

**Exhibit 2 -**

Highways Safety

Technical Note

Appeal ref: APP/

Q4245/W/20/

3258552

Former B&Q Site, Great Stone Road, Stretford, M32 0YP  
Appeal by Accrue (Forum) 1 LLP  
LPA Ref: 100400/OUT/20  
Appeal Ref: APP/Q4245/W/20/3258552

## Exhibit 2: Highway Safety Technical Note on behalf of Accrue (Forum) 1 LLP

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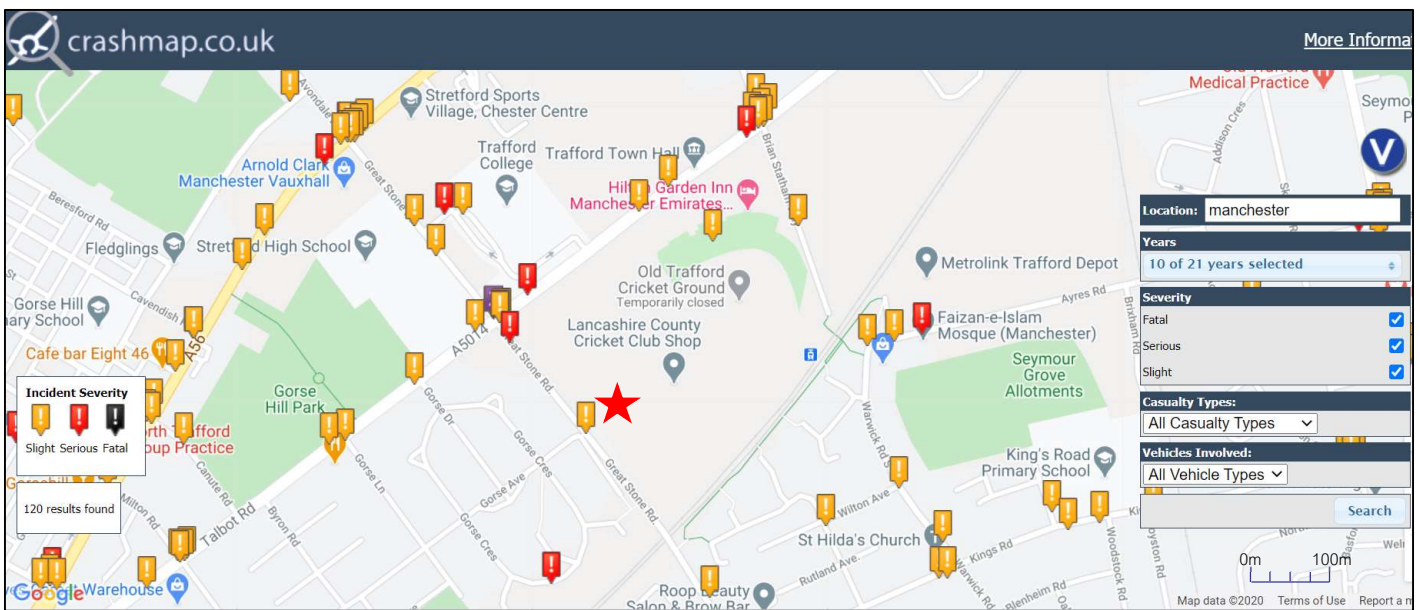
VN201565/N01

### Introduction

1. This Technical Note has been prepared by Gareth Davis, BSc(Hons), MSc, MCIHT, CMILT, Director of Vectos. Gareth has 30 years of experience in Transport Planning and Highways Engineering and has acted as an expert highways witness at numerous Public Inquiries including Appeal Inquiries.
2. Gareth has been advising Accrue (Forum 1) LLP since 2017 on their development aspirations to regenerate the former B&Q site on Great Stone Road. In support of the original planning application on the site Vectos presented Transport Assessment (TA) and Framework Travel Plan (FTP) reports based on an agreed methodology with Trafford Council and Transport for Greater Manchester. While the original application was refused, there were no highways objections to the scheme.
3. While no highways objection was made by Trafford Council highways officers, Sport England in consultation with Lancashire County Cricket Club have presented an objection to the Trafford Place planning application.
4. Part of their objection relates to highway safety and states the following:  
*‘Site access – there are 3 main access gates to the cricket ground; the access point next to the B&Q site was previously used for heavy goods vehicles and is currently a pedestrian access on match days. It is considered a vehicular access at this point would create a significant risk to pedestrians on match days because of the volume of traffic entering and exiting the development.*
5. Sport England have not presented any evidence to support their objection.
6. This Technical Note assesses the highway safety issues relating to this objection. We first consider the background highway safety record along this section of Great Stone Road, we forecast the likely traffic volumes at the times of peak pedestrian movement and finally we undertake an assessment of the areas where conflict may occur and the nature of that interaction to establish whether the proposal represents a material safety risk.

