



**Report No. J1398/TS
July 2022**

**PROPOSED INDUSTRIAL DEVELOPMENT
LOWERCROFT ROAD, BURY**

TRANSPORT STATEMENT

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LOWERCROFT ROAD, BURY**

CONTROLLED DOCUMENT

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LOWERCROFT ROAD, BURY**

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Philip Lambert Architects on behalf Mr Atif Malik to provide transport and highway advice for the implications associated with the proposed Industrial development Skyways Site Blackpool.

The applications relate to a site located in a mixed use employment area, with an existing access which will be developed for industrial uses.

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

It deals solely with the proposals as described.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

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

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

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

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

National Planning Policy Framework

The latest NPPF has replaced the previous versions and sets out the policy framework for sustainable development and supersedes the previous advice.

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

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

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

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

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. 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.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to staff and visitors taking on board the location of the site.

The proposed development will incorporate linkages to the local infrastructure which will help promote sustainability by reducing the number of car trips to local facilities.

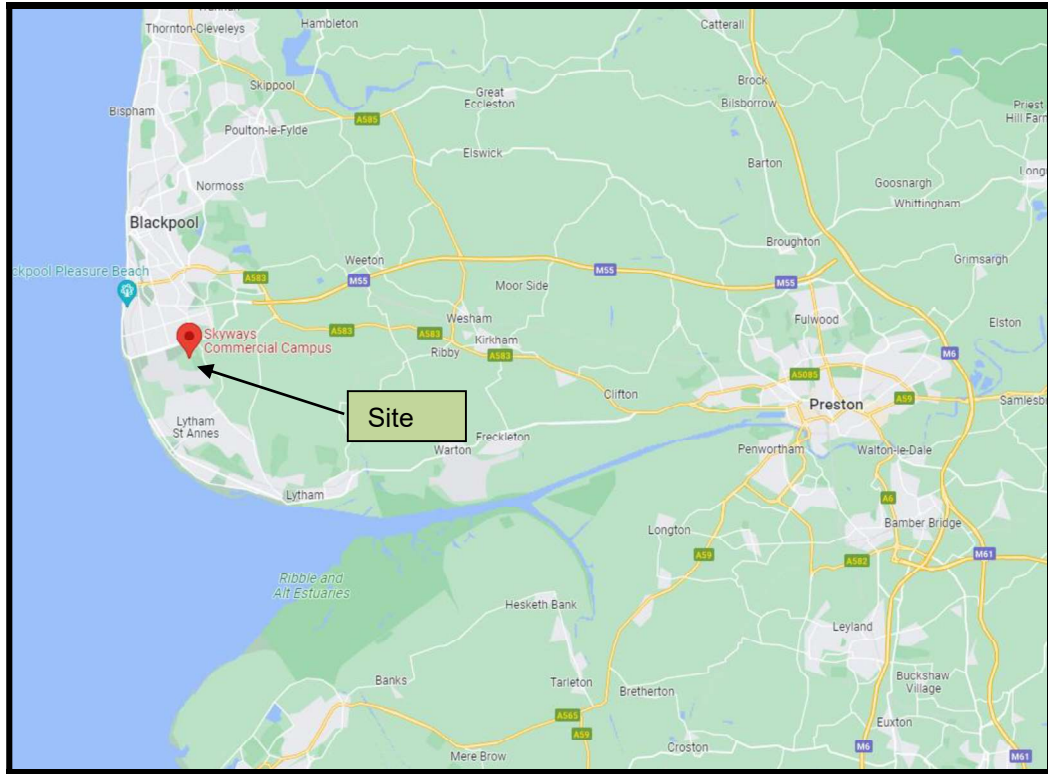
Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities that are available, public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is sustainable, as required in local and national policy for an employment area.

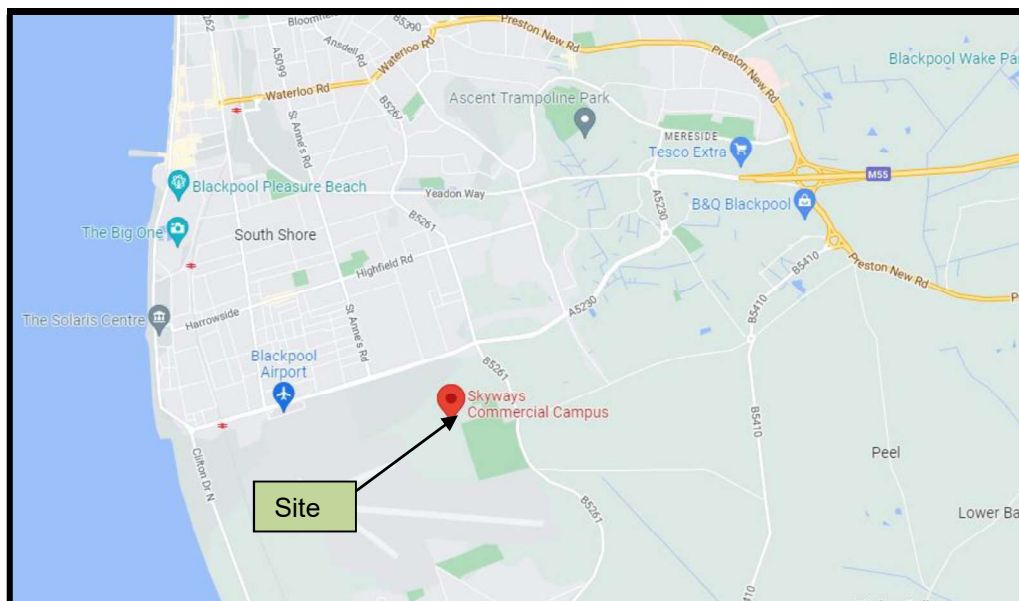
3. SITE DESCRIPTION

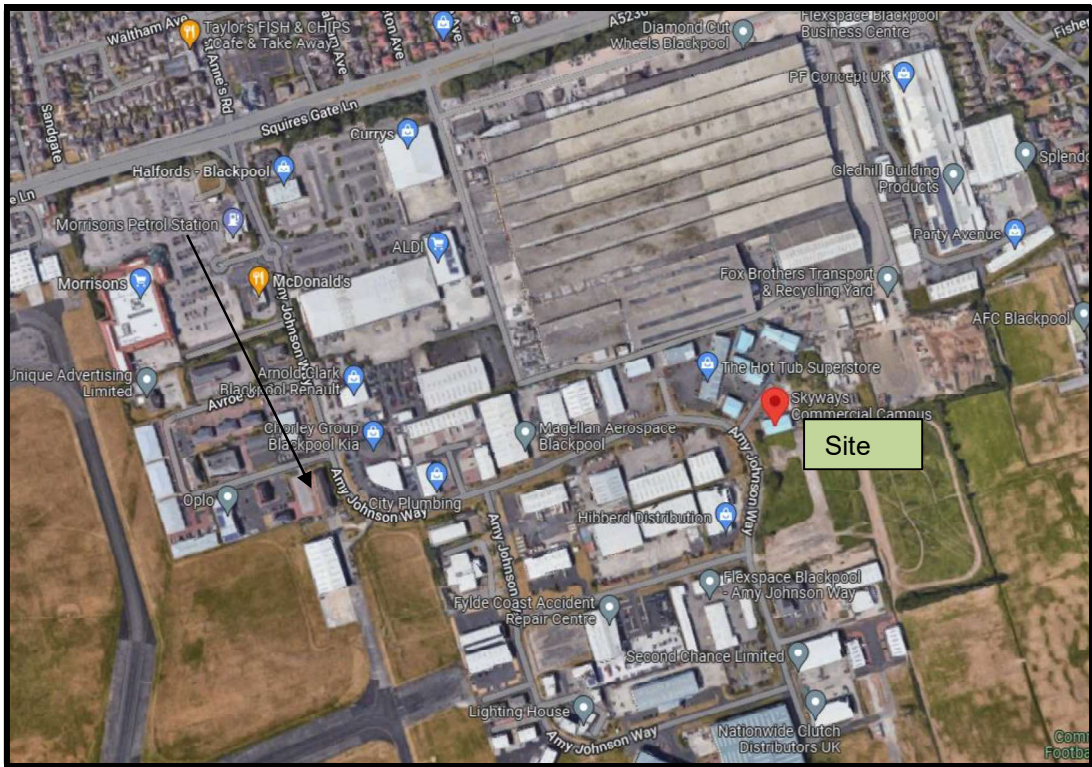
Site location context

The Site is located approximately 5km to the south of Blackpool town centre and lies between the B5261 Common Edge Road to the east, Blackpool Airport to the west with existing industrial and residential development to the north.



