



Accrue (Forum) 1 LLP

GREAT STONE ROAD, STRETFORD

Transport Assessment Addendum Note

VN201565

August 2020

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1 INTRODUCTION

1.1 Background

1.1.1 Vectos have been commissioned by Accrue (Forum) 1 LLP to appraise the transport implications of a proposed residential development at the site of the former B&Q store off Great Stone Road, Stretford. As part of this work, Vectos produced a Transport Assessment (TA) in March 2020 which was submitted in support of the planning application for the site (Ref: 100400/OUT/20).

1.1.2 The TA considered the following points;

- The transport planning policy context of the site and proposed development;
- The baseline conditions in the vicinity of the site, including access, the surrounding highway network and existing traffic conditions;
- Provided an accessibility audit of the site by sustainable travel modes;
- Outlined the development proposals; and
- Forecast the travel demands associated with the development and provided an analysis of the traffic impact of the development.

1.1.3 Following the submission of the outline planning application, Transport for Greater Manchester (TfGM) and Trafford Metropolitan Borough Council (TMBC) provided comments relating to the TA. A copy of these comments are provided in **Appendix A and Appendix B** from both TfGM and TMBC.

1.1.4 The TA Addendum Note should be read in conjunction with the TA prepared in March 2020 and it is intended to complement the information provided within that report.

1.2 Structure of Addendum Note

1.2.1 This TA Addendum Note has been prepared to address each of the comments received from TfGM and TMBC in turn referring to the paragraph or section numbers of the TMBC response.

2 ACCESS AND SERVICING

HIGHWAY COMMENT PARA 2.3

2.1 Proposed Access Road

2.1.1 The proposed access junction onto Great Stone Road is considered acceptable by TMBC. TMBC requested clarification on the width of the access road and it is confirmed that this will be 5.5m. The access road is not proposed to be offered up for adoption.

HIGHWAY COMMENT Para 2.4

2.2 Proposed Pedestrian Access

2.2.1 The Highway comment described in Paragraph 2.4 of the LHA response states that the propose pedestrian and highway access arrangements are acceptable but that they wanted more information about the proposed access link.

2.2.2 The proposed access routes are described in the Design and Access Statement (see **Image 1**) that there is an existing access route to the Old Trafford Tram Stop by Trent Bridge Walk. This route is around 500m in length or around a 6-minute walk and is designated as a Beeway link. The route has steps and the LHA has described this route as having security concerns as it is not overlooked.



General analysis

The site is conveniently located for public transport - as well as being in close proximity to Old Trafford tram stop, there are also a variety of bus routes that run along Great Stone Road.

Image 1 Extract from Revised D&A Statement

2.2.3 The D&A statement presents that there is potential to provide a link from the site to the Old Trafford Metrolink stop (see **Image 2**).

2.2.4 A public pedestrian route through this site, to help connect Great Stone Road to Old Trafford Metrolink has always been the applicant’s intention. A similar connection has also been proposed in both the Civic Quarter Masterplan and Area Action Plan. A full connection will require neighbouring landowners to also commit to the connection, but this development facilitates the public route on Accrue’s land.

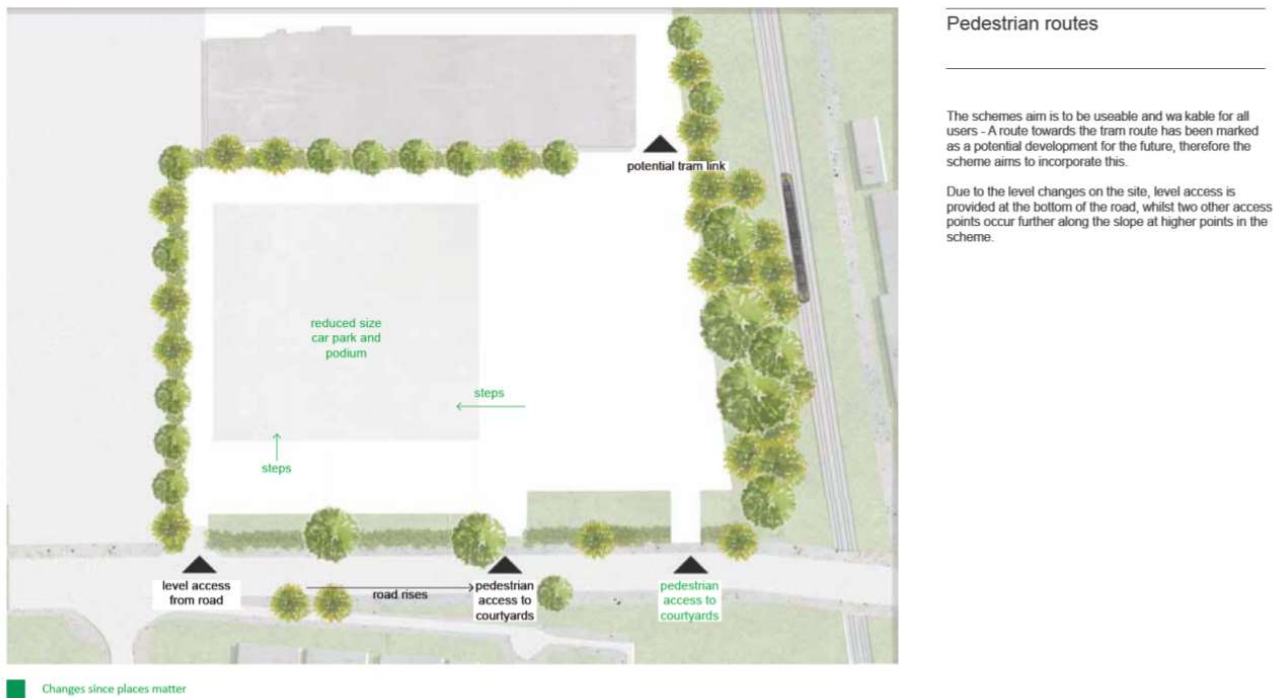


Image 2 Extract from Revised D&A Statement

HIGHWAY COMMENT Para 2.5

2.3 Refuse Vehicle Access

- 2.3.1 Refuse collection will be arranged through a private contractor for both the residential and commercial elements.
- 2.3.2 TMBC have expressed that should the council have to step in and make a refuse collection then the site would need to be accessible by a bin lorry that meets their specification and that the council vehicle would only collect from within 10m of the adopted highway.
- 2.3.3 We show the swept path of a refuse vehicle as specified by Trafford Council is shown in drawing **VN201565-TR101** where the vehicle would access via a ramp to Level -1. The track shows the 3-point turn for the vehicle and there is scope for the vehicle to park at the northern extent of the access allowing the bins to be loaded without blocking the access to the car park.
- 2.3.4 The bins would be wheeled out by the on-site building management staff or the waste operatives under their direction and here to help this process there is space allocated for the bins to be brought out ready for collection. Waste collection would happen outside of peak times.
- 2.3.5 The access road is not proposed as adopted highway but there is no restriction for access should the council need to collect refuse from the development. This is a large development of 333 residential units, and we note that for similar large apartment developments such as at Pomona Island, TMBC has agreed to a waste access strategy accessed off a route that is not adopted highway.
- 2.3.6 The commercial units would have their waste collected by the same refuse lorry so in effect that vehicle heads back up the ramp stopping briefly to pick up waste from the commercial units and rejoins the main road.
- 2.3.7 Deliveries to the commercial units would follow a similar pattern as the refuse collection with a 3-point turn at Level -1 and they would deliver off the access road. These vehicles will tend to be smaller than a refuse lorry.