Accident History

7. The Transport Assessment in Figure 3.2 presented the recorded 5-year personal injury accidents over the last 5 years on Great Stone Road. A 5-year assessment is considered robust to assess highway risk with 3 years being a more typical assessment period. Figure 3.2 of the TA showed that there were no accidents in the vicinity of the site or identifiable accident blackspots evident in the area indicating that the current road layout operates in a safe manner.
8. However, the site was formerly operated as a DIY store which closed in 2016. Thus the 5-year assessment only overlaps with the operation of the DIY store for a limited period. Therefore to understand whether the site, operating as a DIY store gave rise to any recorded accidents, we have reviewed the accident history back to 2010, and this is illustrated in **Figure 1** below. This period includes at least 5 years when the DIY store was operating.



**Figure 1 Personal Injury Highway Accidents 2010-2019**

9. It can be seen that there are accidents at junctions and on the busier routes in the area over the ten-year period, which is to be expected given the length of time and the relevant traffic volumes. It can also be seen that even over this extended period there was only one recorded slight injury accident in the vicinity of the site.
10. This accident occurred on the 8<sup>th</sup> May 2011 at 4pm at the DIY store site access and the details are given in **Appendix 1**. This involved a vehicle turning left into the store and a second vehicle colliding with the rear of that vehicle. No pedestrians were involved. Further, we can confirm that the accident did not take place at a time when a cricket match was being played at Old Trafford. Indeed, during this time in 2011 the Old Trafford pitch was being turned so there were no home games played there.

Forecast Traffic Flows

- 11. The forecast volumes of vehicle flows accessing the site are low and these were quantified in the TA in Table 6.3. That document presented the busiest two-way traffic flows for the site between 0800-0900 (30 vehicles) and 1700-1800 (33 vehicles) on a weekday. This equates to a vehicle movement every 2 minutes.
- 12. The situation that the Sport England objection relates to is when crowds are walking to/from a large match, typically midmorning (10:00-11:00) prior to the start of the match and at the end of a match, around 1800-1900 for the larger matches and include weekend periods as well. Using the same methodology for trip forecasts presented in the TA we set out in **Table 1** below the trip forecasts in those time periods when pedestrians will be travelling to/from the ground.

Time Period	10:00-11:00			1800-1900		
	Arr	Dep	Total	Arr	Dep	Total
Trafford Place Trips	10	9	19	11	12	23

**Table 1 Trafford Place Vehicle Trips at Time Periods Coinciding with Match Day Pedestrians**

- 13. It can be seen that at the time when there are likely to be higher pedestrian flows attending a match at Old Trafford, the vehicle flows accessing the site are very low at a maximum two way flow of 23 vehicles, equating to around one vehicle every two and a half minutes.
- 14. In **Figure 1** we presented the accident record including the time when the DIY store was operating. The DIY store of the size that was trading on this site would have generated much higher trips than this residential land use. Again, using the same trip forecasting methodology used in the TA, the vehicle flows to/from the site at the time periods when there would be high pedestrian movements going to a match is that as given in **Table 2**.

Time Period	10:00-11:00			1800-1900		
	Arr	Dep	Total	Arr	Dep	Total
DIY Store Weekday	21	19	40	6	8	14
DIY Store Weekend	108	96	204	40	50	90

**Table 2 DIY Store Vehicle Trips at Time Periods Coinciding with Match Day Pedestrians**

- 15. It can be seen that the DIY store generates much greater traffic flows during the time periods for high pedestrian movements equating to around one vehicle every 20 seconds on a Saturday. The accident record it is shown that there were no recorded accidents involving vehicles and pedestrians for the 5-6 year period from 2010 until it closed in 2016.
- 16. Therefore, there is no evidence of a historic road safety risk at this access with the DIY Store that would have generated much higher traffic flows than the residential development proposed.

