, these can be turned off if the vehicle is delivering overnight as there will be no-one else on the site. The driver has access to the warehouse and does not need a Lidl employee to open up. In terms of the white noise alarms, the white sound is emitted directionally and is therefore instantly locatable. White sound reversing alarms work effectively at lower decibel ratings containing any noise to the area behind and immediately around the rear of the reversing vehicle;

- Concern 5

Is the loading bay at same level as the back of the vehicle (i.e. no need to roll cages up / down slopes rattling around)?

- Lidl's loading bay is ramped allowing the vehicle to reverse down directly onto the warehouse doors at finished floor level. A dock leveller eliminates any differential between the floor of the trailer and the warehouse doors. There is therefore minimal transitioning of cages between the HGV and the warehouse and as soon as the cages leave the lorry they are inside the warehouse;

- Concern 6

Are engines turned off when stationary during deliveries?

- Yes, Lidl's HGV drivers are instructed to turn off their engines during the entire time that the vehicle is stationary against the loading bay doors;

- Concern 7

Are refrigeration motors turned off during deliveries (or plugged into local electricity supply)?

- Yes, Lidl's HGV drivers are instructed to turn off refrigeration units during the entire time that the vehicle is stationary against the loading bay doors;
- Concern 8
Are drivers instructed to keep all other noises to a minimum if delivering overnight?
 - Yes, Lidl's HGV drivers are instructed to turn off all stereo equipment and be careful not to slam vehicle doors;
- Concern 9
Are staff aware, particularly during night time hours (23:00 - 07:00), not to shout etc. outside?
 - The only staff on site overnight would be the delivery driver. At all other times, Lidl employees are required to be sensitive to their surroundings if working outside.

Monitoring

- 7.6** A Lidl store typically receives one delivery vehicle per store per day with a maximum of two at peak periods such as Easter and Christmas. Waste material is taken away by the same vehicles. HGV vehicle trips are monitored, and efforts made to remove any unnecessary HGV delivery trips to support normal business.

Waste Management

- 7.7** Waste is stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site. There is no external storage of either stock or waste.
- 7.8** Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.
- 7.9** Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity.
- 7.10** Lidl boast an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this.

Summary

- 7.11 Lidl's Delivery, Servicing and Waste-Management Plan for this site will conform to their own stringent standards applied across their UK estate.
- 7.12 The foodstore will be serviced by a 16.5m HGV from access road directly into the servicing area located to the rear of the store. Drivers are given precise instructions about how to access the store and manoeuvre within the car park and onto the loading bay prior to leaving the depot.
- 7.13 Deliveries and waste collection are part of the same operation as Lidl send delivery vehicles back to the depot loaded with recyclable waste. Deliveries and/or any waste collection will typically take place during the quietest time for the operator. Nevertheless, the store manager will manage the delivery slots, with clear instructions about delivery location and timing.
- 7.14 Lidl's Delivery, Servicing and Waste Management Strategy demonstrates that the store can be adequately serviced without detriment to the safety of customers or staff or to the residential amenity of the surrounding area.
- 7.15 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity. Lidl work closely with packaging and waste experts to ensure that their operation is as efficient as possible.
- 7.16 It is anticipated that there will be one dedicated delivery per average day and up to two deliveries during seasonal peak periods, such as Easter and Christmas. Recycling and waste will be taken away by the delivery vehicles, reducing the number of vehicles visiting the store per day.
- 7.17 Lidl would normally schedule delivery and servicing of the proposed store to take place outside of daytime operational hours or at times when the car park is closed to customers, or certainly when the store is less busy. However, Lidl are able to service during the day and these swept path assessments demonstrate that the store can be safely serviced even when the store is trading normally.

