



## TRANSPORT STATEMENT

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PROPOSED FOOD STORE, THE WINDMILL PUB  
WERRINGTON, STAFFORDSHIRE

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PH LAND & DEVELOPMENTS

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MT/NWK/SP/1449/TS

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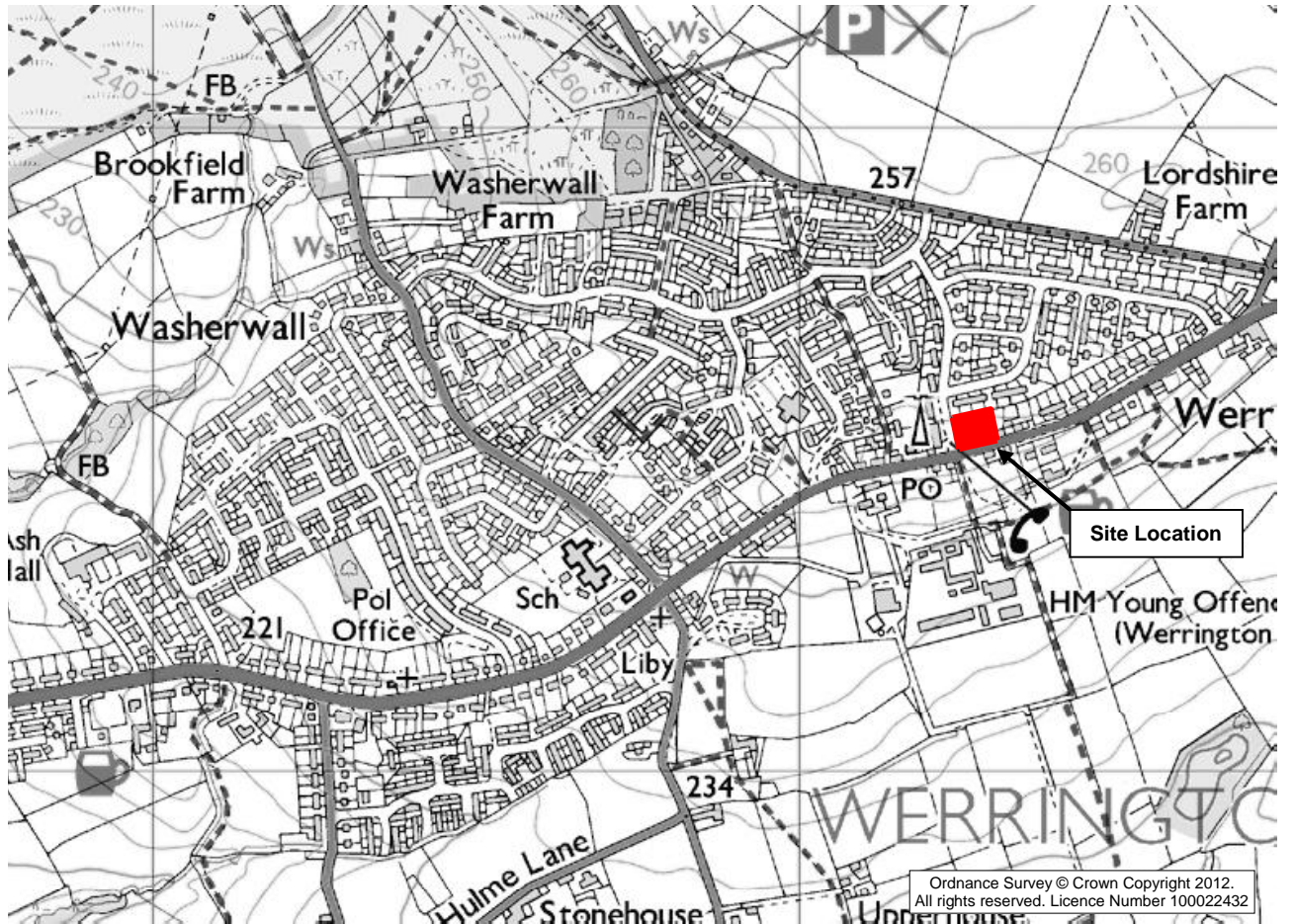
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## 1 INTRODUCTION

- 1.1 Morgan Tucker Ltd has been commissioned by PH Land & Developments to prepare a Transport Statement (TS) in support of a planning application for provision of a food store on the site of the Windmill Inn at Werrington, Staffordshire.
- 1.2 The site is located adjacent to the A52 Ash Bank Road on the eastern side of Werrington, as detailed on **Figure 1**.