3 PARKING

HIGHWAY COMMENT PARA 2.6

3.1 Residential Parking Provision

3.1.1 The LHA has requested justification of the low parking provision and a demonstration that there would not be any adverse impact of overspill parking on the local area.

3.1.2 It should be noted that the level of parking on the site was partly informed by feedback from the Places Matter Design Review process and further detail of this is provided within the Design and Access Statement that accompanies the planning application. The previous iteration of the scheme proposed a higher parking ratio however during the Places Matter Design Review process, comments indicated that a lower parking ratio would be more desirable in this highly sustainable location, to help discourage car use and prioritise pedestrian and cycle access.

3.1.3 There is a further aspect in that the parking standards and historical information on local car ownership date from 2011 and since that time there has been a significant reduction in car ownership, particularly among the target residents of the development.

3.1.4 The car parking standards as detailed within Supplementary Planning Document 3 (SPD3, Feb 2012), state that for this location each one-bedroom dwelling unit requires one car parking space, each two or three-bedroom dwelling unit requires two car parking spaces. The SPD goes on to state that:

For residential development car parking below the maximum standard will only be allowed where there will be no adverse impact on on-street parking arising from the development.

3.1.5 The SPD continues that the demonstration of no adverse impact may be acceptable where one or more of the following criteria are met:

- i. There is sufficient capacity for on-street parking without detrimentally affecting the safety and convenience of other residents and occupiers and road users.*
- ii. The developer can demonstrate that satisfactory sustainable travel measures including residential travel plans are proposed and how they will be implemented.*

- iii. *There is no on-street parking permitted in the vicinity of the development (so there is no potential for on-street parking to detrimentally affect the safety and convenience of other residents and occupiers).*
- iv. *The development includes garage spaces.*
- v. *The development meets other planning objectives and would not unacceptably worsen the parking situation.*

3.1.6 We now demonstrate that the demand for parking is lower for this type of development than the general parking standards, that there are sustainable transport measures available for people to undertake their day to day activities without the need for a car and that an effective Travel Plan will be employed to ensure residents choose sustainable transport options

3.1.7 Firstly, the SPD was adopted in 2012 and since that time, there is wider acceptance by both residents, developers/investors, and local authorities that new apartment schemes with low car provision in Greater Manchester are successful without causing overspill. This strategy has the advantage of improving the quality of development by providing space for people rather than car parking and significantly improving the sustainable transport modes for people as indicated by Places Matter.

3.1.8 The key to the success of low car living is to be located close to good quality public transport (such as Metrolink and frequent bus services), being within walking distance of local amenities, education and convenience retail, having high levels of cycle parking, a car club provision and an effective Travel Plan. This is described in Chapter 4 of the TA and the Framework Travel Plan demonstrating the accessibility of the site with many local amenities being just a short walk away.

3.1.9 In the TA we set out the local car ownership levels for those living in apartments. This information is from the 2011 census and described 59% of apartments households did not have access to a car. There is a considerable body of evidence that since 2011, younger households (who tend to take up urban apartment living) have seen a significant reduction in holding a car licence and owning a car.

- 3.1.10 Anybody occupying the development will know in advance that there is a limited number of parking spaces and that there is no practical opportunity to park elsewhere. That is because of several factors. There is a Residents Event Parking Permit scheme in place around the development. As residents of the development would not be allowed to apply for a permit, it effectively prevents any resident of the development from parking on a residential street as they would have to frequently move their car for an event. A further consideration is that the local residential streets such as Gorse Avenue are heavily parked up by resident permit holders as many of the properties do not have garages offering little opportunity.
- 3.1.11 There are streets that have pay and display parking in the area including Warwick Road, Brian Statham Way and Chorley Street which have an hourly cost with a maximum all day parking cost of £5.
- 3.1.12 There is private parking available at LCCC Old Trafford with a similar cost of up to £5 for 12 hours or £15 for 24 hours. There is then considerable extra event parking available that opens up just on event days.
- 3.1.13 Elsewhere there are double yellow lines along Great Stone Road and the other roads in the area. Therefore, any resident of the development parking offsite would incur a significant inconvenience or cost if they were looking to park on street and this alongside the lower demand for parking the makes the likelihood of overspill parking unlikely.

3.2 Residential Parking Permit System

- 3.2.1 It is proposed that the car parking spaces be managed via a permit system for residents who want to have access to a parking space within the car park. 98 permits would be available (one per space), and these would be issued on a first come first served basis, and with priority given to residents requiring a disabled parking space. The permit system means that residents are not allocated a parking space which frees up any parking spaces during the day from any residents that commute to work, are away on holiday, shopping or simply from unoccupied apartments. This underutilisation means that many spaces will be unoccupied during the standard working day allowing them to be made available for commercial uses which are described below.

3.3 Commercial Uses Parking

3.3.1 The proposed commercial element of the development includes a relatively small, (144 sq.m.) of commercial retail space, designed to be adaptable for A1, A2, D1 or D2 uses. While the land use is flexible, the intended proposed land use is a small convenience store. The other A3 unit is expected to provide 180 sq.m. of café space.

3.3.2 These developments would attract trade from the local residents rather than be a destination land use. This principle has supported numerous developments within Greater Manchester that have ancillary land uses such as these offering attractive ground floor uses without dedicated parking. With the on-site parking permit system as described in Section 3.2 the development would have significant numbers of spare parking spaces during the day.

3.3.3 In deriving an appropriate number of spaces to allocate for the commercial element, we have considered TMBC’s parking standards as below. We note that these are maximum standards and it is noted that for small A1 units of less than 500sqm, the council state that they would judge the parking requirement based on its merits.