8.0 CAR PARKING

- 8.1** A total of 85 car parking spaces will be provided across the site. Of the 85 spaces provided, nine will be designated to parent and child and four will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type and five space dedicated to staff parking.
- 8.2** To assess the suitability of the proposed parking provision in relation to the proposed redevelopment, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. Details on the trip rates and the estimated generated traffic are presented at the following chapter.
- 8.3** Initial iterations were run to identify if in any instances the accumulation dropped below zero (where departure trips exceeded arrival trips) and in any instances where this occurred, the starting point for the accumulation was increased to a point where the minimum accumulation was no less than zero.
- 8.4** Assessments have been carried out for both a weekday and a Saturday and the results are shown in **Figure 8.1** and **Figure 8.2** below.
- 8.5** During a weekday the peak forecast car parking demand is 52 spaces between 11:00 and 12:00. On a typical Saturday, the forecast car parking demand peaks at 67 spaces also between 11:00 and 12:00.
- 8.6** Lidl will manage the use of the car park to prevent long-stay car parking or its use by those with no intention to visit the foodstore. A typical maximum length of stay in a Lidl car park is 90 minutes, but this is more than sufficient to undertake a visit to both the Lidl and the local centre.

Figure 8.1: Estimated car trip generation and parking accumulation, weekday

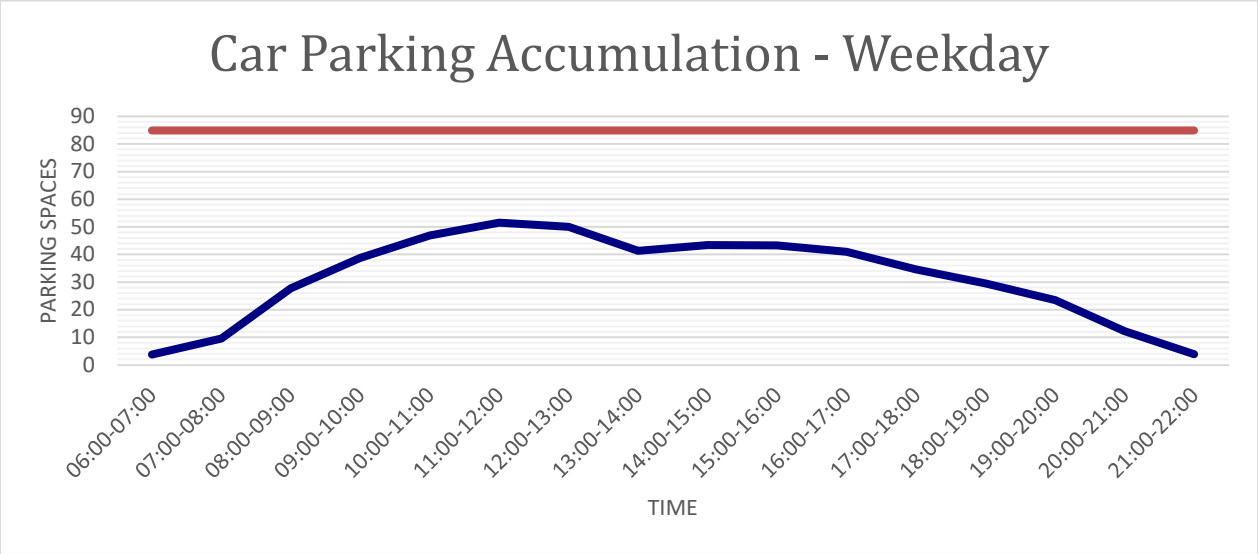
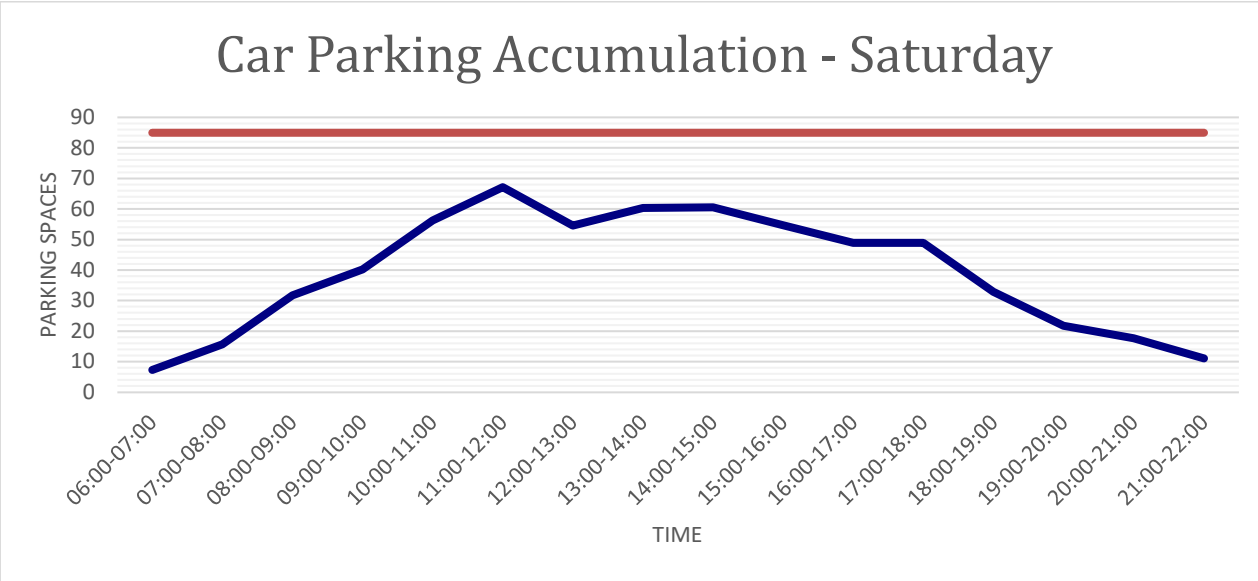