Site location plan in relation to the wider area and neighbouring area below





Local access corridors



Vehicle access to the Site is currently taken via Amy Johnson Way from Squires Gate Lane to the northwest

Existing highway setting

Squires Gate Lane and Amy Johnson Way are subject to a 30mph speed limit, are street lit and have footways on both sides of their carriageways.

The Squires Gate Lane/Amy Johnson Way junction is traffic signal controlled and incorporates pedestrian crossing facilities on all except the Squires Gate Lane (E) approach.

Squires Gate Lane is a dual carriageway routing in an east-west direction to the north of the Site. It runs between the A584 New South Promenade/Clifton Drive North to the west and Common Edge Road/ Progress Way to the east.

It provides access to Squires Gate Train Station and several residential and retail areas in proximity.

A continuous footway is provided along the northern side of Squires Gate Lane, and intermittently along its southern side. Bus stops are located at regular intervals along the road, serving existing residential areas to the north and south, including the existing retail park.

Several signalised junctions are provided along Squires Gate Lane that provide access to Blackpool Airport and the wider enterprise zone.

These include the main Blackpool Airport access opposite Lytham Road, Amy Johnson Way, Ravenseft and Common Edge Road

The area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods. Photographic record of the area is set out below.



View to left and right from Signalised jct



Amy Johnson Way to signals and away into estate



Amy Johnson Way north/south section north and south view



Amy Johnson Way east/west section west and east view



View to cul de sac leading to site access



Left and right sight lines from junction



View left and right from site access



View out and into site along access route and view into below



Safety review

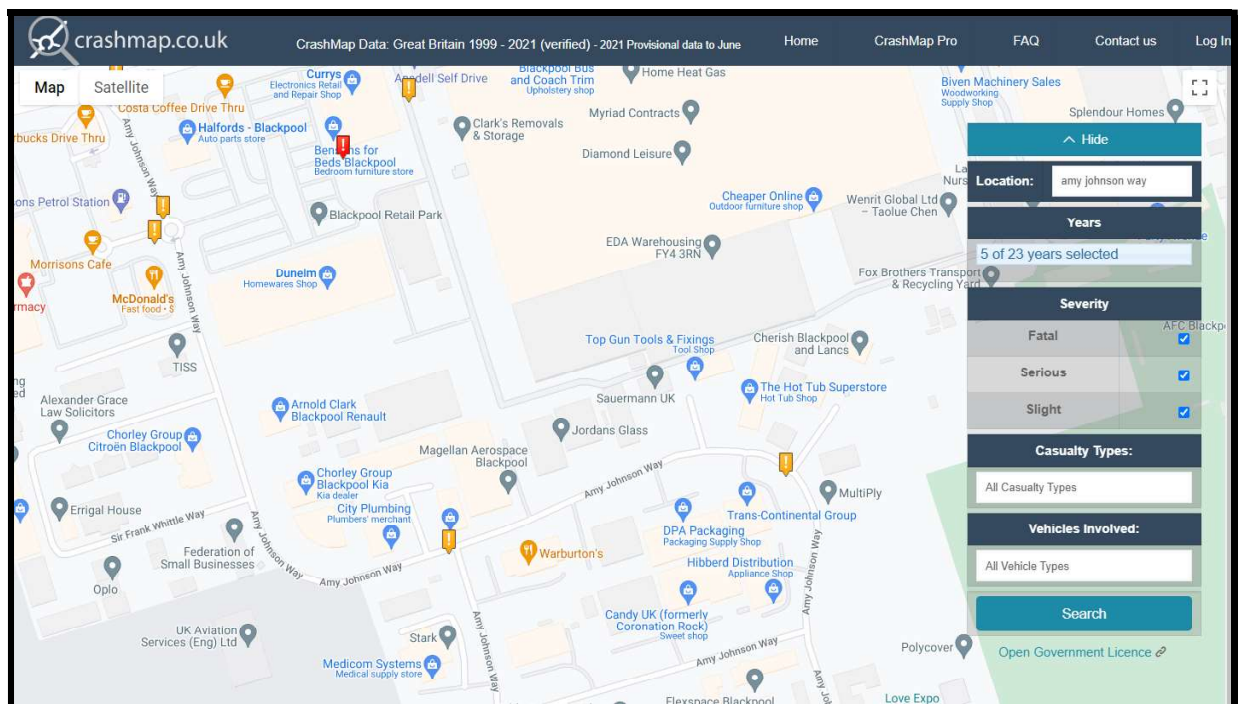
Details supplied by the national database indicate a range accidents over the most upto date 5 years records in the study area.

This site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

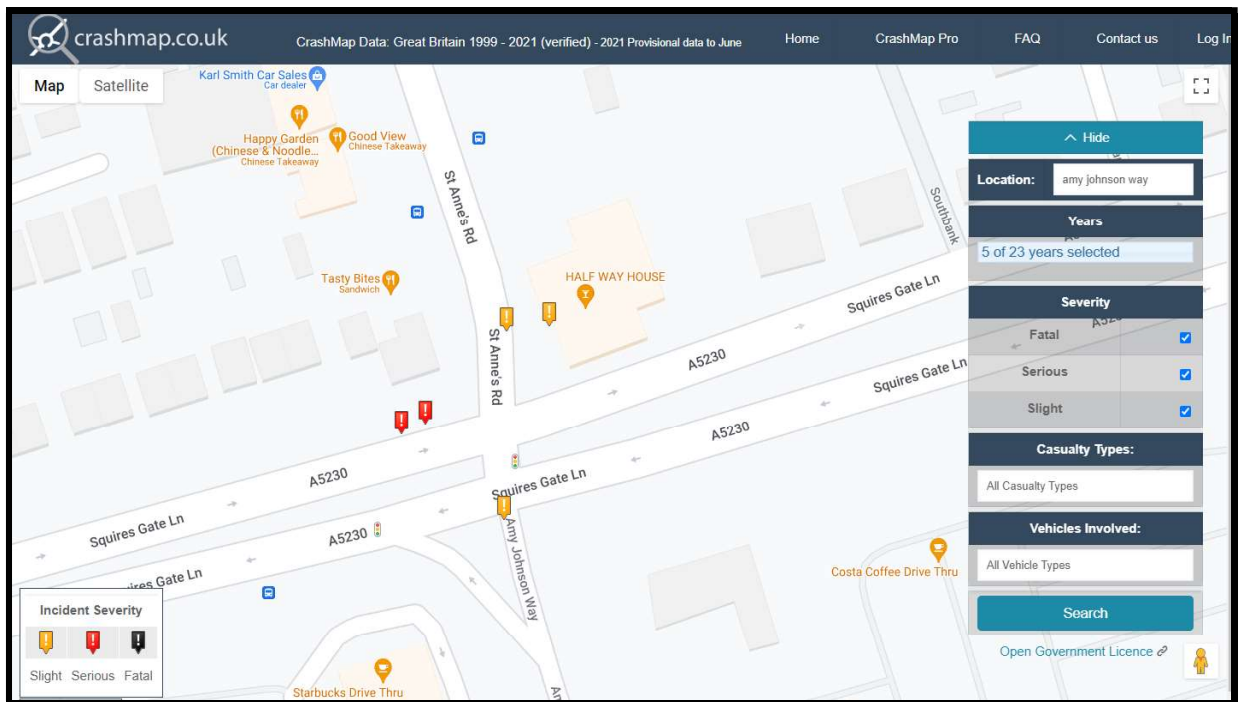
Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together.

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

Over the past 5 years no accidents have been recorded along the site frontage, the site access to Amy Johnson Way (AJW) has one record in 2018 slight in nature.



There are 3 records on AJW again 2 in 2018 and 1 in 2020 all light in nature.



The 3 slight records occurred in 2017 for 2 number and 2019. The serious records 2019 and 2020.

The records are wide spread in terms of days/year etc.

Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network.

Summary

The existing area on the edge of the urban area with built up areas along the corridor with no related safety issues.

The approval for industrial purposes is considered to be an acceptable use of land based on the existing area characteristics.

4. EXISTING ACCESSIBILITY FOR THE SITE

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

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

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

Walking

The proposed development site is in a core employment area with a limited range of local land uses, services and facilities compared to the urban areas.