Class & Broad Land Use	Specific Land Use	Area Type A	Area Type B	Area Type C	Disabled Parking		Bicycles	Motorcycles	Comments
		All areas are Gross Floor Area unless otherwise stated			Up to 200 bays	Over 200 bays	All areas are Gross Floor Area unless otherwise stated		
A1 Shops	Food Retail	1 space per 16 sqm	1 space per 15 sqm	1 space per 14 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	Smaller food and non-food facilities (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits.
	Non-food Retail	1 space per 22 sqm	1 space per 21 sqm	1 space per 20 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	Includes hairdressers, undertakers, travel agents, post offices, pet shops, etc (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits.
	Retail warehouses	1 space per 60 sqm	1 space per 45 sqm	1 space per 40 sqm	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	
A3/A5 Restaurants/Cafes Hot food takeaways	Restaurants/cafes/snack bars Fast food and drive through	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	

Table 3.1: A1 and A3 Parking Standards

- 3.3.4 In arriving at an appropriate number of parking spaces we have considered the size of development and have considered the sites within TRICS database to give a comparable forecast. However, the size of units proposed are so low that there are no comparable developments in TRICS.
- 3.3.5 Given that there are numerous developments across Greater Manchester successfully operating ancillary ground floor units such as these it is proposed to use the unoccupied spaces arising from the on-site parking permit scheme to offer 6 spaces for the commercial uses. These would be made available to staff and customers during the opening hours of those premises. These spaces will be marked out with notices detailing the time restriction. The use of these spaces would be monitored by the on-site management to ensure compliance. This level of provision is considered appropriate to manage the parking demand from pass-by traffic so that they do not need to park on street where double yellow lines are in force.
- 3.3.6 As these units have a flexible land allocation and to give comfort to TMBC that this is the right number of spaces to serve these units, the parking will be monitored in the Travel Plan identifying the number of unoccupied spaces and the demand for the commercial premises. If additional spaces are needed to serve these units during the day, then this number can be reviewed and adjusted. This will be communicated and updated through the Travel Plan.

HIGHWAY COMMENT PARA 2.7

3.4 Disabled Parking

- 3.4.1 SPD states that 3 disabled parking bays are required as a minimum for residential provision, A1 and A3 uses. While not shown on the basement parking plan, there is scope for 15 parking bays to be marked out with a 1.2m transfer zone according to Building Regulations without affecting the parking numbers.
- 3.4.2 As a mixed used development, it is considered that a minimum provision of 3 disabled parking bays can be provided for the retail uses and 3 for the residential uses is appropriate. It is suggested that a plan describing this layout could be conditioned.

HIGHWAY COMMENT PARA 2.8 & 2.9

3.5 Motorcycle & Cycle Parking

3.5.1 The demand for motorcycle parking is expected to be low. If a resident does require a motorcycle space, then they can obtain a parking permit and park at Level -1. Additional 2 x secure anchor points will be incorporated into the design to allow for secure motorcycle parking.

3.5.2 For visitor parking by motorcycle then there is scope to provide a secure anchorage point or railing 0.6m high for that purpose. Similarly, for visitor cycle parking for the commercial units, there is scope to provide 3 x Sheffield Stands or similar. As the design of the public realm would be conditioned it is considered appropriate to include the visitor motorcycle and cycle parking provision as part of that design process.

4 TRANSPORT ASSESSMENT

SECTION 3 of LHA COMMENTS - TRANSPORT ASSESSMENT

4.1 Traffic Survey

The traffic survey used in the TA was conducted on Wednesday 15th November 2017 and the survey information is presented in **Appendix B**.

4.2 TRICS Sites

4.2.1 The selection of sites from the TRICS database is described in the TA. The TRICS analysis was undertaken in April 2018 to support the earlier application and selection criteria including the date range, the selection of suburban or edge of town centre locations, and the size criteria are all described in the TA. In terms of exclusion of sites, we excluded sites from Greater London as we wanted to be robust even though Greater London sites often have low car developments. We also excluded Eire as a different country.

4.2.2 The critical aspect is that we used the TRICS information, which tended to have high parking ratios, to derive a trip rate per parking space which has a significant limit of the traffic forecasts. This is described in the TA.

4.3 Parking

4.3.1 The parking comments are dealt with in Section 3. As described, the demand for parking is low given the nature of development, its accessibility, and the Travel Plan. Should any resident look to park within the locality this would only be possible with great inconvenience or cost.

4.4 Committed development

4.4.1 TfGM have queried whether there needs to be any committed development included in the assessment. There are no committed developments of a significant size that give rise to and material change in traffic flow at the Great Stone Road/Talbot Road junction.

4.5 Traffic Modelling

4.5.1 TfGM stated that:

There appears to be a problem with the modelling of the existing situation, as the results show that junction is operating above absolute capacity with the pm peak surveyed flows; this should not be the case as the surveyed flows only counted the traffic that passed through the junction.

4.5.2 Form observation the junction can operate over capacity at times and that is described in the TA. Our view is that the model should reflect queues and delays as existing and if the network is over capacity that should be reflected in the model. In any event the baseline assessment presented is a robust worst case and the addition of only marginal traffic numbers assigned through that junction and shows no material impact.

5 FRAMEWORK TRAVEL PLAN

SECTION 4 of LHA COMMENTS – FRAMEWORK TRAVEL PLAN

5.1.1 The planning application is supported by a Framework Travel Plan which sets out the principles of the plan including the measures, its administration, and timescales.

5.1.2 A Full Implementation Travel Plan will be required upon occupation and we can confirm that the developer would accept the conditions as set out in Paragraph 7.2 of TMBCs comments as follows:

The LHA requests that as a Condition to any subsequent grant of planning permission that a full Travel Plan (TP) shall be submitted to the Local Planning Authority for review and approval in writing within 6 (six)-months of the first date of operation:

- *A firm commitment to targets detailed within the TP is expected, as such measures indicated in the TP shall not be primarily concerned with providing information e.g. timetables for public transport etc, a map of the local area etc.;*
- *The TP shall include realistic and quantifiable targets, and*
- *The TP shall include effective objectives and incentives to reduce car travel and increase use of non-car modes for residents, staff and visitors.*
- *TP targets shall be reviewed and monitored against the baseline which will be established within 3-months of the first date of operation;*
- *A staff and resident travel survey shall be completed every 12 (twelve)-months from the date of first operation, and for a minimum period of ten years (i.e. minimum 12 (twelve) no. surveys excluding baseline surveys);*
- *The TP shall be implemented for a period of not less than 10 (ten) years from the first date of operation.*