## Highway Safety Review

17. The Trafford Place development will result in modest volumes of vehicle movements peaking at around 1 car every 2 minutes when we might expect higher volumes of pedestrian movements to/from the ground on match day.
18. The access has been designed so that there is good intervisibility between the vehicle and the pedestrians and in this location, the footway is relatively wide at over 2m.
19. Traffic entering and leaving the site will be travelling slowly therefore any interaction between pedestrian and vehicle would be occurring at low speeds.
20. All of these design factors mean that as a highways engineer, I can confirm that the access is well designed and would operate safely. In so saying I note that the highway authority also did not raise any concern regarding highway safety.
21. From my observations on match days, the Clubs own car park accesses generate moderately high vehicle movements on match days and these vehicles cross the footways interacting with large movements of pedestrians. These accesses appear to operate safely as vehicles are travelling slowly and there is good intervisibility between driver and pedestrian.

## Summary and Conclusion

22. Sport England in consultation with Lancashire County Cricket Club have presented an objection to the Trafford Place planning application on highway safety grounds stating that the development will present a '*significant risk to pedestrians on match days because of the volume of traffic entering and exiting the development*'.
23. This Technical Note has noted that no objection on highway safety grounds was made by Trafford Council highways officers and that the highway in the vicinity of the site operates in a safe manner with no recorded injury accidents over the last 5 years. This analysis has been extended to a 5-year period when the site operated as a DIY Store. There was only one accident in the vicinity of the DIY Store, and this involved a shunt type accident involving two cars, no pedestrians and did not occur on a match day at LCCC.
24. On match days there are large movements of pedestrians walking to the ground and my observations show that these pedestrians safely interact with vehicles accessing the various car parks in the area including the Clubs own car parks.
25. The proposed development would result in only modest volumes of traffic during the periods when matchday pedestrians occur. It is noted that there is a significant reduction of traffic movements compared to the former DIY store land use (notably mid-morning on a Saturday) which operated without any recorded injury accidents between vehicles and pedestrians.
26. The site access benefits from a wide footway and good intervisibility between driver and pedestrian. This alongside with the fact that vehicles would be travelling slowly means that any interaction between vehicle and pedestrian would happen in a safe manner.
27. Therefore, there is no highways reason why planning permission for the Trafford Place development should not be granted.

**Exhibit 2 -**  
Appendix 1 -  
Personal Injury  
Accident Record  
within vicinity of site

Former B&Q Site, Great Stone Road, Stretford, M32 0YP  
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## **Appendix 1**

### **Personal Injury Accident Record within Vicinity of Site**

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VN201565/N01 App1

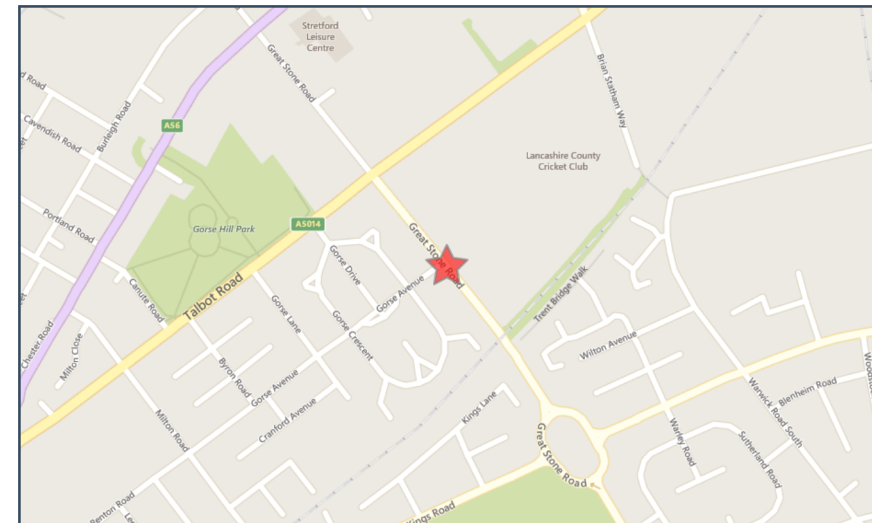


crashmap.co.uk

No

**Crash Date:** Sunday, May 08, 2011      **Time of Crash:** 4:05:00 PM      **Crash Reference:** 201106M046132

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Trafford			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Trafford Metropolitan Borough			<b>OS Grid Reference:</b>	380865    395400
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Using private drive or entrance				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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No

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	5	Male	21 - 25	Vehicle is waiting to turn left	Back	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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