Trinity Way Service Layby Traffic Impact Assessment

Waterhouse Gardens - Manchester

Salboy Ltd

Prepared by:

SLR Consulting Limited

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SLR Project No.: 432.001756.00001

14 January 2026

Revision: 01

1.0 Introduction

1.1 SLR Consulting has been appointed by Salboy Ltd to provide transport and highways advice in support of development at Waterhouse Gardens, Manchester. The site lies to the north of Trinity Way and to the west of Dutton Street.

Scheme Overview

1.2 The scheme consists of 556 residential units in 5 Blocks (A,B,C,D,E) and approximately 33,000sq ft of commercial and retail space (Block F).

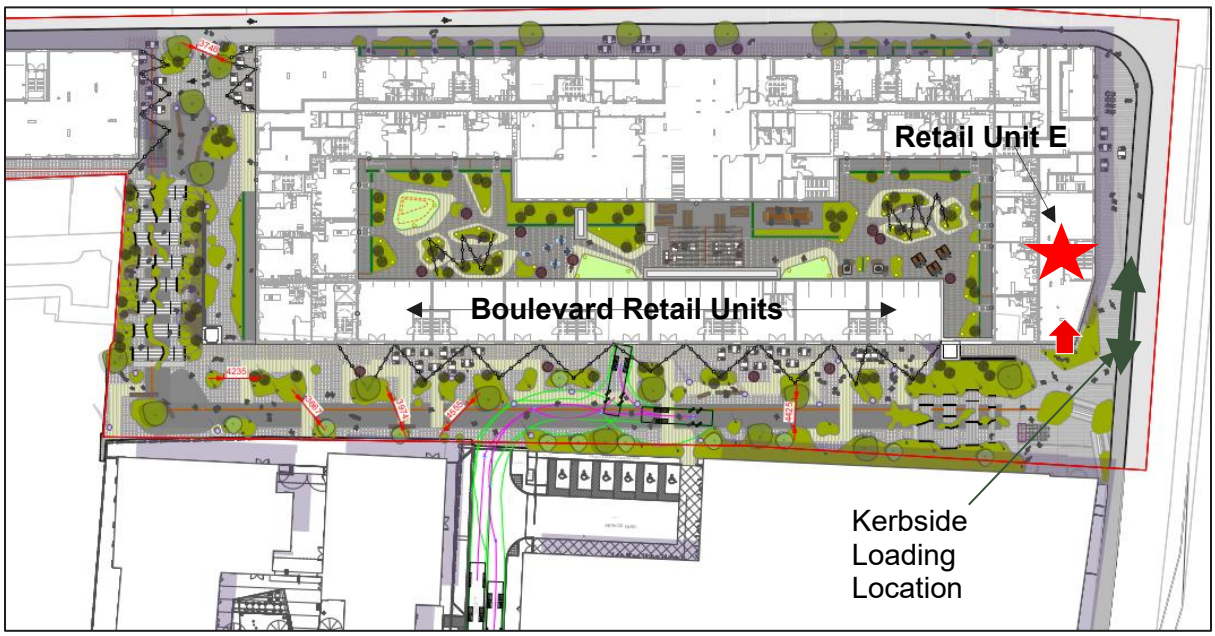
1.3 A Servicing Strategy has previously been submitted to seek to discharge Condition 42 of the planning permission as described below:

Prior to the first use of the first commercial unit(s) within each phase of development as indicated on drawings 0022-SP-ZZ-B2-DR-A-03B2-P1-Basement 2 - Great Ducie Street Floor Plan, 0022-SP-ZZ-B1-DR-A-03B1-P1-Basement 1 - New Bridge Street Floor Plan and 0022-SP-ZZ-00-DR-A-0300-P1-Ground Floor - All Blocks as received by the City Council, as Local Planning Authority, on the 23 August 2023, a servicing strategy for deliveries and refuse collection for the units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented as part of each phase of the development and be in place prior to the first use of commercial unit to which each scheme relates.

1.4 The scheme includes a Food Retail unit as part of Unit E located to the east of the development site adjacent to Trinity Way as indicated in **Figure 1.1**. It is assumed that the Food Retail Unit will be open every day between 07:00 and 23:00. Critically, the level differences are a challenge as this unit is located at a higher level than the Boulevard and it is not practical to wheel goods in from Dutton Street.