6 CONDITIONS

CONSTRUCTION MANAGEMENT PLAN

6.1.1 The draft condition has been set out by TMBC and this is acceptable to the developer.

TRAVEL PLAN

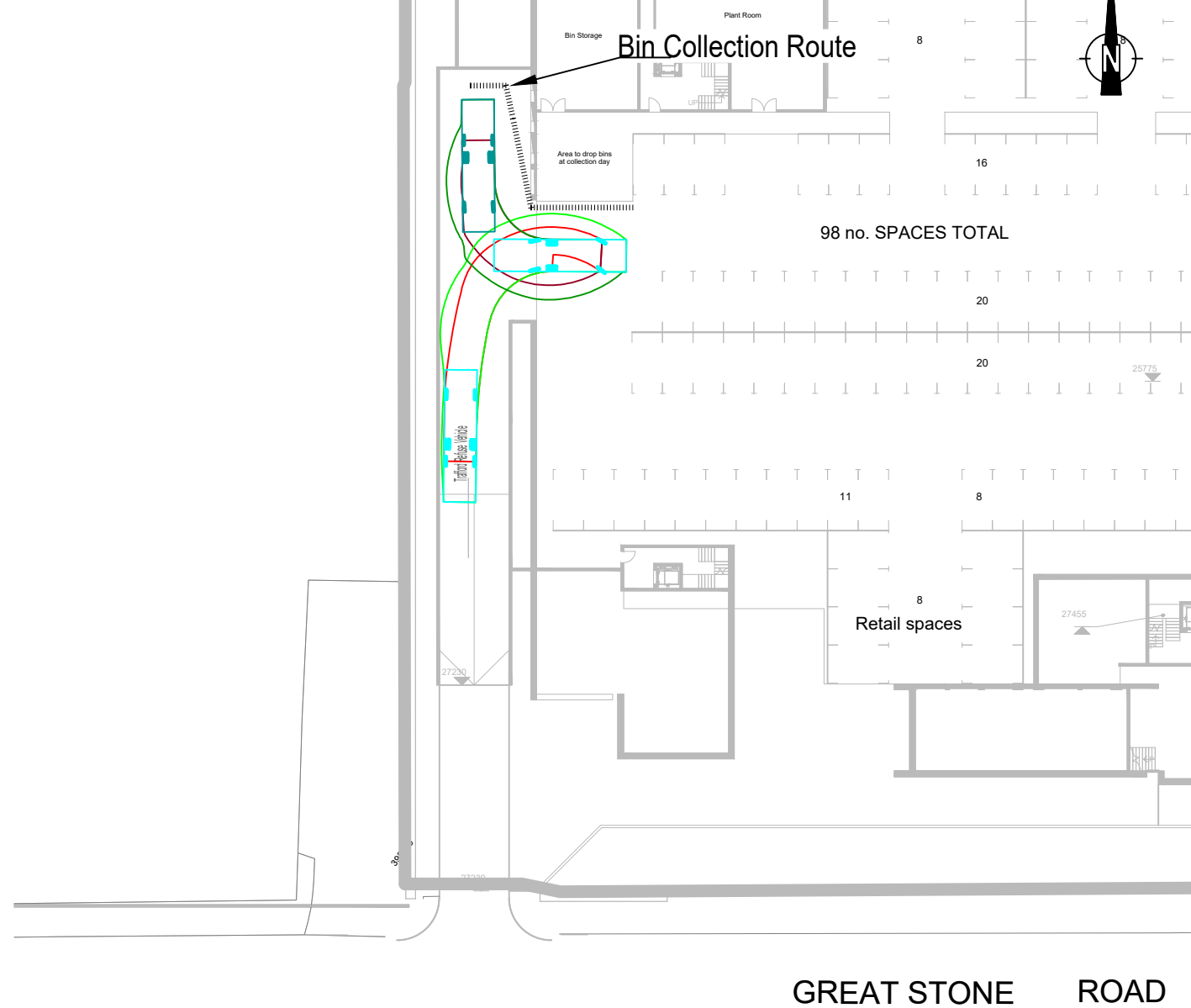
6.1.2 The condition for the Travel Plan is acceptable has been described in Section 5 above.

7 CONCLUSION

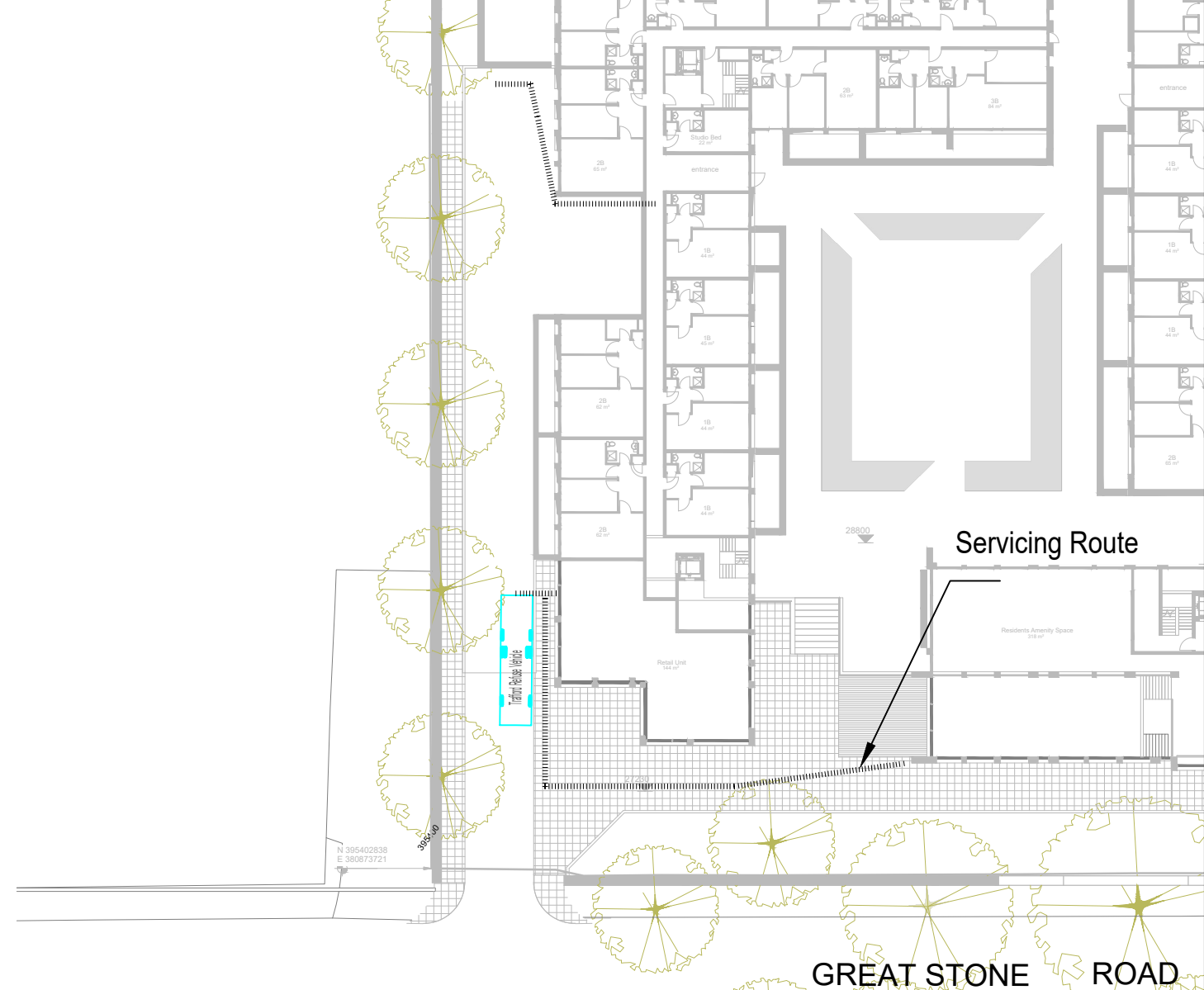
- 7.1.1 This Transport Addendum Note has reviewed the comments made by the TMBC and TfGM and responded. It is concluded that the proposed development can be safely accommodated within the existing transport network and is acceptable in highways and transport terms.

