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A. SECTION 1

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A. SECTION 1

Local Planning Authority Application
Reference: 105905/OUT/21

Planning Inspectorate Reference:
APP/Q4245/W/22/3306715

World of Pets, Thorley Lane, Timperley

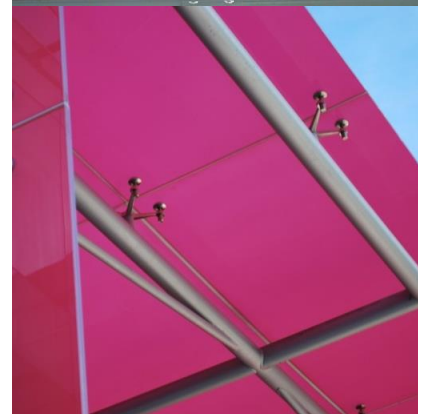
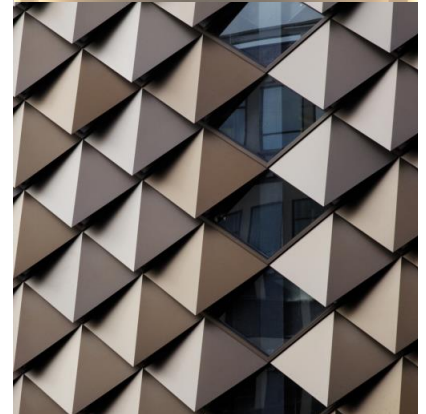
Volume 2: Appendices

Proof of Evidence

Aaron Tilley HNC, CMILT, FCIHT

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Control Sheet

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Volume 2: Appendices

Appendix AT001 –	Plan 082332-CUR-00-XX-DR-TP-06003-P01 Accessibility Indicative Walking Catchment Key Facilities
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Appendix AT001



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Project:
WORLD OF PETS - TIMPERLEY

Drg Title:
**ACCESSIBILITY
INDICATIVE WALKING CATCHMENT
KEY FACILITIES**

Status:
PRELIMINARY

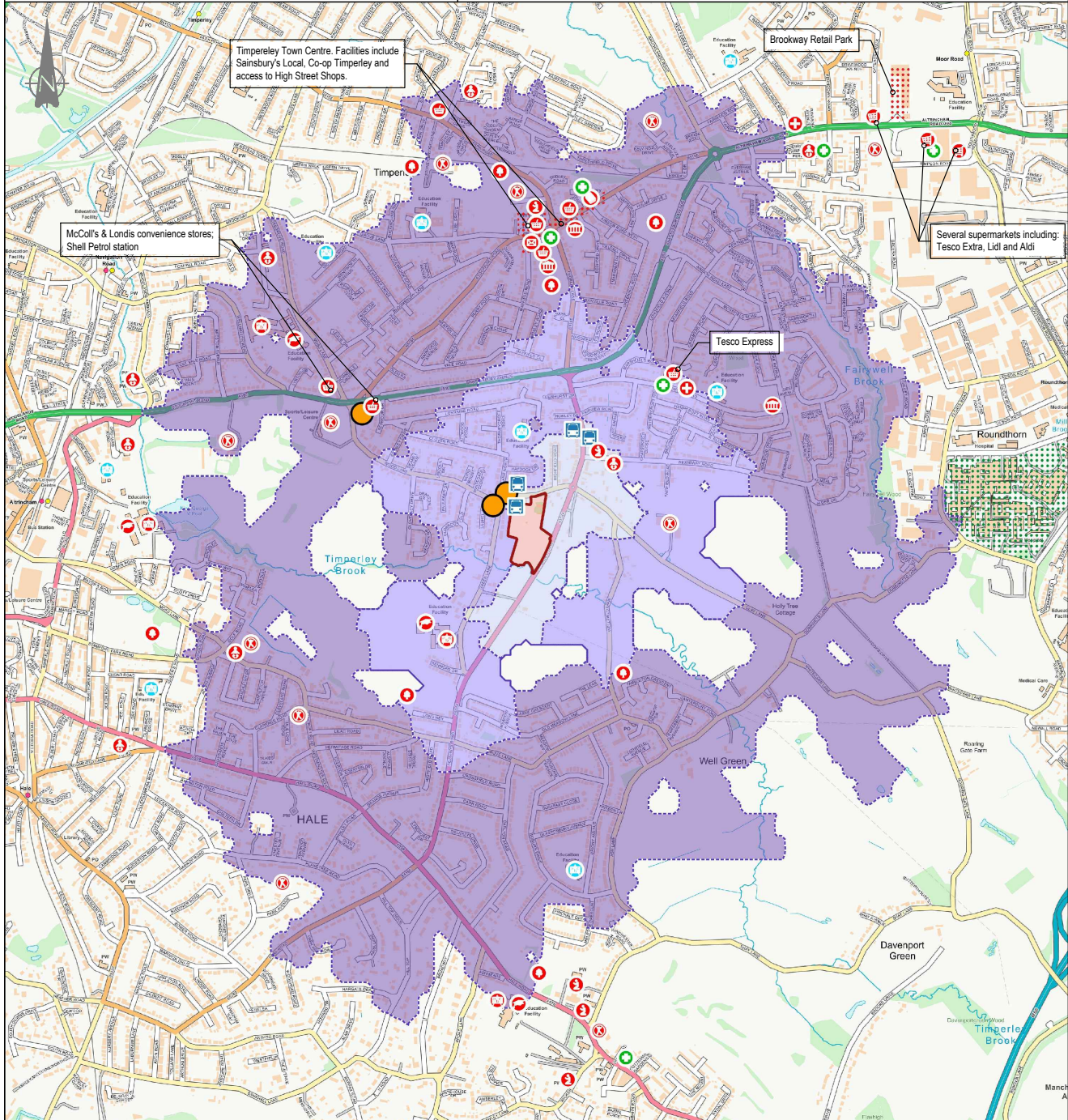
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Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