Figure 1.1: Unit E Food Retail Location



1.5 This document presents a Loading Bay scheme on Trinity Way to serve the retail unit and describes the Traffic Regulation Order that would apply and assesses its operation and considers the highway safety implications.

1.6 This document complements the Servicing Strategy (dated 16/12/2025) which has previously been submitted. In summary, the residential units for Waterhouse Gardens are served from Dutton Street loading bays. The Retail Units located off the Boulevard are served from A56 Great Ducie Street and the access road that serves the UCEN premises and the Clarion development site to the Northwest.

2.0 Baseline Conditions

Trinity Way

2.1 Trinity Way is a dual carriageway road which provides for two lanes of traffic in each direction. Each carriageway is approximately 6.5m in width. Trinity Way forms part of the Manchester and Salford Inner Relief Route acting as an Inner Ring Road for the regional centre.

2.2 It is a busy route and by reference to the DfT traffic count website (Ref 17822). This stretch of Trinity Way carries just over 30,000 vehicle movements a day. This section of Trinity Way is not a Bus Route.

2.3 Opposite Waterhouse Gardens to the east is the AO Arena and after the concert/event, Trinity Way is closed southbound between Great Ducie Street and Cheetham Hill Road for up to one hour. This is to allow concert-goers to safely exit the venue. For those that park in the official CitiPark car park at the Arena, drivers can still exit by turning right (northeast) and then follow local diversions. There are Road Closure Barriers to close off Trinity Way Southbound, and this includes barriers on Dutton Street.

Accident Data

2.4 Accident data is available from TfGM/GMTU database. **Figure 2.1** below shows accident data for the latest 5-year period. Despite its relatively high traffic flows, there are relatively few accidents recorded in the vicinity. There are 5 slight accidents recorded at the Great Ducie Street signals, 1 near the Arena Car Park/ Dutton Street junction and 6 near the Cheetham Hill Road signals where 3 accidents are recorded as serious.

Figure 2.1: GMTU Accident Data



2.5 When compared against the volume of traffic passing the area and that this is over a 5-year period it is evident that the highway operates relatively safely. Furthermore, there are no recorded accidents on the link adjacent to the proposed loading bay.

2.6 In conclusion, it is considered that there are no underlying highway safety issues in the vicinity of the site and the proposed servicing layby.

Traffic Regulation Orders

2.7 At this location, Trinity Way is controlled by Traffic Regulation Orders, and the accompanying plate is shown in **Figure 2.2**.

Figure 2.2: Trinity Way Loading Restriction



2.8 The sign indicates that there is 'No Waiting at Any Time' but that Loading is Permitted except in the following Hours:

Mon-Fri	**7:30-9:30am,**	**4:00-6:30pm**
Sat	**7:30-9:30am**	

2.9 Therefore, servicing is presently permitted from Trinity Way without any changes to the TRO providing servicing is undertaken outside of the peak traffic periods.

3.0 Proposed Loading Bay

Loading Bay Requirement & Operation

3.1 While the TRO does allow servicing by pulling up by the existing kerb, this is not considered suitable to serve a Food Retail Unit here given the volume of traffic on Trinity Way and the safety of the operatives. This is confirmed by the requirements of the potential occupier.

3.2 The deliveries/servicing is made through the customer entrance.

3.3 Servicing of a Food Retail Unit is characterised by the use of Rigid HGVs with a tail lift and the use of Roll Cages to deliver the goods as shown in **Figure 3.1.** It can be seen that the tail lifts include additional rear and side platform ramps which allow transfer of the Roll Cages to the pavement where there is a raised kerb.