The CIHT provides about journeys on foot. It does not provide a definitive view on distances but does suggest a preferred maximum distance of 2000m for walk commuting trips; it also recognises a walking distance of up to two miles (3,200m) is practicable for walking.

Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

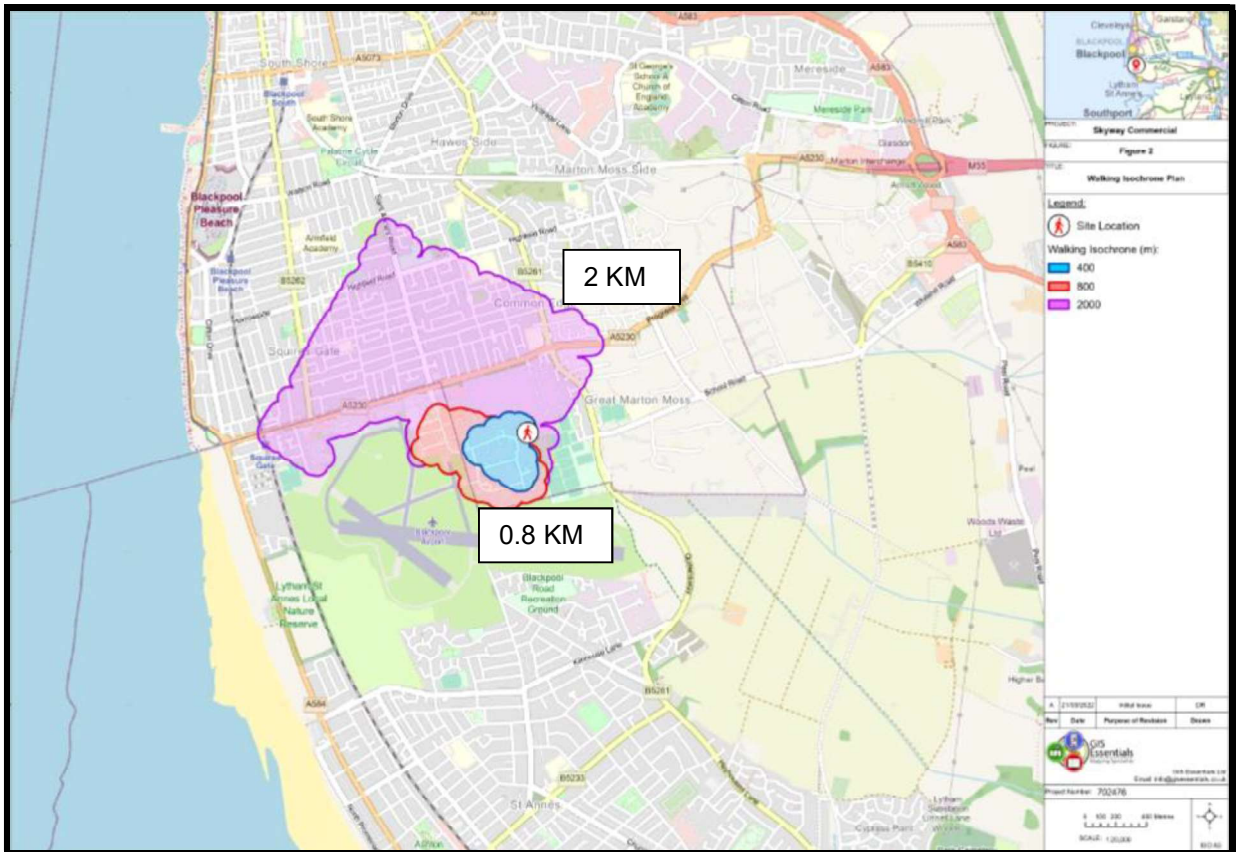
ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play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

800m and 2000m walk isochrones reflecting 10 and 25 minutes walk journeys are shown overleaf in salmon and purple respectively.

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

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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



Walk Catchment

There are, therefore, opportunities for staff to access the employment, combined in a limited way with leisure, and service facilities on foot.

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

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

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

Cycling

Historic Guidance and perceived good practice suggest: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

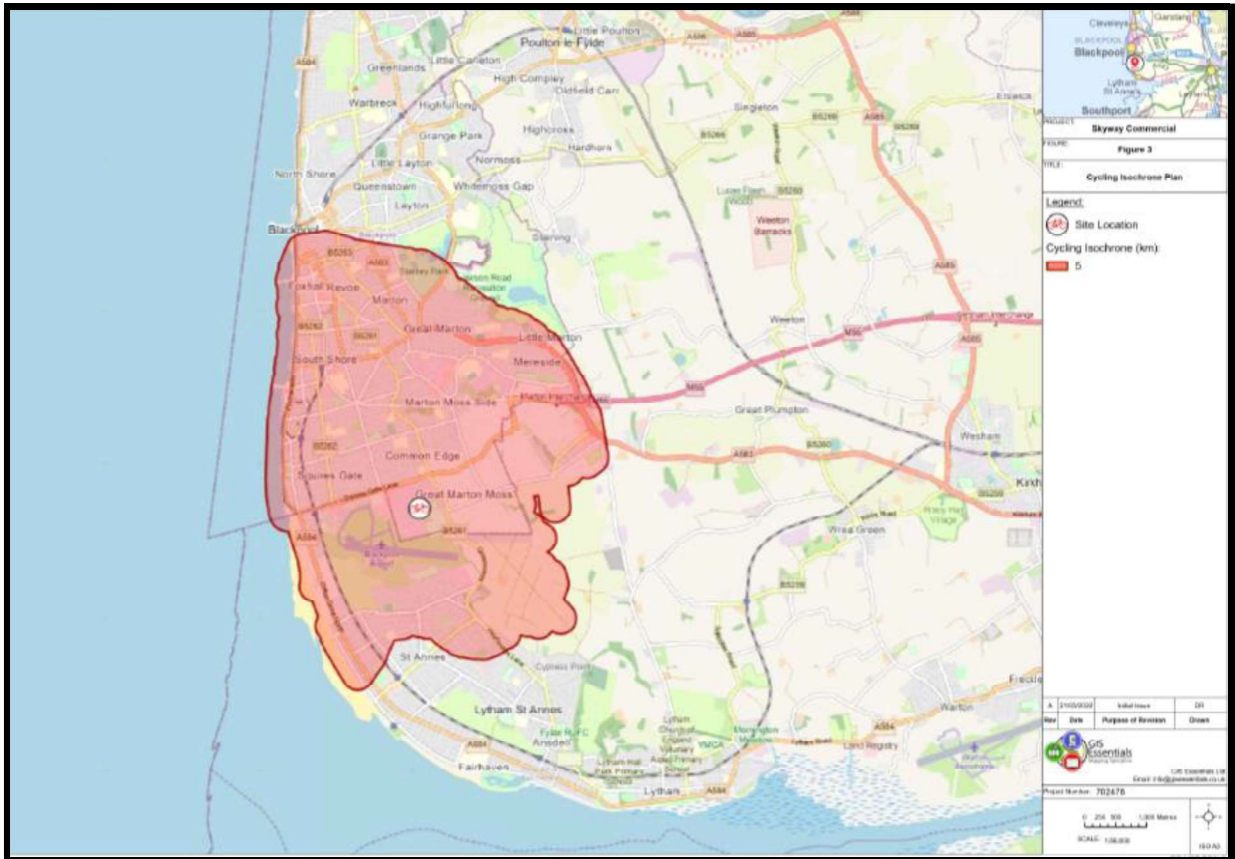
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has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

An acceptable and comfortable distance for general cycling trips of all types is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT).

However, the same guidance also refers to commuting cycle trips of up to 8km as the maximum a commuter would cycle to work there are other employment destinations available from the site but it is our judgment that commuter trips of this length would only be undertaken by cyclists who are confident enough to mix with other road users.

Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance).