DRAWINGS

Level -1

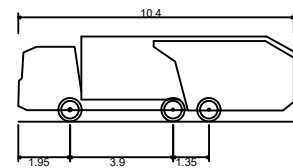


Level 0

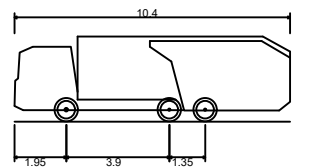


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Trafford Refuse Vehicle
Overall Length 10.400m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m



Trafford Refuse Vehicle
Overall Length 10.400m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout amended	TO	TA	13.02.20
B	Amendments made to swept paths	WD	TR	10.08.20

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

Great Stone Road, Revised Scheme

Swept Path Analysis - Large Refuse Vehicle

DRAWN: TO CHECKED: TR DATE: 13.02.20 SCALES: 1:500 at A3

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DRAWING NUMBER: VN201565-TR100 REVISION: B

APPENDIX A TMBC HIGHWAYS COMMENTS

LOCAL HIGHWAY AUTHORITY RESPONSE TO PLANNING CONSULTATION

Planning Application:	100400/OUT/20	Response No.:	1
Location:	Former B&Q Site, Great Stone Road, Stretford, M32 0YP		
Description:	The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure		
Planning Officer:	Debra Harrison		
Date of Receipt:	29 June 2020	Date of Response:	20/07/2020

1 Latest 5-year planning history

91337/DEM/17	Demolition of all buildings including vacant unit. (Consultation under Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
94974/OUT/18	Outline application sought for the demolition of existing retail unit and associated structures; erection of a building ranging in height from 5 to 13 storeys for a mix of uses including: 433 apartments (use class C3) and communal spaces ancillary to the residential use; flexible spaces for use classes A1, A3, B1, D1, and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure. Consent is sought for access, appearance, layout and scale with all other matters reserved. Refused permission 29/03/2019.
94209/EIASC/18	Request for a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for up to 450 residential apartments (up to 13 storeys in height)

2 The Proposals

2.1 Background to the Proposals

In the LHA's final response to application 94974/OUT/18, in accordance with comments made by TfGM, the LHA recommended a contribution of £30k for the improvement of the Great Stone Road / Talbot Road junction, based on a trip generation of 57 two-way trips in the AM and 43 two-way trips in the PM. The access from Great Stone Road provided suitable visibility. The levels of residential parking

proposed was deemed sufficient. Concern was expressed for the lack of parking provision for the 1,181 m² of retail and commercial space. Concern was expressed as to the servicing of the site given that Trafford Council will only perform bin collections within 10 metres of the adopted highway.

2.2 Our Understanding of the Proposals

It is the understanding of the Local Highway Authority (LHA) that the application seeks outline approval, including access, for the demolition of an existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure.

2.3 Vehicle Access

The new site access proposed off Great Stone Road provides a suitable visibility splay of 2.4 x 43 metres. The LHA would seek clarification of discrepancies between the planning statement and travel plan which give the width of the access as 5 metres, when plans provided give a width of 5.5 metres.

2.4 Pedestrian / Cycle Access

The proposed pedestrian and cycle access arrangements are acceptable. However, given that the existing footpath to the Old Trafford Metrolink Stop, along the south side of the tracks, has security issues due to being poorly overlooked, the LHA requests clarification and more information pertaining to the new pedestrian link the applicant hopes to facilitate between the site and the Old Trafford Metrolink Stop.

2.5 Servicing Arrangements

As per application 94974/OUT/18, whilst the applicant has demonstrated that servicing of the site can be achieved, it is the understanding of the LHA that Trafford Council bin collections will only take place from the adopted highway and therefore bins need to be placed within 10 metres of the adopted highway. The LHA seek clarification on this matter.

2.6 Car Parking Arrangements

The car parking standards as detailed within Supplementary Planning Document 3 (SPD3) state that for this location each one-bedroom dwelling unit requires one car parking space, each two or three-bedroom dwelling unit requires two car parking spaces.

The proposed development comprises 110 one-bedroom apartments, 190 two-bedroom apartments and 33 3-bedroom apartments, equating to a required car parking provision of 556 spaces. It is proposed to provide 98 spaces, giving a shortfall in parking of 458 parking spaces, representing only 21% of the provision outlined in the SPD3. In justification of the shortfall in parking provision the applicant has provided statistics from the 2011 census that 59% of apartments (or Flat, maisonette,

apartment, caravan or other mobile or temporary structure, as per the census) within the Longford Ward are without car ownership. Whilst this may be the case, the LHA would seek clarification as to how the existing apartments within the Longford Ward correlate to those proposed by the development from a socioeconomic perspective, e.g. are the flats in question typically rented? Additionally, the LHA would query how 41% of apartments within Longford owning at least one vehicle relates specifically to a shortfall of 79% of parking spaces as required by SPD3. Whilst the LHA understands that the healthy provision of public transport available to the site can facilitate a reduction in parking provision, the LHA would seek to understand how the specific provision proposed was calculated by the applicant.

The LHA believe that a greater understanding of whether nearby parking is available to residents must be considered by the applicant and that such an understanding is fundamental to a shortfall in parking provision being acceptable. Therefore, the LHA would require a survey of available parking within 1 km walking distance of the proposed development in addition to an understanding as to whether event parking restrictions discourage the use of parking outside of event days.

The LHA is concerned that parking provision for the use classes A1, A3, D1 and/or D2 have not been considered within the application. The LHA would seek clarification as to how the applicant intends to ensure that no parking provision is required given that the classes defined by the applicant cover a broad range of uses, of which some would definitely require parking.

2.7 Accessibility Car Parking

The accessibility parking standards shown in SPD3 Appendix A are minimum requirements (refer to Policy L4 & Appendix 3 of the Trafford Core Strategy). SPD3 states that for residential dwelling developments the provision of accessibility parking spaces is to be negotiated on a case-by-case basis. Information seen indicates it is not proposed to provide any accessibility parking for the proposed development, this would require clarification going forward.

The LHA would seek to understand what provision for accessible parking is intended for the proposed commercial uses of the site.

2.8 Motorcycle Parking

No information for motorcycle parking is provided within the application; the LHA would require clarification of this moving forward. For information, parking for motor cycles should be located on a flat surface and in an area that is overlooked by staff or members of the public and well-lit, particularly if it is anticipated that any motorcycles would be parked for two hours or more (any long-stay spaces would also need to be covered). Secure anchorage points or railings sited 0.6m above ground level should be provided.

2.9 Cycle Parking and Storage Arrangements

400 cycle parking spaces are proposed for the residential development. However, no provision has been identified for the retail and commercial floor space. Therefore, whilst the LHA are satisfied with

the cycle parking for the residential units, provision will need to be provided for the retail and commercial development.

3 Transport Assessment

The LHA expects raw data from any survey to be provided in the appendices of a Transport Assessment (TA).

The LHA seek evidence of the rationale being applied for the inclusion and exclusion of sites in the TRICs trip generation assessment.

In conjunction with issues relating to parking arrangements as outlined above, the LHA needs to understand what available on-street parking there is in the surrounding area, so that the trip rates stipulated within the TA can be deemed to be reasonable. The LHA would require a survey of available parking to within a walking distance of 1 km from the development site and how the applicant intends to prevent use of any parking that is available for the proposed residential and commercial uses.