Figure 3.1 Nature of Food Retail Deliveries





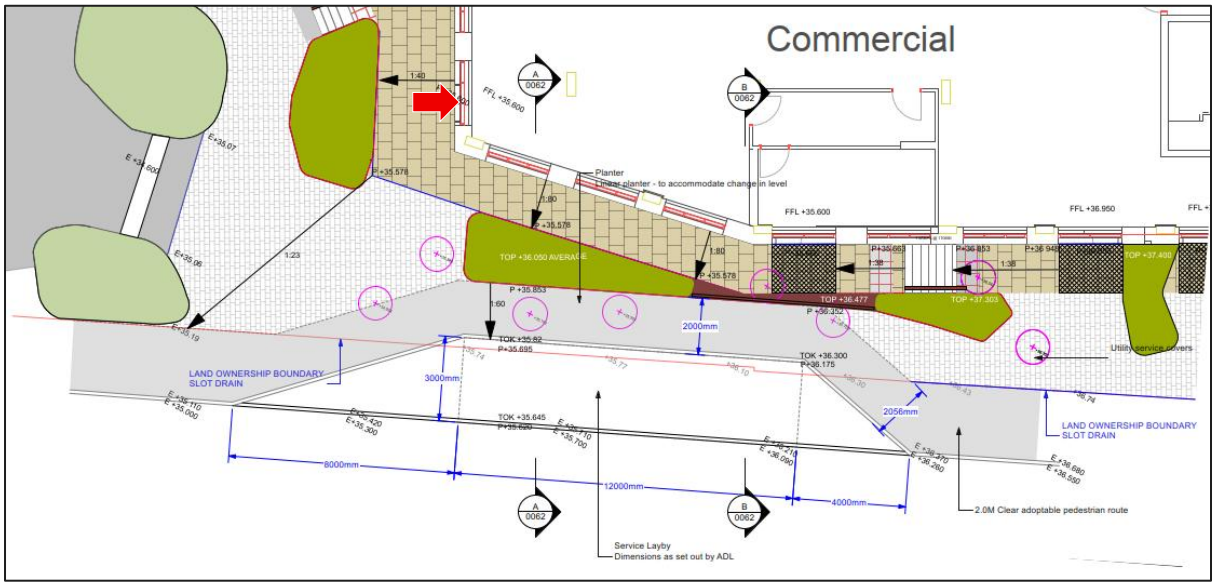
Roll Cages

3.4 It is noted that Food Retail Units use the Roll Cages to take away most of the recyclable waste from the unit as part of a back haul process by the same delivery vehicle.

Loading Bay

3.5 The location of the loading is very much determined by the levels of the pavement and the entrance into the Retail Unit. There is an existing adopted footway adjacent to Trinity Way that follows the topography of the slope as it rises from Great Ducie Street to Dutton Street. The approach is to create a loading bay layby as shown in **Dwg 1174-WRI-XX-XX-DR-L-0062** which is included in full as **Appendix A** with an extract included as **Figure 3.2** below.

Figure 3.2: Unit E Food Retail Servicing Layby



3.6 This Layby is 12m long with an entry taper of 8m and an exit taper of 4m. It has a depth of 3m, and this is able to accommodate rigid delivery vehicles without causing conflict on Trinity Way.

3.7 It can be seen that the adopted footway of 2m follows around the layby and in general terms this follows the existing gradients. Inside of the adopted footway there is a need for level changes to meet the Retail Unit entrance and its internal floor area. Those changes in levels are accommodated by several planters and an internal footway that includes steps. Where there is a notable drop there are barriers for safety.

3.8 The management of these level changes is described in **Dwg 1174-WRI-XX-XX-DR-L-0063** in **Appendix A.**

3.9 Importantly for a servicing requirement there is no significant level change from the loading bay to the store's front door and over this area the slope is 1:33 which is manageable for operatives.

3.10 For clarity vehicles will need to approach this loading area from the south-west on Trinity Way and then leave to the north-east.

4.0 Traffic Impact Assessment

Level of Use

4.1 The level of use of the of the Loading Bay has been considered based on the level of activity for similar Food Retail premises

4.2 We set out below a typical Delivery Strategy for a typical Food Retail Unit in **Table 4.1**. This may be subject to change depending on the occupier

Table 4.1 Typical Levels of Servicing Activity

Delivery Type	Delivery Frequency	Anticipated Duration of Layover
General & Fresh Produce Delivery	1 per day	30 minutes
Specialist Bread / Pastry Delivery	1 – 2 per day	15 minutes
Tobacco Delivery	1 per week	15 minutes
Refuse Collection	1 – 2 per week	5 minutes

4.3 There may well be additional activity at the loading bay which could include Home Delivery vehicles/couriers picking up produce, charitable collections of food and potentially other ad-hoc deliveries.