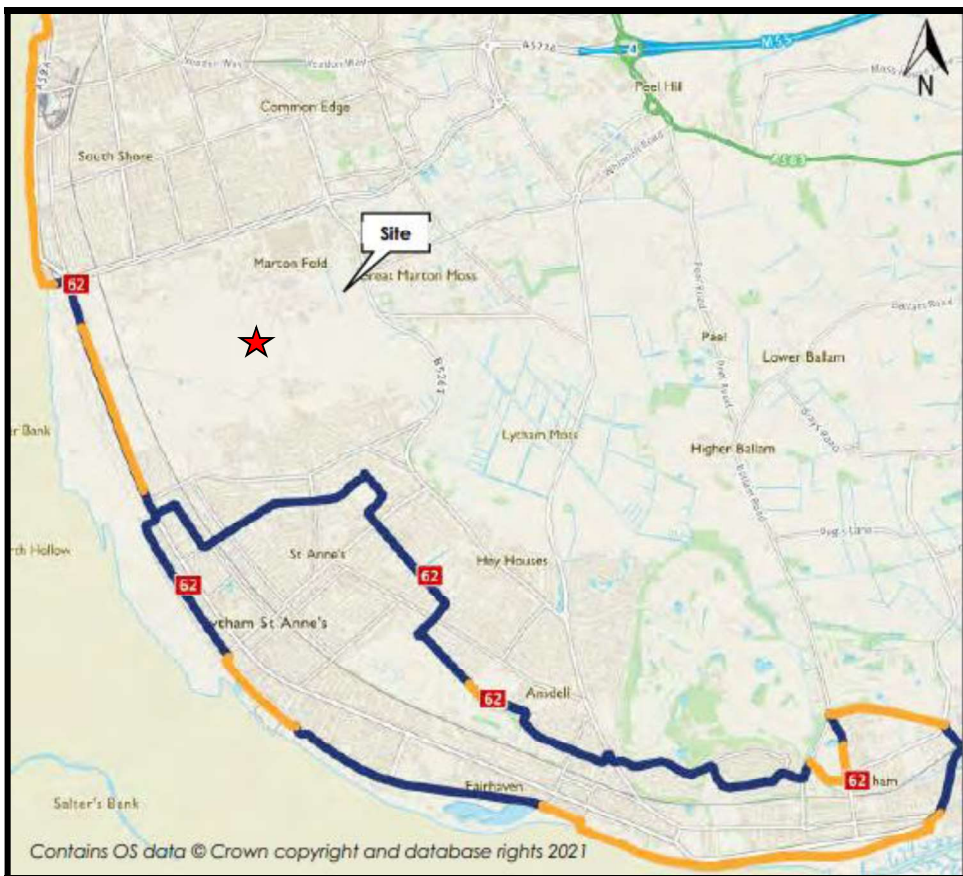
The 5 km distance is indicated by the salmon area on the figure below.



Cycle Catchment

The Cycle Catchment Plan and the Cycle Routes Plan demonstrate that a substantive part of the urban area is within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Whilst there are no formal cycle lanes in the vicinity of the site a review of the mapping indicates that the local area is considered supported in terms of cycle mode ability.



Local and wider network

There are existing cycle facilities which can be accessed a short distance from the site which will assist the accessibility of the site for cyclists.

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

Travel by public transport

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

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

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

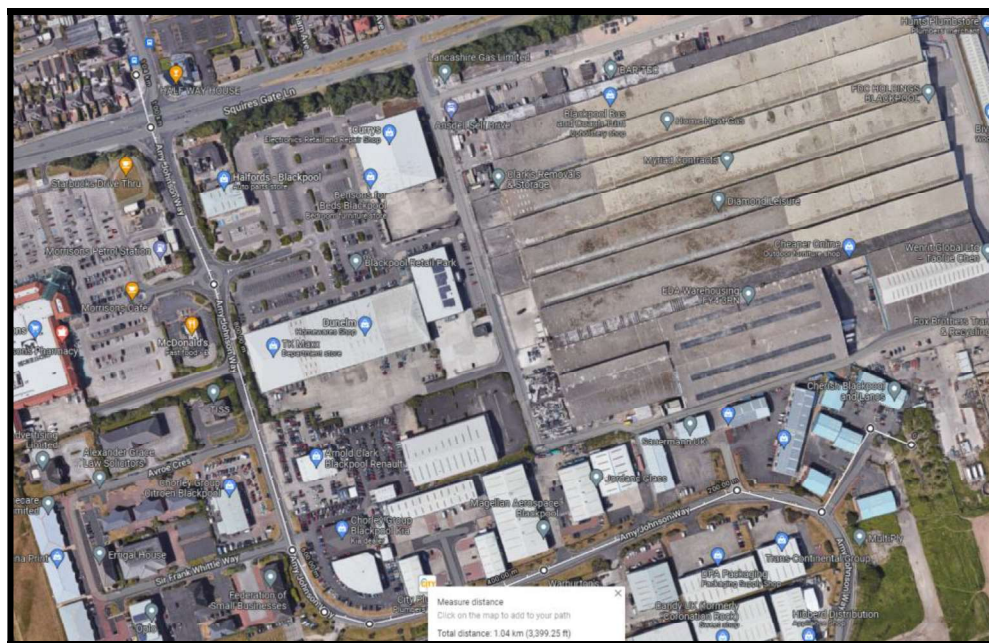
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

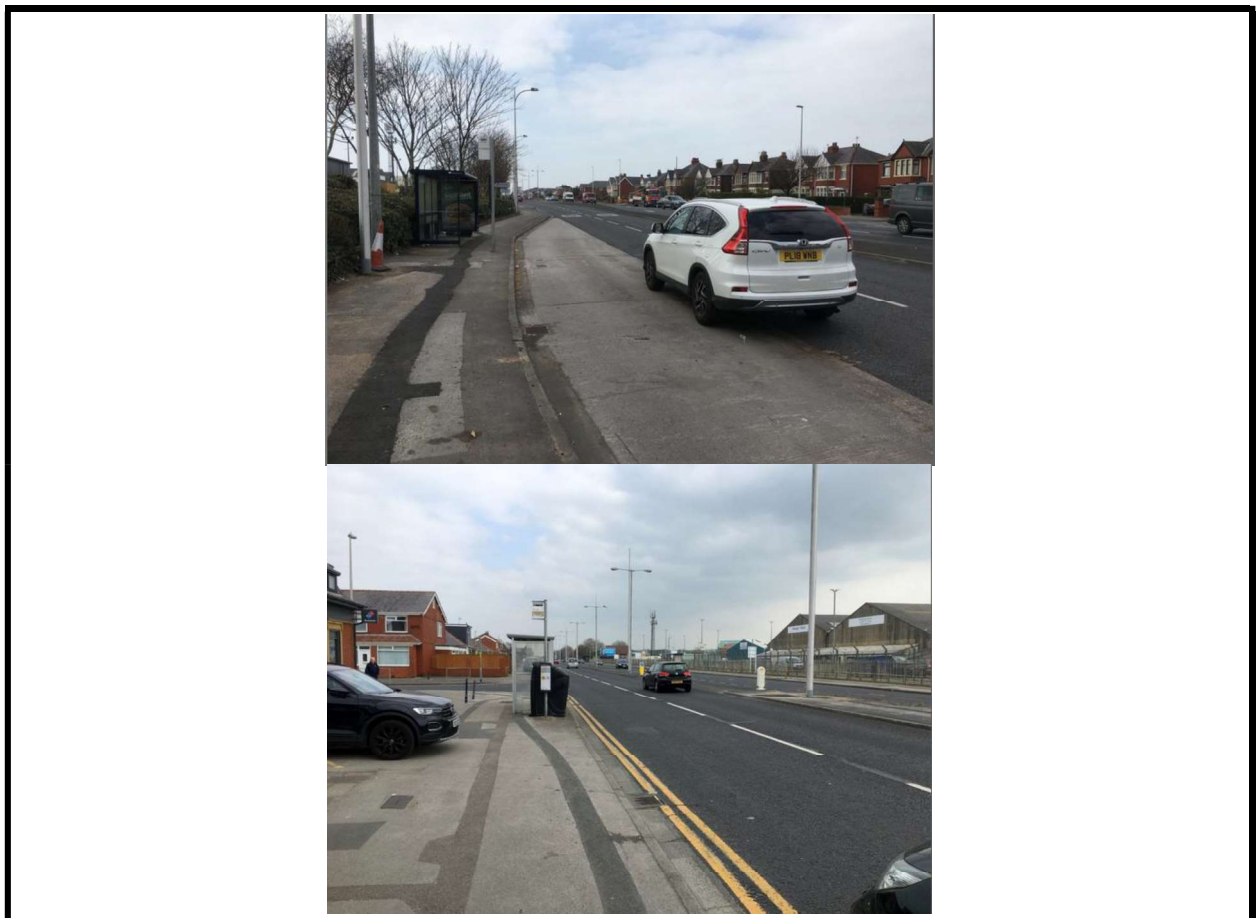
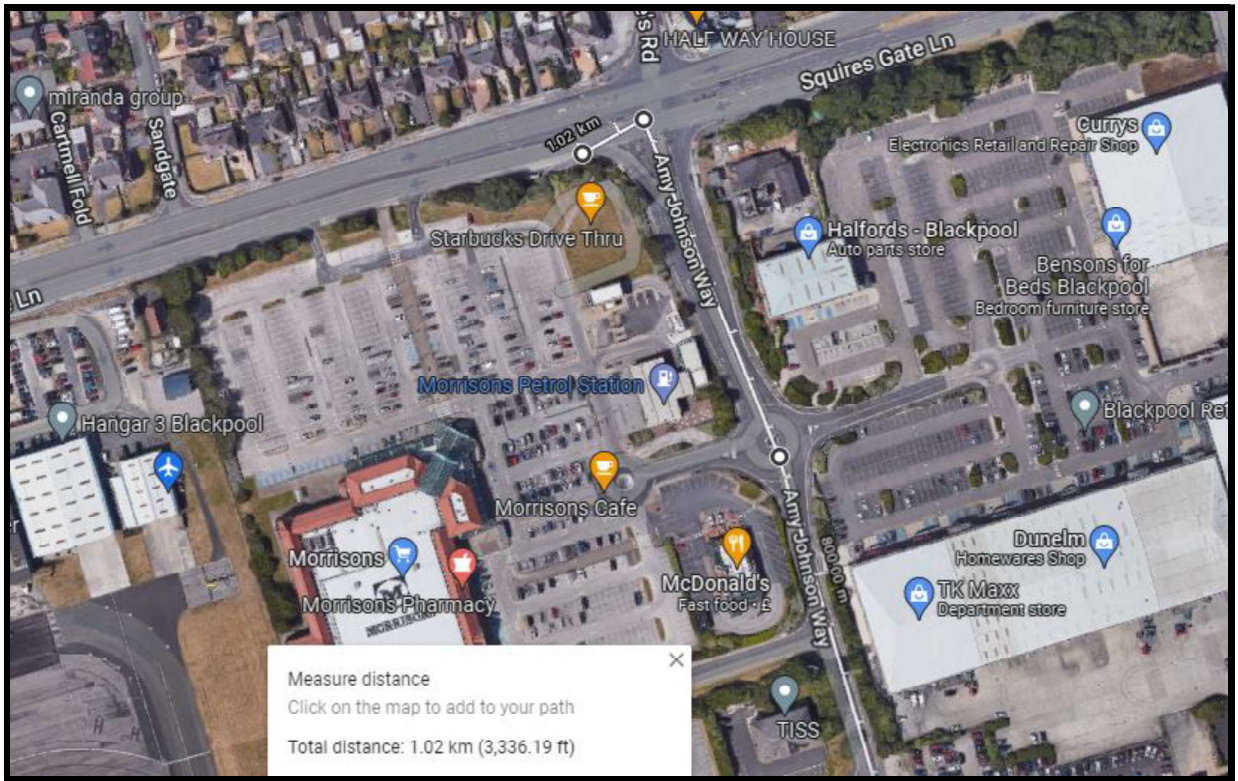
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?” (para 4.18).