The LHA seeks clarification of issues raised by TfGM, namely that there appears to be issues with the modelling of the Talbot Road/Great Stone Road junction, in addition to there being no consideration given to nearby committed developments.

4 Framework Travel Plan

The LHA expects targets to be set in a Framework Travel Plan (FTP) relating to what modal shares the development hopes to achieve, these targets should relate to modal shares produced within the TA and should be set within the FTP prior to any surveys. Furthermore, the LHA would require greater detail in terms of how the travel plan is to be funded, along with tangible incentives to residents, employees and visitors to utilise more sustainable modes of transport. The LHA expects Travel Plans and their surveys to run for a minimum of ten years, further information relating to Travel Plans and what the LHA expects of one can be found in paragraph 7.2 below.

5 Public Rights of Way

Not applicable.

6 Summary

In summary, the LHA require clarification of the following issues:

- What new pedestrian link is to be facilitated by the development.
- How the applicant intends to service the site.
- What methods were employed to arrive at the parking provision as proposed.

- What parking is available within a 1km walking catchment of the site.
- How the applicant is to ensure that commercial uses of the site will not require parking.
- What provision the applicant intends for disabled parking.
- What the applicant intends for motorcycle parking.
- What cycle storage is to be provided for visitors to the commercial uses of the development.
- Evidence of the methods used for interrogating the TRICs database.
- Concerns raised by TfGM as to the modelling of the Talbot Road / Great Stone Road junction.

Additionally, the LHA would require reconsideration of the commitments within the FTP, so as to be more robust.

7 Request for Conditions to Any Grant of Permission

The LHA would request the following Conditions to any future grant of planning permission. It should be noted that subject to receipt of additional information, further requests for Conditions to planning permission may be submitted at a later date.

7.1 Construction Method Statement

No development shall take place, including any works of demolition, until such time as a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a) the parking of vehicles of site operatives and visitors;
- b) deliveries to site;
- c) loading and unloading of plant and materials;
- d) storage of plant and materials used in constructing the development;
- e) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities and any other relevant measures for keeping the highway clean during demolition and construction works, and
- g) measures to control the emission of dust and dirt;
- h) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i) days and hours of construction activity on site (in accordance with Trafford Council's recommended hours of operation for construction works), and
- j) contact details of site manager to be advertised at the site in case of issues arising.

7.2 Travel Plan

The LHA requests that as a Condition to any subsequent grant of planning permission that a full Travel Plan (TP) shall be submitted to the Local Planning Authority for review and approval in writing within 6 (six)-months of the first date of operation:

- A firm commitment to targets detailed within the TP is expected, as such measures indicated in the TP shall not be primarily concerned with providing information e.g. timetables for public transport etc, a map of the local area etc.;
- The TP shall include realistic and quantifiable targets, and
- The TP shall include effective objectives and incentives to reduce car travel and increase use of non-car modes for residents, staff and visitors.
- TP targets shall be reviewed and monitored against the baseline which will be established within 3-months of the first date of operation;
- A staff and resident travel survey shall be completed every 12 (twelve)-months from the date of first operation, and for a minimum period of ten years (i.e. minimum 12 (twelve) no. surveys excluding baseline surveys);
- The TP shall be implemented for a period of not less than 10 (ten) years from the first date of operation.

8 Extract of Adopted Highway

The extent of the adopted public highway is shown shaded pink on the plan provided below.



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Jack Mahoney 20/07/2020

From:Ashcroft, Helen
Sent:22 Jul 2020 15:39:47 +0100
To:Harrison, Debra
Subject:RE: 100400/OUT/20 - Former B&Q, Great Stone Road, Old Trafford

Hi Debra,

Yes we can access from within the site, the vehicle tracking looks OK to the untrained eye but could the LHA advise if it is sufficient for our vehicles. The vehicle must be able to park a maximum of 10m from the collection point.

My concerns are about the size of the bin stores and if they would be sufficient for the amount of waste produced by 333 properties

We would advise the following bins for the frequency of collections outlined below:

- 21 x 1100 litre bins for refuse collected weekly
- 21 x 1100 litre bins for paper and cardboard collected fortnightly
- 21 x 1100 litre bins for dry mixed recycling (glass, cans and plastic bottles) collected fortnightly
- 12 x 240 litre bins for food waste collected weekly

We are not able to provide more frequent collections.

Thanks, Helen

From: Harrison, Debra
Sent: 22 July 2020 13:12
To: Ashcroft, Helen
Subject: 100400/OUT/20 - Former B&Q, Great Stone Road, Old Trafford

Hi Helen,

Further to attached consultation letter, please can you advise when you will be able to provide comments to me on application 100400/OUT/20 (Former B&Q, Old Trafford) as the consultation period on this application has now expired?

The LHA have raised a query within their comments in relation to the servicing on this site, advising that bins will need to be placed within 10 metres of the adopted highway in order for them to be collected. As discussed on other sites I understand that collection from within sites is acceptable. Please could you confirm the position of the waste team on this matter within your comments.

Kind regards

Debra

Debra Harrison

Major Planning Projects Officer

Planning and Development

Place Directorate

Trafford Council – Trafford Town Hall – Talbot Road – Stretford – M32 0TH

T (Direct Dial): 0161 912 1930 / 07890518398

T (Planning General Enquiry Line): 0161 912 3149

F: 0161 912 3128

E: Debra.Harrison@trafford.gov.uk

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The Planning and Development Service privacy notice can be viewed [here](#).

APPENDIX B TFGM COMMENTS

Debra Harrison
Trafford Council
Planning and Development
Trafford Town Hall
Talbot Road
Stretford M32 0TH

Our ref: TRA/18/220
Your ref: 100400/OUT/20

16th July 2020

Dear Mrs Harrison,

Application Number: **100400/OUT/20**

Location: **Former B and Q Site, Great Stone Road, Stretford, M32 0YP**

Proposal: The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for the erection of a residential development at the site of the former B & Q store off Great Stone Road, Stretford. The development proposals consist of a building providing 333 residential apartments, with ground floor ancillary commercial uses. A total of 98 car parking spaces will also be provided within the site.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

A previous application had been submitted in 2018. The original submission accounted for 433 apartments and 226 parking spaces.

Highways Impact

HFAS (Highways Forecasting Analytical Services) have reviewed the highway section of the Transport Assessment (TA) issued in support of the proposed development and have provided feedback which is listed in the following sections.

Trip Generation and Parking

The TA makes certain statements regarding the parking situation in and around the proposed development. TfGM would suggest that the Local Authority check that the statements are correct. This will, in part, determine whether the trip assessment exercise can be associated with the parking space availability provided at the development. For example, should unlimited parking be available in the vicinity of the development, then the trip generation should be calculated on the basis of the number of apartments provided rather than the number of parking spaces provided for the apartments.

Committed Developments

The TA does not include any committed developments. Trafford Council should confirm that there are no committed developments that they wish to be included.

Junction Assessment

The junction of Talbot Road / Greatstone Road junction has been modelled using surveyed flows and development flows.