82332 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY:

- | | | | | |
|----------------------------|-------------------|----------|---------------------|---|
| Site | Bus Stop (<500m) | Hospital | Place of Worship | Sports Facility |
| Walking Catchment:
500m | College | Library | Post Office | Supermarket |
| 1000m | Community Centre | Nursery | Primary School | Local & Neighbourhood Shopping Centre
(Trafford UDP) |
| 2000m | Convenience Store | Park | Retail/ High Street | |
| | Doctors GP | Pharmacy | Secondary School | |

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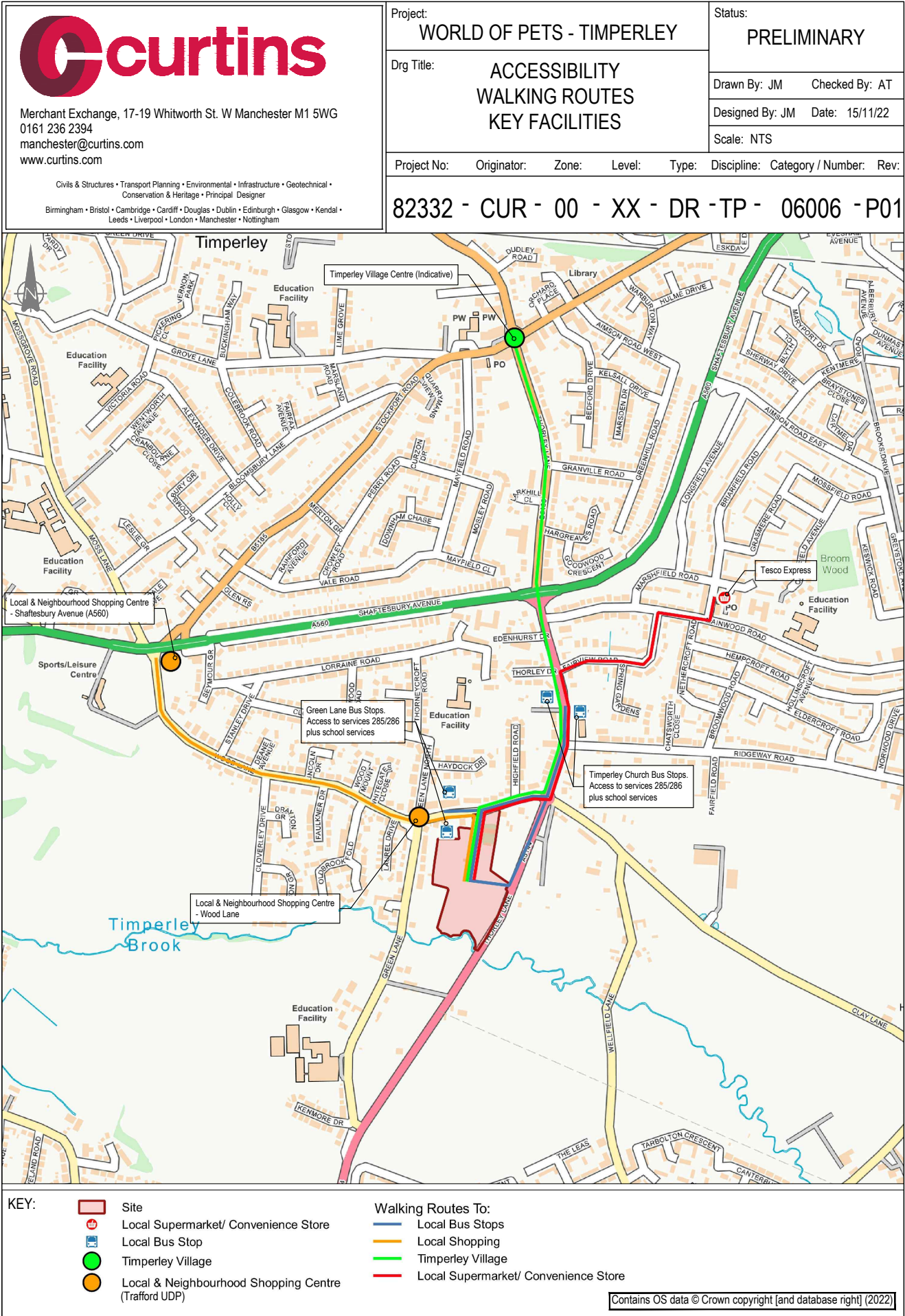
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Appendix AT002