4.4 It is therefore expected that the level of activity will be quite low and when we consider the use of the loading bay with the standard deliveries plus some ad-hoc vehicles we might expect no more than 6 vehicles per day using this Loading Bay.

4.5 While this is a low level of activity the occupier would actively manage the service activity and the use of the Loading Bay so that we do not have any conflict of vehicles wanting to access the Loading Bay at the same time.

4.6 The loading bay will be subject to a TRO, and this is proposed to operate from 07:00 to 22:00. Other than implementing a new TRO for the area of the loading bay, it is not proposed to amend the exiting TRO on Trinity Way.

4.7 Drivers will be instructed to make the minimum amount of noise and no use of the horn at any time. As such drivers will ensure they:

- Engage gears quietly;
- Keep engine revs to a minimum;
- Apply brakes gently;
- Close driver's door quietly; and
- Engine off when not in use.

Vehicle Tracking

4.8 A vehicle entering the servicing layby will approach from the south-west. It will require to slow down within the main carriageway before entering the layby. On exiting the layby, the driver will need to wait for a gap in traffic before pulling out onto Trinity Way.

4.9 Vehicle tracking showing a HGV Rigid Vehicle entering and leaving the layby is shown in **Plan 432.001756.00001-TR110** which is included in **Appendix B**. It can be seen that the vehicle can access the loading bay away from the running lane of Trinity Way.

Highway Safety

4.10 The traffic impact will be limited to the slowing down of vehicles to enter the layby and similarly the vehicle accelerating back out into traffic. At this location, the traffic on Trinity Way is between two traffic signals which naturally present gaps in the traffic flow and this gives good opportunity for the driver to exit without impacting on other traffic.

4.11 Here, Trinity Way features two lanes of traffic and a vehicle slowing down to enter the loading bay will only directly affect traffic on the nearside lane. This situation is not unusual in an urban area and in fact there are other loading bays on the Inner Relief Road where this sort of activity would occur, and drivers would be aware with the delivery vehicle indicating.

4.12 It is also noted in highway safety terms that Trinity Way is a straight route, and ahead visibility is good so drivers would not be affected by any sudden manoeuvres.

4.13 Given the existing good safety record, we do not consider that the proposed Loading Bay on Trinity Way will give rise to any material highway safety issues.