It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

The site has limited public transport links, with bus services providing connections to nearby centres.

The map below shows the bus stops closest to the site and approx 1km to north of the site.





Squires Gate Lane westbound and eastbound stops.

Services no. 5 and 7 run along Squires Gate Lane and St Annes Road to the north of the Site. The average frequency at this location Monday to Sunday is five buses per hour (every 12 minutes) in each direction

Departures from
SQUIRES GATE LANE, Morrisons Superstore

7 CLEVELEYS - BLACKPOOL - ST ANNES

Mondays to Fridays
0552 0622 0644 0715 0745 0815 0845 0915 0945 1015 1045 1115 1145 1215 1245 1315 1345 1415
1445 1515 1545 1615 1645 1715 1745 1815 1845 1915 1938 2038 2138 2238

Saturdays
0615 0645 0715 0745 0815 0845 0915 0945 1015 1045 1115 1145 1215 1245 1315 1345 1415 1445
1515 1545 1615 1645 1715 1745 1815 1845 1938 2038 2138 2238

Sundays
0745 0845 0915 0945 1015 1045 1115 1145 1215 1245 1315 1345 1415 1445 1515 1545 1615 1645
1715 1745 1815 1845 1938 2038 2138

7 to Cleveleys
Hawes Side - South Shore - Blackpool Town Centre - North Shore - Bispham

Usual times from here: 6mins, 11mins, 25mins, 40mins, 47mins, 1h 1mins

Monday to Thursday							from 20 September 2021
0619	0719	0811	then at	41	1911	2111	2311 (2)
0649	0741	0841	11	until	2011	2211	
Friday							from 24 September 2021
0619	0719	0811	then at	41	1911	2111	2311 (1)
0649	0741	0841	11	until	2011	2211	
Saturday							from 25 September 2021
0611	then at	41	1811	2011	2211		
0641	11	until	1911	2111	2311 (2)		
Sunday							from 19 September 2021
0811	0941	11	until	1911	2111		
0911	then at	41	1811	2011	2211 (2)		

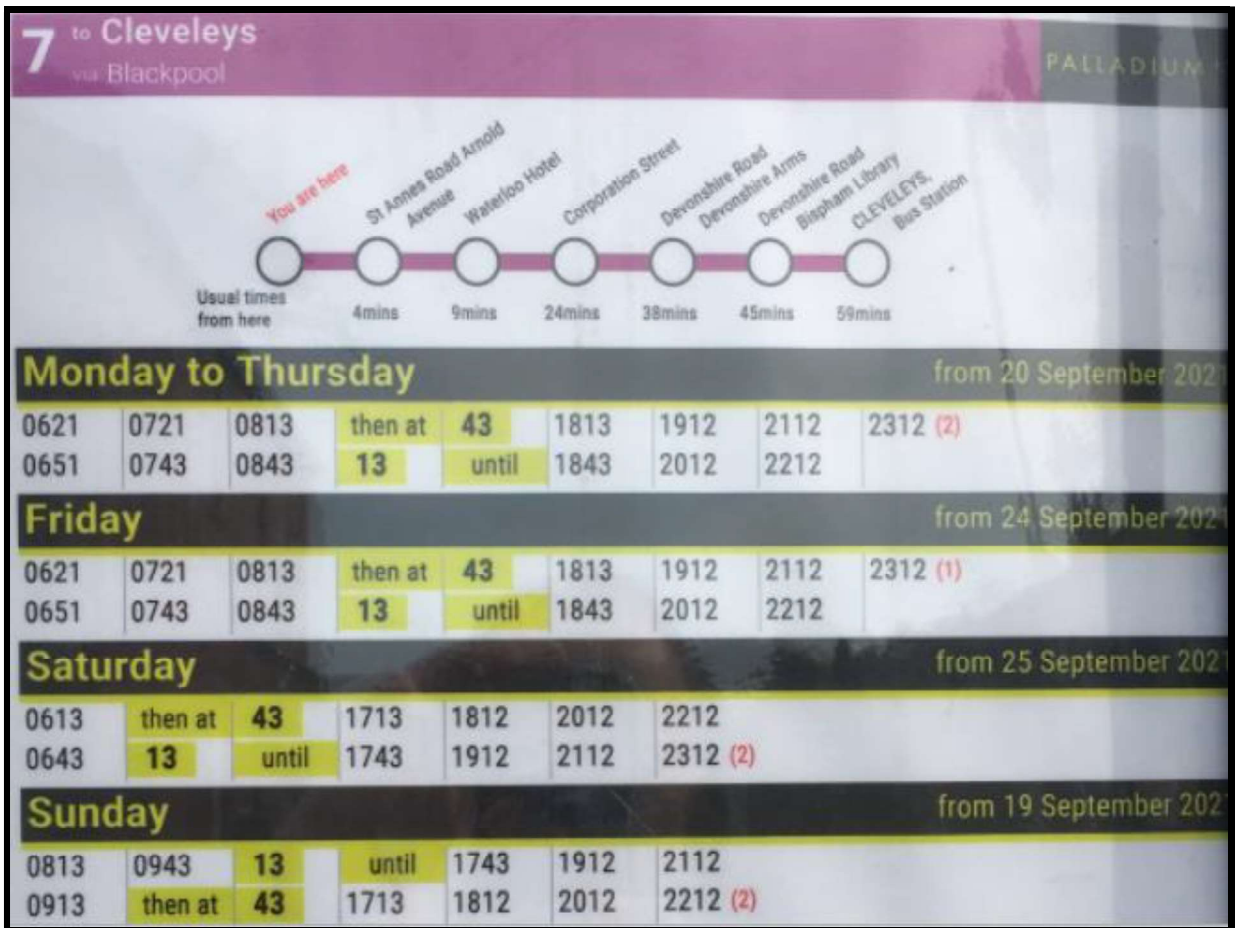
Notes

Bus services in each direction

There are bus stops shown on Amy Johnson Way that currently have no posted services, the closest one to the site some 400m.