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Appendix AT003

Types of pedestrians

3.27. The types of pedestrian using the route will need to be considered at the planning stage, as this will have implication for layout and design. Significant use by shoppers, tourists, young children, the visually impaired, people using wheelchairs, and other groups with particular needs should be identified where possible. This can usually be worked out from the main land uses and the location.

Transportation Planning Models

3.28. There are various tools available to transportation planners to assist with planning or modifying highway networks for motor vehicles (eg, IHT, 1997, Chapter 8). Models for pedestrian movement are less common. Pedestrian modelling techniques have been developed for those locations where there are large numbers of pedestrians and where virtually all journeys are on foot, for example in large public squares or within passenger terminals. However, they are less well developed for multi-modal situations covering large areas, such as a new settlement or existing town. In these instances conventional origin and destination forecasting techniques/survey results can be used to determine desire lines but modal split assumptions may have to be made on assignment. These assumptions should also take account of the implications of new policies and schemes that will change the current situation.

3.29. The absence of specific pedestrian models for planning new developments is not necessarily a major problem. Most pedestrian networks are planned without models. Observation and experience are probably more important. It is also worth remembering that models can be expensive to construct and are not always sufficiently accurate.

Acceptable walking distances

3.30. Approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. Average walking distances are longest in Inner London. The main factors that influence both walking distance and walking time in a city or town centre appear to be the size of the city or town itself, the shape and the quality of the pedestrianised area, the type of shops and number of activities carried out. An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour. The situation of people with mobility difficulties must be kept in mind in applying any specific figures.

3.31. "Acceptable" walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- An individual's fitness and physical ability
- Encumbrances, eg shopping, pushchair
- Availability, cost and convenience of alternatives transport modes
- Time savings
- Journey purpose
- Personal motivation
- General deterrents to walking.

3.32. Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes. (See also Table 4.2.)

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Appendix AT004



Front entrances should face streets and bus stops

Planners need, above all, to see them from the viewpoint of pedestrians, understanding their requirements and limitations.

Additions to towns, be they renewal areas or new suburbs, will be isolated if adjoining roads, footways and bus routes are not extended into and across them. Traffic on these roads should not deter pedestrians. Major roads can be designed as boulevards fronted by shops and parking. Minor roads should be subjected, as appropriate, to traffic calming or 20-mph limits.