Figure 8.2: Estimated car trip generation and parking accumulation, Saturday



9.0 FUTURE BASELINE TRAFFIC CONDITIIONS

Introduction

- 9.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

Traffic Growth

- 9.2 Capacity assessments have been undertaken for a horizon of 5-years post opening. The anticipated future assessment year is therefore 2028.

- 9.3 In order to quantify the level of background traffic growth that could occur on the local network, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used for the Manchester area dataset.

- 9.4 The growth factors used are summarised below: -

2022 - 2023

- AM Factor: 1.0128
- PM Factor: 1.0128
- Saturday Factor: 1.0131

2022 - 2028

- AM Factor: 1.0752
- PM Factor: 1.0750
- Saturday Factor: 1.0767

- 9.5 The above growth factors are applied to the 2022 survey traffic flow data to obtain the 2023 and 2028 baseline traffic flows, as shown in **Traffic Flow Figures 2** and **3**.

Committed Developments

- 9.6 We are not aware of any committed development proposals that need to be allowed for specifically.

10.0 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

10.1 This chapter provides an estimation of the likely trip-generating potential of the extant use on site and the proposed development during the weekday AM, PM and Saturday peak hours. The assessment is based on those peak hours when the combination of the development-related traffic and local highway peak traffic are highest, in order to present a robust, worst-case scenario. In this case, the peak hours to be assessed are 08:00 – 09:00 on a weekday AM, 15:00 – 16:00 on a weekday PM and 13:00 – 14:00 on a Saturday.

10.2 The estimated distribution and assignment of the proposed development-related traffic and background traffic growth forecasts (to the assessment year of 2027) are also set out.

Existing Office Trip Generation

10.3 To determine the potential trip generation of the lawful use on site, the TRICS database has been interrogated. The table below provides the peak hour trip rates for the lawful use during the weekday AM and PM hourly peak periods. It also shows the estimated trip generation associated with the existing office building calculated on an assumed GFA of 3,200m².

Table 10.1 – Office-Use Weekday AM and PM and Peak Hour Trip Rates and Trip Generation (per 100m² GFA)

Office						
Estimated Weekday PM and Saturday Peak Hour Trip Rates and Trip Generation						
	Weekday AM Peak (08:30 – 09:30)		Weekday PM Peak (16:30 – 17:30)		Saturday Peak (N/A)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	1.419	0.191	0.146	1.243	-	-
Vehicle Trip Generation	45	6	5	40	-	-

Proposed Food Store Trip Generation

10.4 In order to present a robust set of capacity assessments later in this TA, trip rates based on other existing Lidl stores within the TRICS database with a similar RFA have been used. The average trip rate was calculated from the TRICS outputs for a weekday and Saturday, shown in **Appendix 7**.

10.5 The table below provides the peak hour trip rates for these stores for the weekday PM and Saturday hourly peak periods. It also shows the estimated trip generation associated with the proposed discount food store calculated on an RFA of 1,360m².