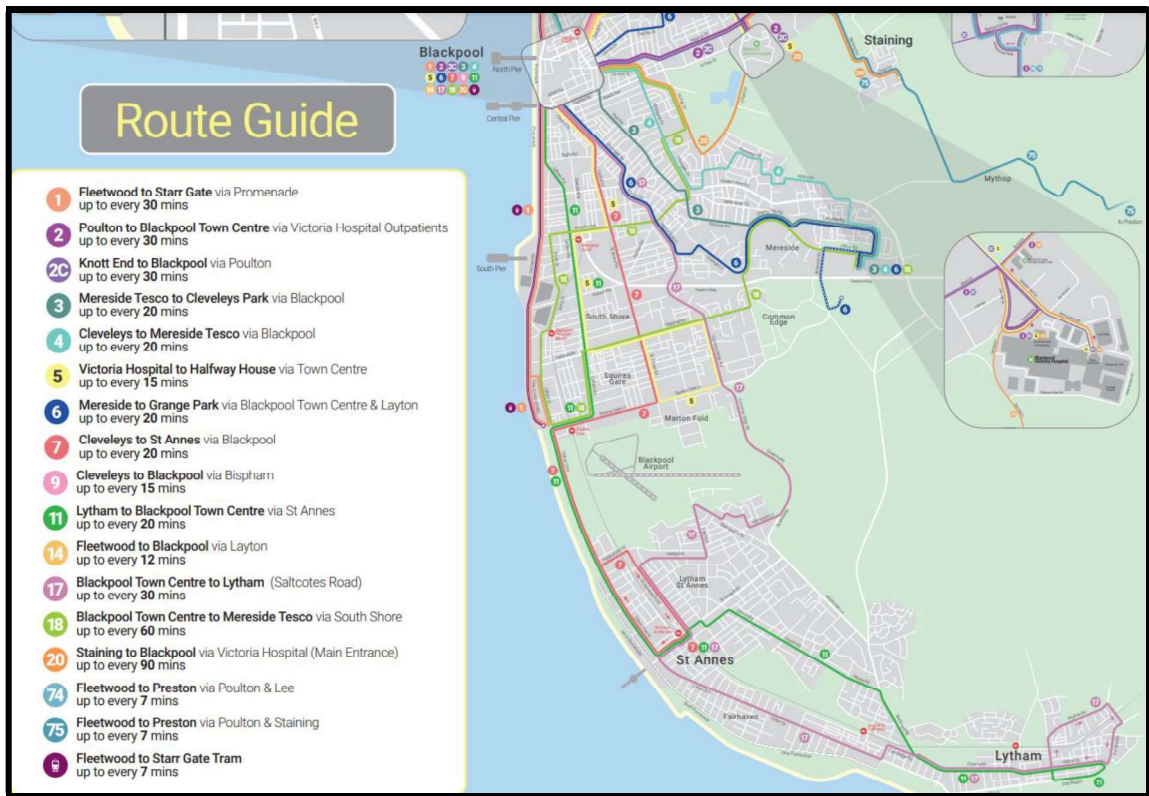


St Annes bus stops north and south bound

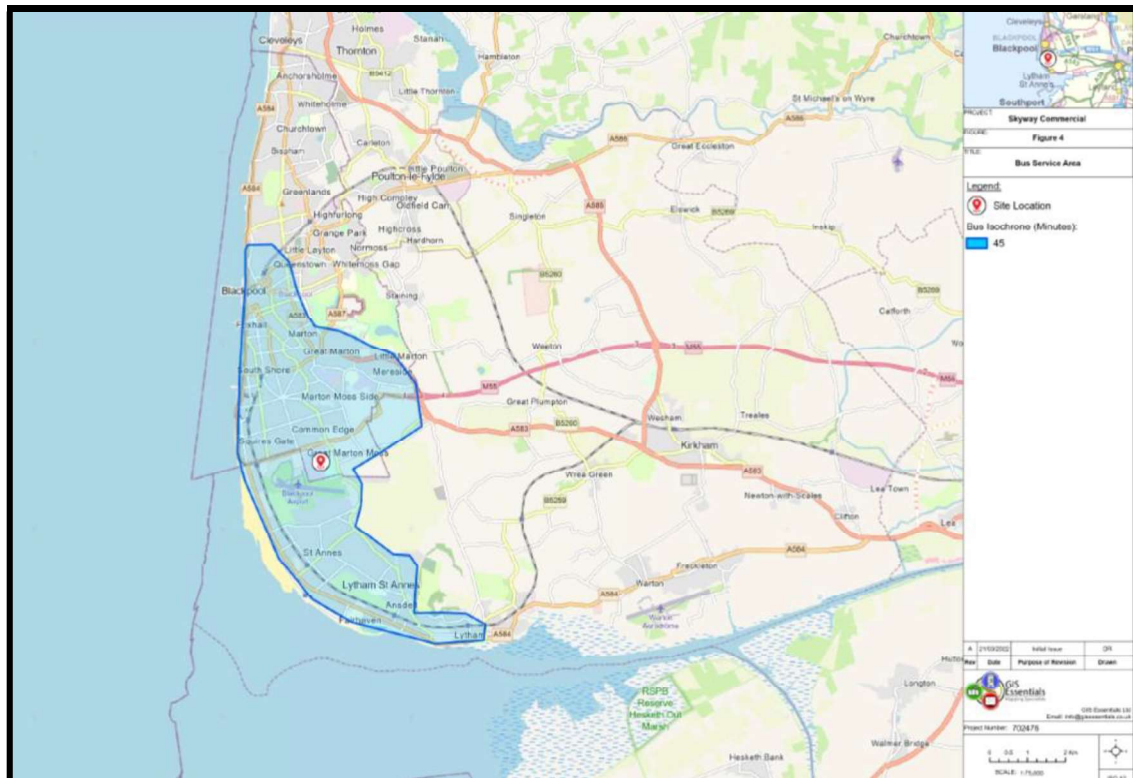




Bus time stops and route



Wider bus routes accessed from site



Bus catchment area

The proposed development site is therefore located reasonably close to bus stops for a edge of urban location that regularly serve a number of communities in the vicinity of the site.

These services provide an opportunity for employees of the proposed development site to travel via public transport.

Summary

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance for an edge of urban employment area.

5. 22/0012 | MIXED USE DEVELOPMENT- SCREENING REQUEST

A screening opinion has been submitted in support of wider site changes that affect internal and external routing of traffic and public transport.

It was approved to say no EIA or cumulative issues to be assessed with a TA and TP. These reports have been cross referenced as the future application will have improved accessibility to the site and shows the local network has no capacity issues.



The TA set out trip rates for industrial and warehouse uses agreed with highways.

TRICS 7.5.3 121018 B18.48 Database right of TRICS Consortium Limited, 2018. All rights reserved Wednesday 12/12/18
 BWB CONSULTING STATION STREET NOTTINGHAM Page 4
 Licence No: 714101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
 Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13350	0.457	1	13350	0.000	1	13350	0.457
07:00 - 08:00	4	10020	0.180	4	10020	0.010	4	10020	0.190
08:00 - 09:00	4	10020	0.157	4	10020	0.012	4	10020	0.169
09:00 - 10:00	4	10020	0.070	4	10020	0.055	4	10020	0.125
10:00 - 11:00	4	10020	0.042	4	10020	0.022	4	10020	0.064
11:00 - 12:00	4	10020	0.042	4	10020	0.050	4	10020	0.092
12:00 - 13:00	4	10020	0.062	4	10020	0.062	4	10020	0.124
13:00 - 14:00	4	10020	0.055	4	10020	0.065	4	10020	0.120
14:00 - 15:00	4	10020	0.055	4	10020	0.075	4	10020	0.130
15:00 - 16:00	4	10020	0.057	4	10020	0.132	4	10020	0.189
16:00 - 17:00	4	10020	0.015	4	10020	0.279	4	10020	0.294
17:00 - 18:00	4	10020	0.007	4	10020	0.080	4	10020	0.087
18:00 - 19:00	4	10020	0.000	4	10020	0.007	4	10020	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.199			0.849			2.048