5.0 Summary & conclusion

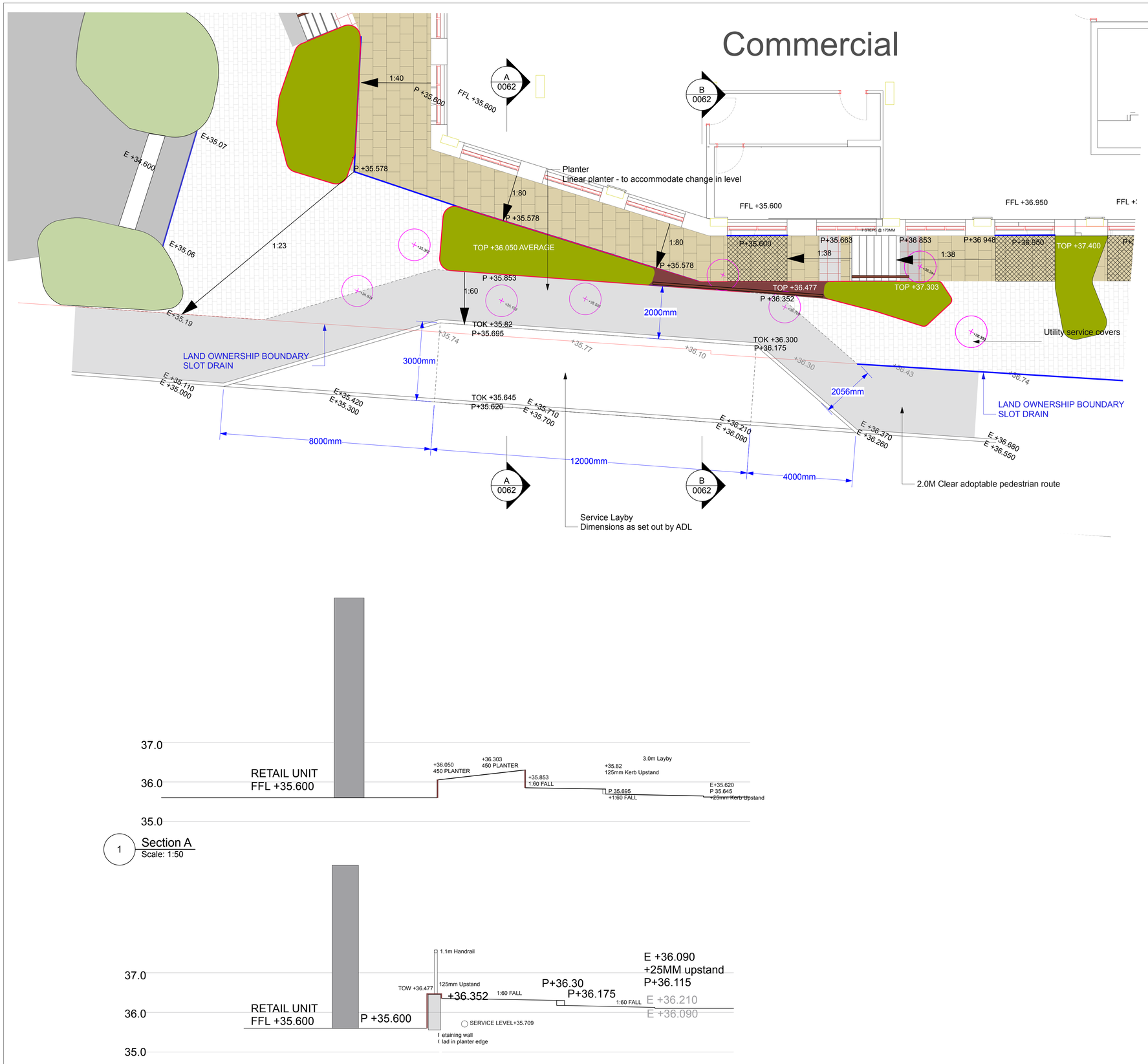
5.1 This report sets out the traffic impact assessment for the proposed servicing of the food retail unit accessed off Trinity Way. Access will be via a new servicing layby. The key points can be summarised as follows:

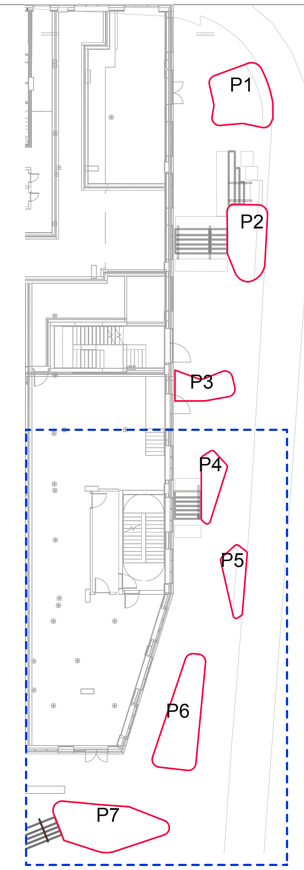
- Trinity Way is a busy dual-carriageway route accommodating two lanes of traffic in each direction;
- Accident data shows that the area operates safely with relatively few accidents in the vicinity so there are not considered to be any highway safety issues in the vicinity of the site;
- The design of the loading bay can accommodate a Rigid HGV vehicle and this is supported by vehicle tracking analysis;
- The existing adopted footway will divert around the Loading Bay;
- A level route is available from the back for the lorry to the store entrance;
- Other level changes on the non-adopted areas of pavement are managed using planters and steps with barriers provided where there are notable changes in level;
- There are expected to be no more than a maximum of 6 vehicles per day using the loading bay;
- The occupier would manage deliveries to avoid any conflict;
- An existing Traffic Restriction Order will be amended so that the loading bay will operate between 07:00-22:00. The existing TRO on the rest of Trinity Way is unchanged;
- Vehicles entering the layby will slow down in the main carriageway before turning into the layby. Similarly, vehicles exiting the layby will accelerate back into traffic;
- Given the signal operation at Gt Ducie Street to the southwest, there will be plenty of gaps in traffic to allow drivers to exit safely;
- There are no material highway safety issues expected and this Loading Bay would operate safely.