The roads for new suburbs must be complemented by networks of pedestrian routes, consisting of footways (pavements running alongside roads), footpaths (which do not follow roads) and crossings. Maps of such networks should be made at an early stage of design to reveal the presence or absence of walkability. They should show bus stops, local shops and health centres to ensure that the network provides direct routes between them and as many houses as possible. Where there are breaks in the network due, for example, to cul-de-sacs, additional footpath links should be inserted.

The National Planning Policy Framework states (Para. 3.5, Page 10) (DCI.G, 2012)

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- **accommodate the efficient delivery of goods and supplies;**
- **give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;**
- **create safe and secure layouts which minimise**

conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.

6.4 Pedestrian catchments

Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

Traditional compact town layouts

Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design.

The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services.

6.5 Improving pedestrian safety

An OECD (2001) report on road safety recommends that whenever infrastructure is created or improved, highway authorities should "endeavour above all to create a safe environment for pedestrians," and that "this concern [should] underlie any land-use planning." This is the "putting pedestrians first rule," and it reflects a recognition that if, in highway works, people on foot are not considered first, they will end up being put last.

A more recent report (Mathieson et al., 2013) on the mobility and safety of older road users has, as one of the principal recommendations, the following:

Pedestrians – strong stakeholder views have been expressed about the inappropriate and inconsiderate use of footways and pedestrian areas by cyclists, parked vehicles and mobility scooters. There is a need for enforcement and encouragement for other users to consider the needs of older pedestrians who are fearful of being involved in an accident. Footways of appropriate width and adequately maintained for the older user must be considered in design and maintenance regimes.

In general, the fundamental requirements are to separate pedestrians from vehicle traffic and to limit vehicle speed. Separation can be in space, by providing separate areas for pedestrians and vehicles, or in time, by the use of traffic signals. The exception is that pedestrians and vehicles can share space in areas where traffic speeds are very low—see the paragraphs below on shared space in Section 6.7.

Infrastructure to improve pedestrian safety includes:

- **Adequate footway and footpath widths**
- **Kerb line build-outs to minimise the time taken to cross carriageways and slow traffic**
- **Preventing parked vehicles blocking footways through better enforcement or physical means**
- **Good pedestrian access to public transport**
- **More crossings which provide effective pedestrian priority**
- **Fully protected pedestrian phases at traffic signals**
- **Median pedestrian refuges**
- **20-mph speed limits**



Pavement parking



Bollards to prevent pavement parking

6.6 Giving pedestrians priority

Since Britain's first pedestrian town centre streets in Southend, Salisbury and Norwich in the 1960s, the provision of traffic-free or pedestrian priority areas in town centres has become widespread. Providing priority for pedestrians comes in various forms.

Pedestrianised streets

Pedestrianised streets are characterised by the exclusion of motor vehicles. This exclusion can be full time or service vehicles may be allowed to enter early in the morning and during late afternoons or evenings. Visitors' cars may be given access to evening activities, or to hotels. The road surface can be flush as in a fully pedestrian space, or an area for vehicles can be indicated by low kerbs, a change of surface or bollards. Whatever the surface and access arrangements, it is necessary to provide access routes for emergency vehicles.

Pedestrian precincts

Traffic-free shopping streets with or without linking arcades: open air, as in Leeds, or enclosed as in Eldon Square, Newcastle upon Tyne.

Pedestrian priority streets and areas

Pedestrian priority streets are those where only a few vehicles, such as buses, cycles or cars with blue badges, are allowed to enter, usually at low speeds. An early scheme in Oxford was monitored by TRRL, and

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Appendix AT005

Appendix AT005 – A Tilley Response to Interested Party Comments

Interested Party	Highway Concern	A Tilley Response
Mrs Angela Chung	Increase in traffic that is already a problem with the expansion of the airport and Wythenshawe hospital will have a detrimental affect of population health from increased levels of pollution.	<p>The Transport Assessment (CD-A22) submitted in support of the planning application assessed the operation of the highway network for a 2026 future year.</p> <p>The study area included; Wood Lane Site access junction; A5144 Thorley Lane Site access junction; and A5144 Thorley Lane / Wood Lane / Clay Lane roundabout.</p> <p>The Transport Assessment demonstrated that all of the junctions on the local highway network operate well during peak hours, in both the future year assessment scenarios, with and without the development in place.</p> <p>The A5144 Thorley Lane / Wood Lane / Clay Lane roundabout junction is predicted to experience increases in queue length and delay, but the impact is considered to be negligible, and mitigation was not considered to be necessary as part of the application proposals.</p> <p>Trafford Councils Highway Consultee Response, dated 25.10.21 confirms in Section 6 that;</p> <p><i>“It is further determined that the development itself would not constitute a severe traffic impact.”</i></p> <p>This statement is repeated in the Committee Report (CD-A41) at paragraph 100.</p>
Ms Ann Marie Pegler	The extra volume of traffic that would develop due to 116 extra houses would be detrimental to the infrastructure on the road as well as the safety of its residents and the school children walking on the road morning and afternoon.	<p>The Transport Assessment (CD-A22) submitted in support of the planning application considered highway safety at section 2.4. A review of reported accidents from TfGM was undertaken between 2016 and 2020 (the most recent 5 year data available at the time of preparing the report.</p>