TRICS 7.5.3 121018 B18.48 Database right of TRICS Consortium Limited, 2018. All rights reserved							Wednesday 12/12/18		
BWB CONSULTING STATION STREET NOTTINGHAM							Page 4		
							Licence No: 714101		
TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)									
VEHICLES									
Calculation factor: 100 sqm									
BOLD print indicates peak (busiest) period									
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.136	1	2950	0.034	1	2950	0.170
07:00 - 08:00	6	6454	0.263	6	6454	0.129	6	6454	0.392
08:00 - 09:00	6	6454	0.250	6	6454	0.139	6	6454	0.389
09:00 - 10:00	6	6454	0.209	6	6454	0.134	6	6454	0.343
10:00 - 11:00	6	6454	0.186	6	6454	0.170	6	6454	0.356
11:00 - 12:00	6	6454	0.158	6	6454	0.186	6	6454	0.344
12:00 - 13:00	6	6454	0.139	6	6454	0.114	6	6454	0.253
13:00 - 14:00	6	6454	0.191	6	6454	0.222	6	6454	0.413
14:00 - 15:00	6	6454	0.150	6	6454	0.186	6	6454	0.336
15:00 - 16:00	6	6454	0.124	6	6454	0.196	6	6454	0.320
16:00 - 17:00	6	6454	0.119	6	6454	0.219	6	6454	0.338
17:00 - 18:00	6	6454	0.085	6	6454	0.204	6	6454	0.289
18:00 - 19:00	6	6454	0.067	6	6454	0.129	6	6454	0.196
19:00 - 20:00	1	2950	0.203	1	2950	0.203	1	2950	0.406
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.484	2.401			4.885		

Vehicles Trip Rates

Land Use	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Saturday Peak (12:00-13:00)		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY	ARR	DEP	2-WAY
B2	0.157	0.012	0.169	0.007	0.08	0.087	-	-	-
B8	0.250	0.139	0.389	0.085	0.20	0.289	-	-	-

Baseline junction review

J1: Squires Gate Lane / Amy Johnson Way / St Annes Road

Table below shows the operation of Squires Gate Lane / Amy Johnson Way / St Annes Road during the baseline. The assessment has been undertaken for the weekday morning and evening peak hours, and Saturday peak hour.

As shown, the junction currently operates within capacity during the weekday morning and Saturday peak hours of the highway network.

However, during the weekday evening peak hour, the junction operates with limited capacity at 7.5% PRC. The impacted approaches are Amy Johnson Way and Squires Gate Lane east.

Approach Arms		Morning Peak (08:00-09:00)	Evening Peak Hour (17:00-18:00)	Saturday Peak Hour (12:00-13:00)
St Annes Road Ahead Left	DoS	58.9%	76.7%	69.9%
	MMQ	7.7	6.5	7.3
	Av Delay	53sec	1min 27s	1min 8s
St Annes Road Ahead Right	DoS	60.4%	78.2%	70.4%
	MMQ	8.2	7.1	7.6
	Av Delay	53sec	1min 27s	1min 8s
Amy Johnson Way Ahead Left	DoS	60.7%	83.3%	73.3%
	MMQ	4.3	19.6	13.6
	Av Delay	50sec	36sec	35sec
Amy Johnson Way Right	DoS	35.1%	40.4%	40.9%
	MMQ	2.5	4.7	4.5
	Av Delay	56sec	26sec	34sec
Squires Gate Lane (E) Left Ahead	DoS	61.7%	82.9%	72.4%
	MMQ	11.5	8.8	8.2
	Av Delay	35sec	51sec	38sec
Squires Gate Lane (E) Right Ahead	DoS	38.3%	80.1%	64.8%
	MMQ	5.8	9.5	7.4
	Av Delay	40sec	1min 9s	55sec
Squires Gate Lane (W) Ahead Left	DoS	54.5%	75.9%	58.3%
	MMQ	8.4	8.1	6.4
	Av Delay	40sec	1min 3s	53sec
Squires Gate Lane (W) Right	DoS	61.7%	57.0%	72.9%
	MMQ	6.2	4.1	6.8
	Av Delay	55sec	1min 2s	1min 4s
PRC (%)		45.9	7.5	22.9
Total Delay(pcuHr)		31.97	42.98	38.09
Cycle Time		120sec	120sec	120sec

Full site with/without dev, committed and growth

Table below shows the operation of Squires Gate Lane / Amy Johnson Way / St Annes Road during the 2026 with and without development scenarios. The assessment has been undertaken for the weekday morning and evening peak hours, and Saturday peak hour.

Approach Arms		Morning Peak (08:00-09:00)		Evening Peak Hour (17:00-18:00)		Saturday Peak Hour (12:00-13:00)	
		No Dev	With Dev	No Dev	With Dev	No Dev	With Dev
St Annes Road Ahead Left	DoS	76.4%	83.0%	89.1%	91.6%	84.1%	84.8%
	MMQ	9.9	11.1	8.8	9.5	9.5	9.7
	Av Delay	1min 7s	1min 17s	1min 59s	2mins 8s	1min 29s	1min 30s
St Annes Road Ahead Right	DoS	76.8%	83.2%	89.8%	91.7%	84.1%	84.5%
	MMQ	10.2	11.3	9.2	9.8	9.5	9.6
	Av Delay	1min 7s	1min 16s	1min 59s	2mins 8s	1min 29s	1min 30s
Amy Johnson Way Ahead Left	DoS	79.1%	84.0%	91.7%	97.2%	86.1%	88.4%
	MMQ	10.2	11.9	28.7	37.0	21.2	22.4
	Av Delay	46sec	50sec	45sec	1min 4s	42sec	45sec
Amy Johnson Way Right	DoS	4.1%	4.1%	41.3%	41.3%	39.0%	39.7%
	MMQ	0.4	0.4	4.9	4.9	4.5	4.5
	Av Delay	40sec	40sec	23sec	23sec	28sec	29sec
Squires Gate Lane (E) Left Ahead	DoS	64.8%	70.3%	68.9%	74.7%	78.0%	75.2%
	MMQ	12.8	14.1	8.4	8.9	10.1	10.1
	Av Delay	37sec	40sec	33sec	36sec	42sec	41sec
Squires Gate Lane (E) Right Ahead	DoS	51.3%	37.9%	64.2%	60.2%	50.7%	53.5%
	MMQ	5.9	4.0	5.4	5.2	3.3	3.5
	Av Delay	52sec	49sec	1min 12s	1min 8s	1min 4s	1min 5s
Squires Gate Lane (W) Ahead Left	DoS	77.0%	81.1%	87.2%	95.1%	83.0%	82.7%
	MMQ	9.8	10.3	8.4	11.2	6.6	6.6
	Av Delay	59sec	1min 3s	1min 26s	1min 56s	1min 25s	1min 25s
Squires Gate Lane (W) Right	DoS	79.1%	82.8%	92.9%	91.2%	87.6%	84.4%
	MMQ	10.3	11.4	11.1	10.9	11.7	11.0
	Av Delay	57sec	58sec	1min 37s	1min 30s	1min 11s	1min 6s
PRC (%)		13.7	7.2	-3.2	-8.0	2.8	1.8
Cycle Time		120sec	120sec	120sec	120sec	120	120sec

During the AM and Saturday peak hours in both No Development and With Development scenarios the junction operates satisfactorily, with no approach operating over 90% DoS. During the PM peak hour, No development scenario along St Annes Road, Amy Johnson and Squires Gate Lane (W) approach arm operates with a DoS greater than 90%. St Annes Road in the no development scenario, has a DoS of 89.8% and a queue of 9 PCUs with a delay of 1 minute and 59. In the With Development scenario the development traffic adds 1.9% DoS, an additional 1 PCU queue with a 9 sec increase in delay.

Along Amy Johnson with the development traffic adds 5.5% DoS, an additional 8 PCUs queue with a 19 sec increase in delay. Squires Gate Lane (W) with the development traffic adds 7.9% DoS, an additional 3 PCUs queue with a 30 sec increase in delay.

These increases are considered acceptable and with reference to para 111 of the revised NPPF is not considered to be 'severe'

It is therefore reasonable to assume that any smaller scale development in the zone would be accommodated in the growth factor and thus indicate no local capacity issues occur.