10.8 The full TRICS outputs are summarised in **Table 10.2** below.

Table 10.2 – Weekday PM and Saturday Peak Hour Trip Rates and Trip Generation (per 100m² RFA)

Discount Food Retail						
Estimated Weekday PM and Saturday Peak Hour Trip Rates and Trip Generation						
Similar Lidl Stores	Weekday AM Peak (0800 – 09:00)		Weekday PM Peak (15:00 – 16:00)		Saturday Peak (13:00 – 14:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	4.204	2.845	7.158	7.169	9.492	9.060
Vehicle Trip Generation	56	38	96	96	127	121

Trip Types

10.7 The latest research on trip types is set out within the TRICS Research Report 14/1 and supersedes TRICS Research Report 95/2. This has shown that the vast majority of trips associated with new food retail developments are not ‘new’ but are a ‘secondary’ trip as part of an existing journey. The secondary trips can be split into two types; ‘linked’ to other shops and ‘pass-by’ where trips are already on the main road past the site. The research does not specifically mention trips ‘diverted’ from other stores (although this may come under the linked umbrella) or ‘transferred’ from another store (using the new store instead of an existing foodstore). The research relating to linked trips do not differentiate between trips to other stores on the same site or trips to other stores off-site.

10.8 From established research, typical proportions of trip types are summarised in

10.9

10.10 Table 10.2.

Table 10.2 Typical Trip Type Proportions

Typical Trip Type Proportions		
Research Source	Range of Each Trip Type (%)	
	Linked	Pass-By
Somerfield 1996	46%	
Benison et al 2000 for Tesco	40%	
Tesco 2001	49%	
Harrison et al 2012	57-67%	
Ghezani et al 2012		72%
Wrigley 2006	60%	
Alsop Verrill	20%	
MacIver 1999		15-35%

10.11 The general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4000m² GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.

10.12 In light of this research and given the scale of the study area, the following trip type assumptions have been made:

- i) New (primary) trips - It has been assumed that 30% of trips will be entirely new to the local highway network in this location.
- ii) Pass-by/diverted/linked trips - These are trips that are already on the network as part of a primary trip. Given that the site is on a main route along Mauldeth Road West and Nell Lane, the store may act as a convenience store for commuters on their way to/from work. A proportion of 35% Pass-by and 35% Diverted has been assumed for this purpose.

- 10.13 The assessment of flows in this way is considered extremely robust as the pass-by trips are likely to make up a higher proportion of all trips given the site's location along a busy road.

Traffic Distribution and Assignment

- 10.14 The distribution of the primary food-store related trips has been split through reference to the percentage distribution of existing traffic passing the site on Nell Lane and on the turning movements at the junction of Nell Lane with Mauldeth Road West. The distribution can be seen in **Traffic Flow Figure 4**. It results in circa 45% to 49% of all Lidl traffic being routed to and from Mauldeth Road West and Nell Lane south, depending upon the particular peak hour and the remainder via Nell Lane north of the application site.
- 10.15 The 'pass-by' and 'diverted' trip distribution has also been calculated using the same method as above and can be seen in **Traffic Flow Figure 5** and **Traffic Flow Figure 6**.
- 10.16 The combined total of new, diverted and pass-by generated traffic distributed on the local highway network from the site is indicated in **Traffic Flow Figure 10**. Fewer than 30 additional vehicles per hour are forecast to be added to the junction of Nell Lane with Mauldeth Road West in the weekday AM peak period. This rises to around 60vph additional forecast turning movements in the weekday PM peak and circa 80 new vehicles per hour on a Saturday during the midday peak.
- 10.17 Traffic flows for the future year of 2028 with this additional Lidl traffic are contained in **Traffic Flow Figure 12**.

11.0 ANTICIPATED HIGHWAY IMPACTS

Introduction

- 11.1 This Chapter describes the anticipated impact of the additional trips generated by the proposed development on the operation of the local highway network.
- 11.2 This TA includes assessments of the capacity of the proposed Lidl access with Nell Lane. It also includes assessments of the Mauldeth Road West / Barlow Moor Road and Mauldeth Road West / Nell Lane signalised junctions near to the site.

Assessment Methodology

- 11.3 Assessments have been undertaken using Junction 9 (PICADY) and LinSig software.
- 11.4 Assessments have been undertaken in the opening base year of 2023 and future assessment year of 2028 with and without the proposed food store.