5.2 In conclusion, it is considered that the traffic impact of the proposed servicing and the layby on Trinity Way will be negligible.

APPENDIX A
Proposed Service Layby Drawings

Commercial





3 Location Plan
Scale: 1:200

1 Section A
Scale: 1:50

2 Section B
Scale: 1:50

No dimensions are to be scaled from this drawing. All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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LOCATION PLAN



Revision	Date	Description	Drawn	Approved
S5-P01	23-09-25	First Review	SB	NW

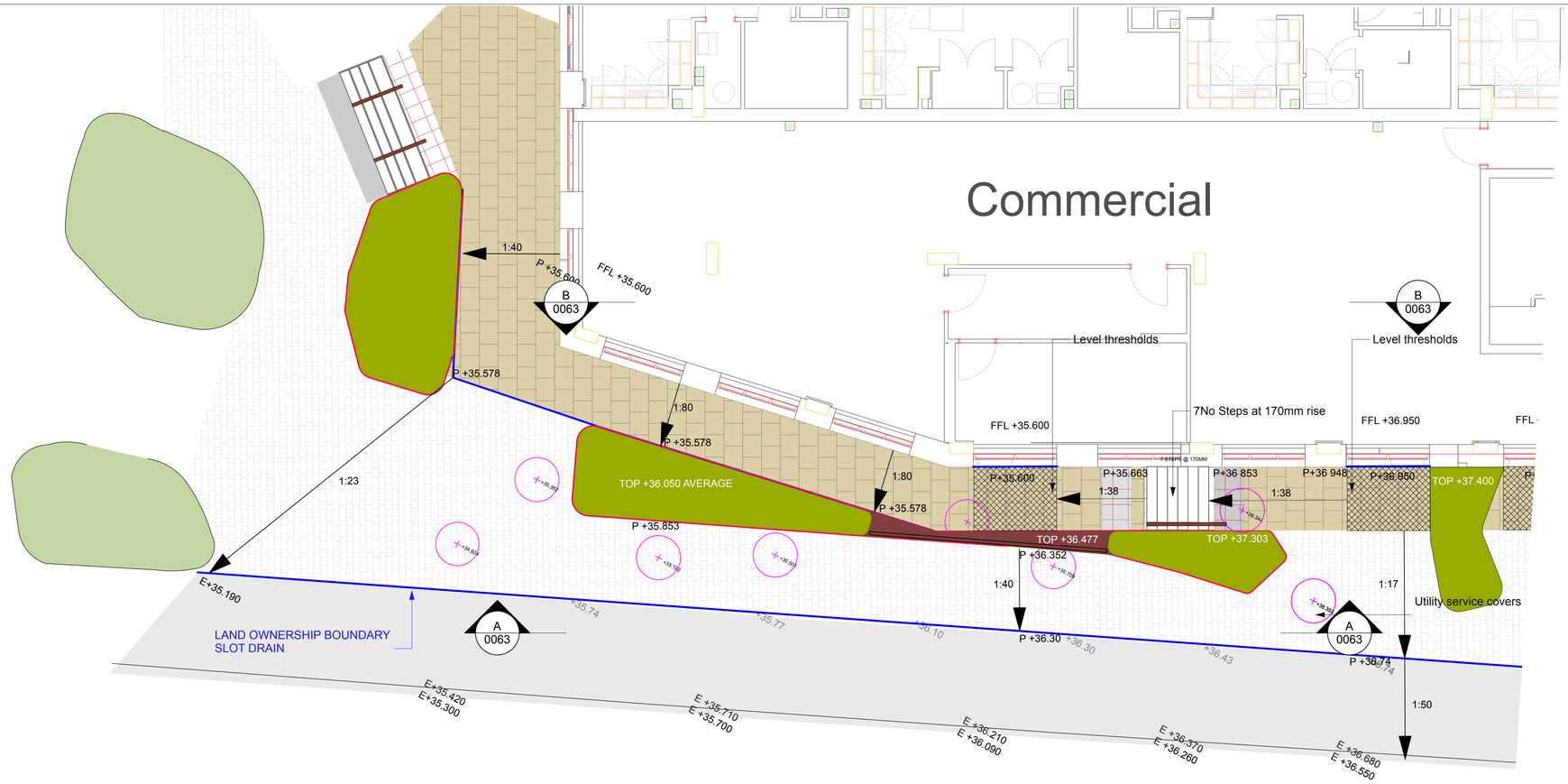
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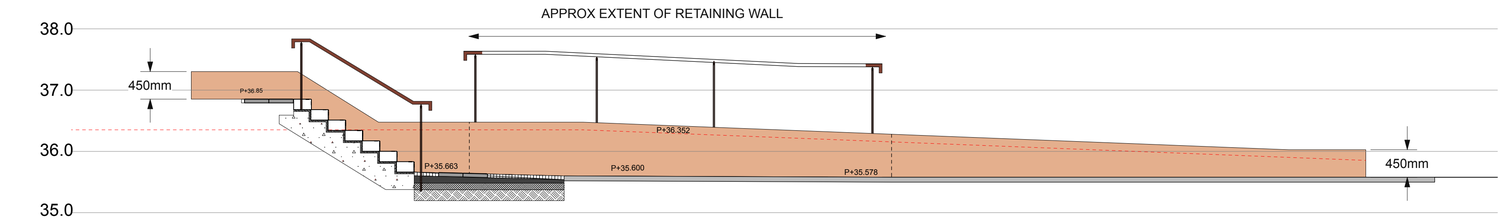
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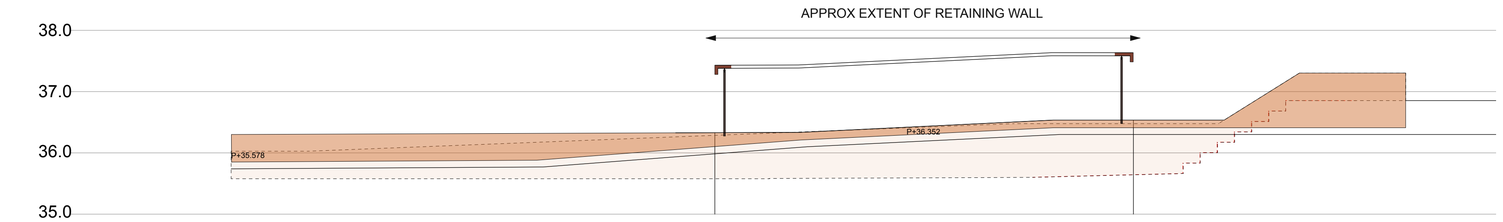
CLIENT	DOMIS CONSTRUCTION
PROJECT	WATERHOUSE GARDENS
DRAWING TITLE	LAYBY OPTION- Trinity Way
DATE	23/09/2025
SCALE	AS NOTED
DRAWN	SB
SIZE	A1
APPROVED	NW
WORKSTAGE	Stage 5
DRAWING NUMBER	1174-WRI-XX-XX-DR-L-0062
SUITABILITY	S5
REVISION	P01