6. DEVELOPMENT

Development Proposals

The application is to provide 10 units of 96 sqm with an overall GFA of 1033 sqm. The units will accommodate a mix of B1c light industry and B2/B8.

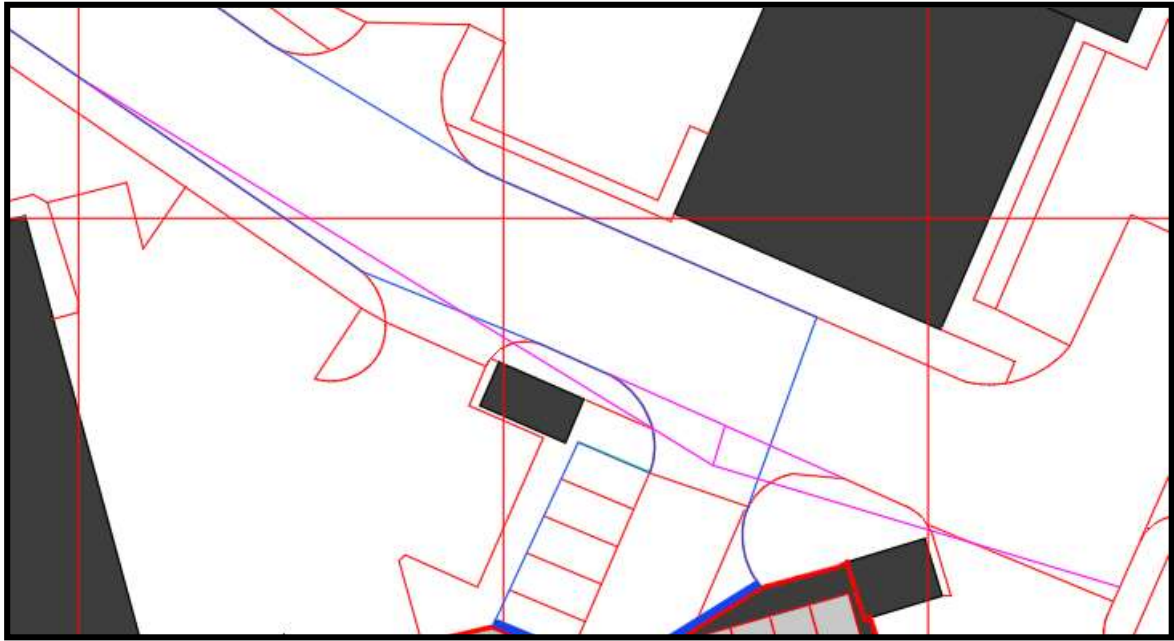
The site provides 30 car parking spaces.

Full details are provided in the architect drawings.

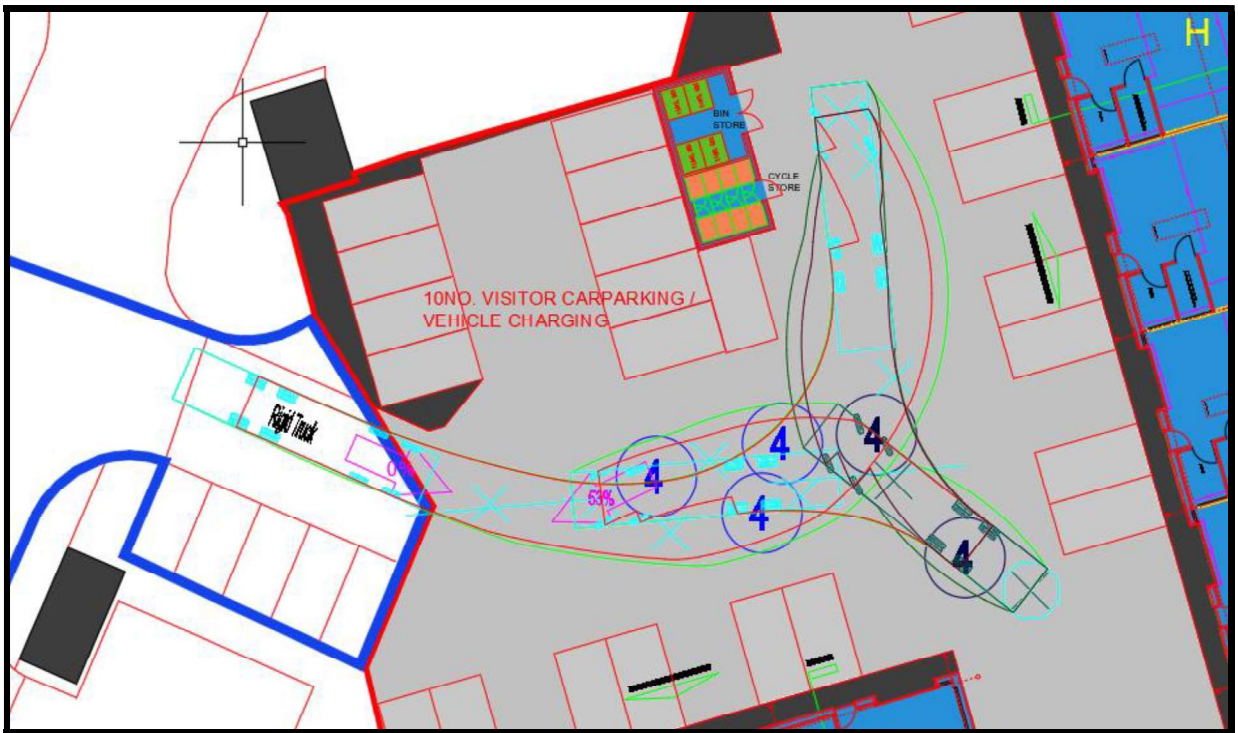


Site access layout

The access is from an existing side stub from the cul de sac. Overleaf shows 43m to the left and 25m to the right.



Swept paths



The design vehicle is an 12m rigid the largest rigid allowed and shows it can turn to ensure exit in forward gear.

For completeness the car reverse/exit in forward gear from the drive is also shown. There is no overlap between hgv/car movements.



Car parking

The site would accommodate/B1c light industry/B2/B8 uses with ancillary offices and 30 parking spaces with 8 cycle spaces.

In the absence of its own parking policy reference is made to the LCC 2005 guidance.

Land Use	Level of Centre	Baseline Standard (per m ² gross floor area)		
		Gross floor area <500m ² or Low Accessibility	Medium accessibility Reduce baseline by 5-15%	High accessibility Reduce baseline by 15-35%
B1 Business				
B1a) & b) Office (including call centres) & Research and Development	1&2 3&4	1:35 1:30	1:37-1:41 1:31-1:35	1:41-1:54 1:35-1:48
B1c) Light Industry Stand Alone	1&2 3&4	1:35 1:30	1:37-1:41 1:31-1:35	1:41-1:54 1:35-1:48
Business Parks	1&2 3&4	1:40 1:35	1:42-1:46 1:37-1:41	1:46-1:62 1:41-1:54
B2 General Industrial	All levels	1:45	1:47-1:53	1:53-1:69
B8 Storage and Distribution	All levels	1:200	1:210-1:235	1:235-1:308

B1c for 1033 at 1:35 = 29 spaces

Business parks for 1033 at 1:40 = 26 spaces

B2 for 1033 at 1:45 = 23 spaces

B8 for 1033 at 1:200 = 5 spaces

The site provides 30 and assumes a mix of uses that will potentially reduce its demand but ensures little or no overspill will occur from the site.

Trip rates and assessment

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments of B1c under 1500, B2 under 2500 and B8 under 3000 sqm do not need detailed network assessments. At paragraph 4.92 GTA states that:

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

The site at 1033 is under all these thresholds.

In addition, an alternative threshold used is the 30 two way trips in a peak period.

The likely number of trips that will be generated by the development based on the review for the location using the screening trip rates AM $1033/100 \times 0.389 = 4$ and PM $1033/100 \times 0.289 = 3$ well under the 30 two way vehicle trips threshold, as defined in the GTA, in the AM weekday traditional peak hour these would be deemed de minimus in nature on the network and reduced further when split 50/50 to the next junctions.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted where appropriate to hours that would not cause undue disturbance to the local area.

7. SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages that safely accommodate trips with no mitigation required.

There are no local highway capacity or safety issues along the road frontage. The site access meets the sites needs and allows 2 way car based flows.

The site is accessible in nature for its location.

Traffic flows have been assessed for up to date levels and has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the junction itself.

As such the scheme would have little or no impact on the local network.

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