Proposed Site Access / Nell Lane

- 11.5 The PICADY output is presented in **Appendix 8** with the results summarised in **Table 11.1** below.

Table 11.1 – Proposed Site Access / Nell Lane

Arm	Weekday AM		Weekday PM		Saturday	
	RFC	MMQ	RFC	MMQ	RFC	MMQ
Base 2028 + Lidl						
LT from Site Access	0.05	0	0.13	0	0.16	0
RT from Site Access	0.04	0	0.09	0	0.11	0
RT into Site Access	0.07	0	0.11	0	0.14	0

- 11.6 It can be seen above that the proposed site access arrangement onto Nell Lane will work well within capacity in all scenarios with no queuing occurring.

Mauldeth Road West / Nell Lane

- 11.7** Due to proximity of this junction in relation to the application site, an assessment of the proposed development's impact is required. The LinSig model has been built in line with signal plan data provided by TfGM UTC.
- 11.8** The LinSig output is presented in **Appendix 9** and can be found summarised in **Table 11.2** and **Table 11.3** below.

Table 11.2 – Mauldeth Road West / Nell Lane - Base

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023						
Nell Lane (north) LT, ST, RT	66.8	11	59.8	9	51.5	8
Mauldeth Road West (east) LT, ST	78.4	11	84.4	14	52.4	6
Mauldeth Road West (east) ST, RT	41.5	2	17.0	1	15.0	2
Nell Lane (south) LT, ST, RT	81.2	15	82.0	14	49.4	7
Mauldeth Road West (west) LT, ST	42.9	4	29.4	3	28.3	3
Mauldeth Road West (west) ST, RT	46.2	5	57.4	3	33.7	3
Practical Reserve Capacity (PRC%)	10.8		6.6		71.8	
Total Junction Delay (pcuHR)	19.4		18.9		10.2	
Cycle Time (s)	90		90		90	
Base 2028						
Nell Lane (north) LT, ST, RT	71.0	12	63.5	10	54.8	8
Mauldeth Road West (east) LT, ST	82.9	12	89.7	16	55.6	7
Mauldeth Road West (east) ST, RT	46.9	2	18.7	2	15.9	2
Nell Lane (south) LT, ST, RT	86.3	17	87.4	17	52.7	8
Mauldeth Road West (west) LT, ST	45.8	4	31.3	3	30.6	3
Mauldeth Road West (west) ST, RT	49.5	5	67.2	4	36.0	3
Practical Reserve Capacity (PRC%)	4.3		0.3		61.8	
Total Junction Delay (pcuHR)	22.5		22.8		11.1	
Cycle Time (s)	90		90		90	

Table 11.3 – Mauldeth Road West / Nell Lane - with Lidl

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023 + Lidl						
Nell Lane (north) LT, ST, RT	67.0	11	67.6	10	51.1	7
Mauldeth Road West (east) LT, ST	79.9	11	84.5	14	47.5	6
Mauldeth Road West (east) ST, RT	50.7	2	24.9	2	19.1	2
Nell Lane (south) LT, ST, RT	79.7	15	83.4	15	54.5	8
Mauldeth Road West (west) LT, ST	45.1	4	42.6	4	28.4	3
Mauldeth Road West (west) ST, RT	48.9	5	56.4	2	29.7	3
Practical Reserve Capacity (PRC%)	12.6		6.5		65.3	
Total Junction Delay (pcuHR)	19.8		20.3		10.3	
Cycle Time (s)	90		90		90	
Base 2028 + Lidl						
Nell Lane (north) LT, ST, RT	71.1	12	71.8	11	52.3	8
Mauldeth Road West (east) LT, ST	85.0	13	85.1	15	52.5	6
Mauldeth Road West (east) ST, RT	56.1	3	27.7	2	22.0	2
Nell Lane (south) LT, ST, RT	84.6	17	89.1	17	55.9	9
Mauldeth Road West (west) LT, ST	48.4	5	47.8	5	34.6	3
Mauldeth Road West (west) ST, RT	51.3	5	58.9	2	32.3	3
Practical Reserve Capacity (PRC%)	5.9		1.0		60.9	
Total Junction Delay (pcuHR)	23.0		22.9		11.1	
Cycle Time (s)	90		90		90	

11.9 It can be seen from the above summary tables that as a result of the proposed development, there will be minimal impact at this location. There is a consistent queue of circa eight to twelve pcus per cycle from the Nell Lane northern stop line with Mauldeth Road West regardless of whether Lidl traffic is included or not.