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1 Elevation A
Scale: 1:50



2 Elevation B
Scale: 1:50

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LOCATION PLAN



Revision	Date	Description	Drawn	Approved
S5-P01	23-09-25	First Review	SB	NW

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CLIENT DOMIS CONSTRUCTION

PROJECT WATERHOUSE GARDENS

DRAWING TITLE LEVELS AT STEPS - Trinity Way

DATE	SCALE
23/09/2025	AS NOTED
DRAWN	**SIZE**
SB	A1
APPROVED	**WORKSTAGE**
NW	Stage 5

DRAWING NUMBER 1174-WRI-XX-XX-DR-L-0063 **SUITABILITY** S5 **REVISION** P01

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APPENDIX B
Layby Vehicle Tracking

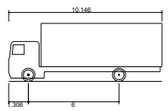


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REV.	DETAILS	DRAWN	CHECKED	DATE
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Mercedes Axor 1824L 18T GVW 4x2 Refrigerated

Overall Length	10.146m
Overall Width	2.587m
Overall Body Height	3.841m
Min Body Ground Clearance	0.221m
Track Width	2.490m
Lock to lock time	5.00s
Max Steering Angle (Virtual)	41.10°

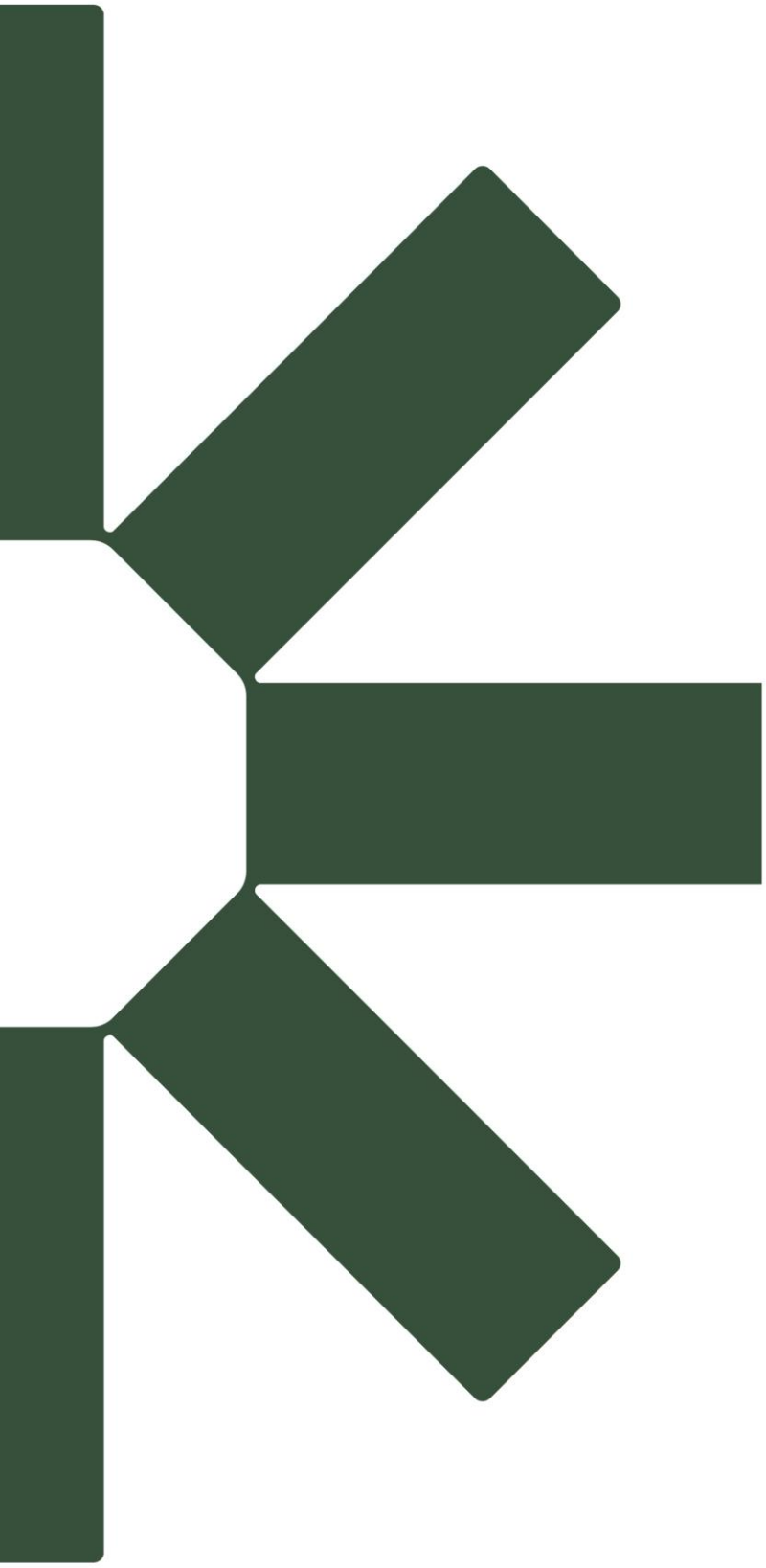
Waterhouse Gardens , Manchester

Domis

Swept Path Analysis - Delivery Vehicle

SLR

DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
YF	GD	13.01.26	1:250 at A3	432.001756.00001- TR110	



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