There appears to be a problem with the modelling of the existing situation, as the results show that junction is operating above absolute capacity with the pm peak surveyed flows; this should not be the case as the surveyed flows only counted the traffic that passed through the junction.

We recommend that both the trip development and modelling be reassessed.

For further enquiries relating to junction assessments please contact Richard Dolphin at Richard.Dolphin@tfgm.com.

I. Travel Plan

Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation and therefore it is encouraging that the application is accompanied by a Framework Travel Plan. If the Travel Plan is to

be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan. These include:

- a travel plan budget and resources for the implementation and day to day management of travel plan measures;
- appropriate management structures;
- detailed time frames for the delivery;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

Ideally a full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

The offer of personalised journey planning for individual residents is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future residents of the development, prior to them occupying the development. This should ensure potential residents are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

Condition: Should Trafford Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Residential Travel Plan be attached as conditions of any planning consent.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours Sincerely,

Riccardo Boncinelli
Senior Transport Planner
Direct Line 0161 244 1420
Email Riccardo.Boncinelli@tfgm.com

APPENDIX C TRAFFIC SURVEY DATA

Site: **A5014 Talbot Road/Great Stone Road**

Day: **Wednesday**

Date: **15 November 2017**

Weather: **Fine & Overcast AM and PM**

A: **A5014 Manchester**

B: **Great Stone Road (South)**

C: **A5014 Stretford**

D: **Great Stone Road (North)**

Time	A - B								A - C								A - D							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	5	1	1	0	0	0	0	7	39	4	0	1	1	0	0	45	5	0	0	0	0	0	0	5
07:45	17	1	0	0	1	0	0	19	60	6	0	0	3	0	2	71	5	0	0	0	0	0	0	5
08:00	8	3	0	0	0	0	0	11	51	7	0	0	1	1	2	62	20	0	0	0	0	0	0	20
08:15	20	1	0	0	0	0	0	21	65	8	0	0	4	0	0	77	44	0	0	0	1	0	0	45
08:30	23	0	1	0	0	0	0	24	41	4	3	0	2	0	0	50	7	0	0	0	0	1	0	8
08:45	19	0	1	0	0	0	0	20	44	0	2	0	0	0	1	47	8	0	0	0	0	0	0	8
Total	92	6	3	0	1	0	0	102	300	29	5	1	11	1	5	352	89	0	0	0	1	1	0	91

16:30	35	3	0	0	2	1	0	41	132	8	1	0	10	1	1	153	12	0	0	0	0	0	0	12
16:45	37	3	0	0	3	0	0	43	146	10	0	0	9	0	1	166	10	1	0	0	0	0	0	11
17:00	41	3	0	0	3	0	0	47	170	13	0	0	16	0	1	200	9	1	0	0	2	0	0	12
17:15	42	5	0	0	5	0	0	52	151	5	0	0	31	0	0	187	6	0	0	0	0	0	0	6
17:30	24	1	0	0	0	0	0	25	131	2	1	1	29	0	0	164	3	2	1	0	4	0	0	10
17:45	27	1	0	0	4	0	0	32	132	4	0	1	31	0	0	168	8	0	0	0	0	0	0	8
Total	206	16	0	0	17	1	0	240	862	42	2	2	126	1	3	1038	48	4	1	0	6	0	0	59

Time	B - A								B - C								B - D							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	34	2	0	0	0	0	1	37	44	1	0	0	0	1	1	47	38	1	1	0	2	0	0	42
07:45	53	0	1	0	0	0	1	55	59	3	0	0	0	0	0	62	64	3	0	0	3	0	0	70
08:00	43	1	0	0	0	0	0	44	44	3	0	0	0	0	1	48	70	1	0	0	2	0	0	73
08:15	47	1	0	0	1	0	0	49	41	3	0	0	0	0	0	44	74	4	1	0	1	0	0	80
08:30	55	0	0	0	2	0	0	57	52	4	0	0	0	0	1	57	56	4	0	0	1	0	0	61
08:45	48	2	0	0	6	0	0	56	42	1	0	0	0	0	0	43	48	1	0	0	0	0	0	49
Total	280	6	1	0	9	0	2	298	282	15	0	0	0	1	3	301	350	14	2	0	9	0	0	375

16:30	14	4	0	0	0	0	0	18	73	6	0	0	0	0	0	79	30	2	0	0	0	0	0	32
16:45	15	1	0	0	0	0	0	16	61	4	0	0	0	0	0	65	36	1	0	0	0	0	1	38
17:00	23	0	0	0	0	0	0	23	67	3	0	0	1	0	1	72	35	1	0	0	0	0	0	36
17:15	14	1	0	0	0	0	0	15	60	4	0	0	0	0	0	64	36	2	0	0	0	0	0	38
17:30	16	0	0	0	0	0	0	16	61	5	0	0	0	0	0	66	36	1	0	0	0	0	0	37
17:45	9	0	0	0	0	0	0	9	61	2	0	0	0	0	1	64	48	0	0	0	0	0	0	48
Total	91	6	0	0	0	0	0	97	383	24	0	0	1	0	2	410	221	7	0	0	0	0	1	229

Time	C - A								C - B								C - D							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	182	7	1	0	19	1	1	211	54	4	0	0	0	0	0	58	14	3	1	0	0	0	0	18
07:45	140	6	0	0	17	1	1	165	54	8	0	0	1	0	3	66	14	0	0	0	0	0	0	14
08:00	144	4	0	1	26	0	2	177	55	8	1	0	0	0	0	64	20	1	0	0	0	0	0	21
08:15	131	7	0	0	31	0	0	169	54	3	0	0	0	0	0	57	15	1	0	0	0	0	0	16
08:30	134	5	1	0	24	1	1	166	54	2	0	0	0	0	0	56	28	1	0	0	0	0	0	29
08:45	130	11	1	0	16	1	0	159	64	3	1	0	0	0	1	69	16	1	0	0	0	0	0	17
Total	861	40	3	1	133	4	5	1047	335	28	2	0	1	0	4	370	107	7	1	0	0	0	0	115

16:30	61	5	0	0	2	0	0	68	65	4	0	0	0	0	1	70	10	1	0	0	0	0	0	11
16:45	58	2	0	0	0	0	0	60	81	6	0	0	0	0	0	87	8	0	0	0	0	0	0	8
17:00	54	5	0	0	3	0	1	63	65	5	0	0	0	0	1	71	10	1	0	0	0	0	0	11
17:15	45	1	0	0	0	0	1	47	75	5	0	0	1	0	1	82	12	1	0	0	0	0	0	13
17:30	38	4	0	1	3	0	0	46	70	8	0	0	0	0	0	78	10	0	0	0	0	0	0	10
17:45	43	1	0	0	2	0	0	46	75	5	0	0	1	0	0	81	19	2	0	0	0	0	0	21
Total	299	18	0	1	10	0	2	330	431	33	0	0	2	0	3	469	69	5	0	0	0	0	0	74