Mauldeth Road West / Barlow Moor Road

11.10 Due to proximity of this junction in relation to the application site, an assessment of the proposed developments impact is required. The LinSig model has been built in line with signal plan data provided by TfGM UTC.

11.11 The LinSig output is presented in **Appendix 9** and can be found summarised in **Table 11.4** and **11.5** below.

Table 11.4 – Mauldeth Road West / Barlow Moor Road - Base

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023						
Barlow Moor Road (north) LT, ST	42.8	6	44.2	6	39.5	6
Barlow Moor Road (north) ST	50.8	7	53.0	7	48.9	7
Barlow Moor Road (north) RT	50.8		53.0		48.9	
Mauldeth Road West (east) LT	87.5	11	86.0	11	67.7	5
Mauldeth Road West (east) ST	87.5		86.0		67.7	
Mauldeth Road West (east) RT	62.4	2	49.2	2	62.6	3
Barlow Moor Road (south) LT, ST	87.7	19	84.8	18	71.1	13
Barlow Moor Road (south) RT	87.7		84.8		71.1	
Mauldeth Road West (west) LT	45.6	4	35.0	3	33.1	3
Mauldeth Road West (west) ST, RT	45.6		35.0		33.1	
Practical Reserve Capacity (PRC%)	2.7		4.7		26.6	
Total Junction Delay (pcuHR)	24.1		21.8		15.7	
Cycle Time (s)	90		90		90	
Base 2028						
Barlow Moor Road (north) LT, ST	45.8	6	47.2	6	42.3	6
Barlow Moor Road (north) ST	53.7	7	56.2	8	51.7	7
Barlow Moor Road (north) RT	53.7		56.2		51.7	
Mauldeth Road West (east) LT	92.7	13	91.5	13	71.9	6
Mauldeth Road West (east) ST	92.7		91.5		71.9	
Mauldeth Road West (east) RT	68.0	3	53.9	2	69.1	4
Barlow Moor Road (south) LT, ST	92.9	24	89.9	21	75.6	15
Barlow Moor Road (south) RT	92.9		89.9		75.6	
Mauldeth Road West (west) LT	48.4	5	37.0	4	35.4	3
Mauldeth Road West (west) ST, RT	48.4		37.0		35.4	
Practical Reserve Capacity (PRC%)	-3.2		-1.7		19.1	
Total Junction Delay (pcuHR)	30.3		26.4		17.7	
Cycle Time (s)	90		90		90	

Table 11.5 – Mauldeth Road West / Barlow Moor Road - with Lidl

Arm	Weekday AM		Weekday PM		Saturday	
	DOS (%)	MMQ	DOS (%)	MMQ	DOS (%)	MMQ
Base 2023 + Lidl						
Barlow Moor Road (north) LT, ST	43.5	6	45.0	6	39.1	6
Barlow Moor Road (north) ST	51.1	7	52.3	7	47.8	6
Barlow Moor Road (north) RT	51.1		52.3		47.8	
Mauldeth Road West (east) LT	86.3	10	86.3	11	70.6	5
Mauldeth Road West (east) ST	86.3		86.3		70.6	
Mauldeth Road West (east) RT	63.5	2	50.8	2	67.1	4
Barlow Moor Road (south) LT, ST	87.6	19	84.8	18	70.2	13
Barlow Moor Road (south) RT	87.6		84.8		70.2	
Mauldeth Road West (west) LT	44.5	4	35.3	3	37.0	3
Mauldeth Road West (west) ST, RT	44.5		35.3		37.0	
Practical Reserve Capacity (PRC%)	2.7		4.2		27.4	
Total Junction Delay (pcuHR)	23.8		21.9		15.9	
Cycle Time (s)	90		90		90	
Base 2028 + Lidl						
Barlow Moor Road (north) LT, ST	46.4	6	48.7	6	41.9	6
Barlow Moor Road (north) ST	53.1	7	56.0	8	50.5	7
Barlow Moor Road (north) RT	53.1		56.0		50.5	
Mauldeth Road West (east) LT	91.5	13	87.8	12	75.1	6
Mauldeth Road West (east) ST	91.5		87.8		75.1	
Mauldeth Road West (east) RT	69.2	3	48.6	1	72.9	4
Barlow Moor Road (south) LT, ST	93.0	24	90.2	21	74.5	15
Barlow Moor Road (south) RT	93.0		90.2		74.5	
Mauldeth Road West (west) LT	46.9	4	35.5	3	39.1	3
Mauldeth Road West (west) ST, RT	46.9		35.5		39.1	
Practical Reserve Capacity (PRC%)	-3.3		-0.3		19.8	
Total Junction Delay (pcuHR)	29.8		24.9		17.9	
Cycle Time (s)	90		90		90	