Appendix AT005 – A Tilley Response to Interested Party Comments

		<p>Although all accidents are regrettable, following a review of the records in the vicinity of the site, there</p> <p>Was no significant concentration of vehicle collisions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.</p> <p>Furthermore, an independent Stage 1 Road Safety Audit was undertaken at both the Thorley Lane and Wood Lane access junctions (Appendix B of the submitted Transport Assessment). The Stage 1 RSA did not identify any road safety issues related to the proposed access design.</p> <p>There is no evidence to suggest that the proposed scheme would be detrimental to road safety and has not been raised as a concern by the Local Highway Authority.</p>
Mrs Gill Politis	the additional volume of cars from this development make it even more dangerous and noisy.	See response to Mrs Angela Chung.
	Safety with regard to roads and the roundabout linking Thorley /Clay Lane remains another issue.	See response to Ms Ann Marie Pegler.
	Increased traffic will increase accidents, with many of us at this end struggling not to get out onto the road (Thorley Lane).	See response to Ms Ann Marie Pegler.
Mrs Carly Rushton	Additional traffic from 116 dwellings will generate additional traffic on road around, including Wood Lane, Green Land and Thorley lane, which are already congested, especially around peak times of work travel and school times.	See response to Mrs Angela Chung.
	This additional traffic congestion adds to the risk to pedestrians, especially children and the	See response to Ms Ann Marie Pegler.

Appendix AT005 – A Tilley Response to Interested Party Comments

	elderly of whom there are many in this area with Cloverlea school, Altrincham College and a number of assisted living accommodation near by.	
	It should also be noted that the traffic survey submitted was carried out during covid lockdowns where traffic was not representative of the normal levels	<p>The traffic surveys were undertaken in June 2019.</p> <p>The first government lockdown was ordered in March 2020.</p> <p>Additional speed surveys were undertaken in December 2021. Whilst traffic volumes during this period may not have been representative, the speed of vehicles would have been unaffected. The vehicle speed data recorded is therefore considered appropriate and representative.</p>
Mr Steve Sadler	The proposed development would add to the already congested local road system adding to the risk of a serious accident involving school children.	See response to Mrs Angela Chung.
Mr Paul Shaw	<p>I feel a mini roundabout to aid the egress/ingress of the traffic from the proposed development is a must on the proposed access point on Thorley Lane.</p> <p>Currently when exiting the proposed site there is a requirement to turn left onto Thorley lane which will have formed part of the conditions for approval of its current use. Traffic turning right from the site would cause major issues both with the added congestion and also potentially creating an accident black spot with cars approaching at 40mph (the current speed limit for Thorley Lane) from both sides of the road.</p>	<p>The proposed site access junction on Thorley Lane has been considered in detail by the Local Highway Authority, which included the request for additional speed surveys to inform the junction design.</p> <p>The Additional Information Report (CD-A42) prepared to inform the Planning Committee states on page 6;</p> <p><i>“With regards the ghost island junction to serve the Thorley Lane access the LHA have considered the predicted daily trip movements which amount to less than 500 movements per day. Given that the site will be accessed from both Thorley Lane and Wood Lane and not solely dependent on one access to the site, and after further detailed consideration it has been concluded that a contribution toward a ghost island junction cannot be justified in these circumstances.”</i></p>

Appendix AT005 – A Tilley Response to Interested Party Comments

	A mini roundabout would go a long way in mitigating these potential issues.	The proposed priority controlled T-junction arrangement on Thorley has therefore been considered acceptable by the Local Highway Authority.
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