Time	D - A								D - B								D - C							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	7	0	2	0	2	0	0	11	17	6	0	0	1	0	0	24	4	0	0	0	0	0	0	4
07:45	7	1	0	0	0	0	0	8	30	6	0	0	0	0	0	36	8	0	0	0	0	0	0	8
08:00	10	2	0	0	0	0	0	12	52	2	0	0	1	0	0	55	8	0	0	0	0	0	0	8
08:15	22	1	0	0	1	0	0	24	66	2	0	0	2	0	0	70	9	0	0	0	0	0	0	9
08:30	18	4	0	0	1	0	0	23	54	5	0	0	0	1	1	61	15	0	0	0	0	0	0	15
08:45	7	1	0	0	1	0	0	9	47	2	0	0	0	0	1	50	16	0	0	0	0	0	0	16
Total	71	9	2	0	5	0	0	87	266	23	0	0	4	1	2	296	60	0	0	0	0	0	0	60

16:30	8	0	1	0	0	0	0	9	46	2	1	0	3	0	0	52	7	0	0	0	0	0	0	7
16:45	6	0	0	0	0	0	0	6	77	2	0	0	0	1	0	80	19	1	0	0	0	0	0	20
17:00	5	0	0	0	0	0	0	5	80	2	0	0	0	1	0	83	13	0	0	0	0	0	0	13
17:15	7	0	0	0	0	0	0	7	75	1	0	0	1	0	0	77	12	0	0	0	0	0	0	12
17:30	5	1	0	0	0	0	0	6	90	0	0	0	0	0	0	90	13	2	0	0	0	0	0	15
17:45	7	0	0	0	0	0	0	7	88	5	0	0	1	0	0	94	17	1	0	0	0	0	0	18
Total	38	1	1	0	0	0	0	40	456	12	1	0	5	2	0	476	81	4	0	0	0	0	0	85

Site: **A5014 Talbot Road/Great Stone Road**

Summary

A: **A5014 Manchester**

CD-P3 P41

Day: **Wednesday**

B: **Great Stone Road (South)**

Date: **15 November 2017**

C: **A5014 Stretford**

Weather: **Fine & Overcast AM and PM**

D: **Great Stone Road (North)**

Time	From A								From B							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	49	5	1	1	1	0	0	57	116	4	1	0	2	1	2	126
07:45	82	7	0	0	4	0	2	95	176	6	1	0	3	0	1	187
08:00	79	10	0	0	1	1	2	93	157	5	0	0	2	0	1	165
08:15	129	9	0	0	5	0	0	143	162	8	1	0	2	0	0	173
08:30	71	4	4	0	2	1	0	82	163	8	0	0	3	0	1	175
08:45	71	0	3	0	0	0	1	75	138	4	0	0	6	0	0	148
Total	481	35	8	1	13	2	5	545	912	35	3	0	18	1	5	974

16:30	179	11	1	0	12	2	1	206	117	12	0	0	0	0	0	129
16:45	193	14	0	0	12	0	1	220	112	6	0	0	0	0	1	119
17:00	220	17	0	0	21	0	1	259	125	4	0	0	1	0	1	131
17:15	199	10	0	0	36	0	0	245	110	7	0	0	0	0	0	117
17:30	158	5	2	1	33	0	0	199	113	6	0	0	0	0	0	119
17:45	167	5	0	1	35	0	0	208	118	2	0	0	0	0	1	121
Total	1116	62	3	2	149	2	3	1337	695	37	0	0	1	0	3	736

Time	From C								From D							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	250	14	2	0	19	1	1	287	28	6	2	0	3	0	0	39
07:45	208	14	0	0	18	1	4	245	45	7	0	0	0	0	0	52
08:00	219	13	1	1	26	0	2	262	70	4	0	0	1	0	0	75
08:15	200	11	0	0	31	0	0	242	97	3	0	0	3	0	0	103
08:30	216	8	1	0	24	1	1	251	87	9	0	0	1	1	1	99
08:45	210	15	2	0	16	1	1	245	70	3	0	0	1	0	1	75
Total	1303	75	6	1	134	4	9	1532	397	32	2	0	9	1	2	443

16:30	136	10	0	0	2	0	1	149	61	2	2	0	3	0	0	68
16:45	147	8	0	0	0	0	0	155	102	3	0	0	0	1	0	106
17:00	129	11	0	0	3	0	2	145	98	2	0	0	0	1	0	101
17:15	132	7	0	0	1	0	2	142	94	1	0	0	1	0	0	96
17:30	118	12	0	1	3	0	0	134	108	3	0	0	0	0	0	111
17:45	137	8	0	0	3	0	0	148	112	6	0	0	1	0	0	119
Total	799	56	0	1	12	0	5	873	575	17	2	0	5	2	0	601

Time	To A								To B							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	223	9	3	0	21	1	2	259	76	11	1	0	1	0	0	89
07:45	200	7	1	0	17	1	2	228	101	15	0	0	2	0	3	121
08:00	197	7	0	1	26	0	2	233	115	13	1	0	1	0	0	130
08:15	200	9	0	0	33	0	0	242	140	6	0	0	2	0	0	148
08:30	207	9	1	0	27	1	1	246	131	7	1	0	0	1	1	141
08:45	185	14	1	0	23	1	0	224	130	5	2	0	0	0	2	139
Total	1212	55	6	1	147	4	7	1432	693	57	5	0	6	1	6	768

16:30	83	9	1	0	2	0	0	95	146	9	1	0	5	1	1	163
16:45	79	3	0	0	0	0	0	82	195	11	0	0	3	1	0	210
17:00	82	5	0	0	3	0	1	91	186	10	0	0	3	1	1	201
17:15	66	2	0	0	0	0	1	69	192	11	0	0	7	0	1	211
17:30	59	5	0	1	3	0	0	68	184	9	0	0	0	0	0	193
17:45	59	1	0	0	2	0	0	62	190	11	0	0	6	0	0	207
Total	428	25	1	1	10	0	2	467	1093	61	1	0	24	3	3	1185

Time	To C								To D							
	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	87	5	0	1	1	1	1	96	57	4	2	0	2	0	0	65
07:45	127	9	0	0	3	0	2	141	83	3	0	0	3	0	0	89
08:00	103	10	0	0	1	1	3	118	110	2	0	0	2	0	0	114
08:15	115	11	0	0	4	0	0	130	133	5	1	0	2	0	0	141
08:30	108	8	3	0	2	0	1	122	91	5	0	0	1	1	0	98
08:45	102	1	2	0	0	0	1	106	72	2	0	0	0	0	0	74
Total	642	44	5	1	11	2	8	713	546	21	3	0	10	1	0	581

16:30	212	14	1	0	10	1	1	239	52	3	0	0	0	0	0	55
16:45	226	15	0	0	9	0	1	251	54	2	0	0	0	0	1	57
17:00	250	16	0	0	17	0	2	285	54	3	0	0	2	0	0	59
17:15	223	9	0	0	31	0	0	263	54	3	0	0	0	0	0	57
17:30	205	9	1	1	29	0	0	245	49	3	1	0	4	0	0	57
17:45	210	7	0	1	31	0	1	250	75	2	0	0	0	0	0	77
Total	1326	70	2	2	127	1	5	1533	338	16	1	0	6	0	1	362