11.12 It can be seen from the above summary tables that as a result of the proposed development, there will be minimal impact at this location with Lidl traffic included to the degree forecast and allowing for growth to five years post development opening.

Summary

- 11.13 In summary the above assessments show that the proposed store access will operate well within capacity with the proposed development in place. The capacity assessments are extremely robust given the trip rates used for the site are based on similar Lidl stores elsewhere and that a high proportion (30%) of trips have been assessed as new to the network in the peak hours.
- 11.14 Similarly, the proposed development will result in a minimal impact on queueing at the nearby signalised junction of Barlow Moor Lane with Mauldeth Road West.

12.0 SUMMARY AND CONCLUSION

- 12.1** This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed development of a new discount food store at the corner of Mauldeth Road West and Nell Lane in Chorlton-cum-Hardy, Manchester.
- 12.2** The proposals for the application site include the redevelopment of land with a lawful office-based employment use to a discount food retail unit (Use Class E) with a Gross Internal Area (GIA) of 1,988sqm and a sales area of 1,360sqm. Access to the site will be made via the existing bellmouth along Nell Lane, suitably improved. These improvements will incorporate the widening of Nell Lane locally to the site access to provide a ghost-island right turn arrangement sufficient to remove the prospect of queuing right turners from blocking the north-westbound ahead flow away from Mauldeth Road West. The footways on either side of Nell Lane will be retained at a width of at least 3m. The site access road will be widened to 7m with a footway along the southern side into the site and a build-out on the northern side to aid vehicle/pedestrian intervisibility. A raised crossing of the access road will be provided for the additional safety of pedestrians.
- 12.3** A total of 85 car parking spaces will be provided across the site. Of the 85 spaces provided, nine will be designated to parent and child standard and four will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type.
- 12.4** Following the review of the accessibility options by different modes of transport, it is considered that the site has very good levels of accessibility. Access to the site on foot and by cycle is of a good standard, there are multiple bus stops nearby providing access to a range of local destinations and the nearby tram stop has potential to transport staff and customers further afield. Moreover, the site is also well connected to the adjacent highway network allowing it to maximise the custom it attracts from existing pass-by traffic.
- 12.5** Servicing for the food store is via a dedicated service yard accessed via Nell Lane. The store will be serviced once a day on average (twice a day at Christmas and Easter) by a maximum legal articulated HGV. Swept path analysis drawings provided demonstrate that a 16.5m articulated HGV can safely enter and exit the site in a forward gear.

- 12.6** To assess the suitability of the proposed parking provision on site, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. The proposed parking provision on site has been demonstrated to be sufficient to meet the forecast demand of the proposed development. Furthermore, it offers some additional headroom to service any peaks in demand over the average forecasts plus cater for multi-visitation to the neighbouring local centre.
- 12.7** The proposed means of access into the application site has been tested using Junctions 9 (PICADY) and the results have confirmed that it provides more than adequate levels of service for the forecast turning movements in and out of Lidl at peak times.
- 12.8** Off-site, the impact of the development has been found to be de minimis.

Conclusion

- 12.9** With all of the above in mind, it is concluded that the proposed development meets local and national transport policy objectives in terms of accessibility and sustainability. There is no evidence of any severe impact to the interests of the free-flow of traffic or to highway safety resulting from the proposals. We therefore consider there to be no highway reasons which could preclude the granting of planning permission.