**FIGURE 1: Site Location Plan**

- 1.3 This report has been prepared in accordance with national guidance set out within the 'Guidance on Transport Assessment' (GTA) document published by the Department for Transport in March 2007 which provides guidance on the format and required content of a TS.

- 1.4 The GTA details that for Land Use Class A1 (Food Retail) a development with a floor area of 250-800m<sup>2</sup> will require a TS. The floor area of the proposed food store will be 344m<sup>2</sup> and this is therefore the appropriate form of report to accompany the planning application. This methodology has been agreed with the local highway authority Staffordshire County Council (SCC) in discussions regarding the scheme.





## 2 PROPOSED DEVELOPMENT

### 2.1 Existing Public House

2.1.1 The development site is located on the eastern side of Werrington and currently contains the Windmill Inn public house. It is bounded to the south by the A52 Ash Bank Road, to the west by Johnstone Avenue, to the north by residential development (James Crescent) and to the east by further residential development.

2.1.2 The pub building is located in the south-west corner of the site, with the remainder of the area providing car parking for staff and customers (see **Figure 2** and **Photo 1**).



**FIGURE 2: Detailed Location Plan**



**PHOTO 1: The Windmill Inn (view looking west along A52)**

- 2.1.3 Vehicular access into the pub car park is provided via priority junctions onto the A52 Ash Bank Road (see **Photo 2**) and Johnstone Avenue (see **Photo 3**). There is also an access point directly adjacent to the front of the building, off Ash Bank Road, although this only allows a single vehicle to pull off the carriageway and park (see **Photo 4**).



**PHOTO 2: Car Park Access onto A52 Ash Bank Road (view looking east)**





**PHOTO 3: Car Park Access onto Johnstone Avenue (view looking south)**



**PHOTO 4: Access Point onto Ash Bank Road adjacent to Pub Building  
(view looking east)**



## 2.2 Proposed Food Store Development

- 2.2.1 The development proposal is to maintain the existing pub buildings, with the pub itself remaining open, and build a food store of 344m<sup>2</sup> floor area within the car park adjacent to the eastern site boundary. This is detailed on the site layout plan presented in **Appendix A**.
- 2.2.2 The car parking spaces provided on the re-developed site will be available for use by staff and visitors to both the pub and the food store, with no specific demarcation of bays for use by one or the other. Parking provision is discussed further in Section 3 of this report.
- 2.2.3 Vehicular access into the development site from both Ash Bank Road and Johnstone Avenue will be maintained, however the Ash Bank Road junction has been relocated approximately 12m westwards so as to provide satisfactory junction visibility.
- 2.2.4 The current access adjacent to the pub building (see **Photo 4**) will be removed, with full height kerbs and new footway construction provided across it.
- 2.2.5 Johnstone Avenue comprises a residential road and therefore geometrical design of the site access junction is subject to the requirements of Manual for Streets (MfS). Ash Bank Road comprises a primary route and therefore junction design is subject to the requirements of the Design Manual for Roads and Bridges (DMRB), specifically the design document *TD42/95 - Geometric Design of Major / Minor Priority Junctions*.
- 2.2.6 MfS details that for a design speed of 30mph, which is the speed limit on Johnstone Avenue, visibility at the junction will require a set back (x-distance) of 2.4m and visibility distances (y-distance) of 43m.
- 2.2.7 TD42/95 details that for a design speed of 40mph, which is the speed limit on Ash Bank Road, y-distances of 90m will be required and that the x-distance should desirably be 9m, but can be relaxed to 4.5m or 2.4m. SCC have detailed that an x-distance of 2.4m will be acceptable for this situation.

2.2.8 Drawing 1449/NWK/001, which is presented in **Appendix A**, shows that the proposed site access junctions into the re-developed site can satisfactorily achieve these visibility requirements.



### 3 CAR PARKING PROVISION

#### 3.1 Public House Survey

3.1.1 To ascertain existing car parking demand for the public house, vehicle surveys were undertaken as detailed below. The days and times were chosen so as to cover busiest customer periods within the pub. The pub opening hours are 12:00-23:00 hours, Monday to Sunday.

- *Date:* Friday 21<sup>st</sup> June 2013. *Time Period:* 18:00-23:00 hours
- *Date:* Saturday 22<sup>nd</sup> June 2013. *Time Period:* 18:00-23:00 hours
- *Date:* Sunday 23<sup>rd</sup> June 2013. *Time Period:* 12:00-16:00 hours

3.1.2 These surveys provided a count of the cars in the car park at fifteen minute intervals throughout each survey period. They also made a general note of use type and period of stay where it was considered appropriate.

3.1.3 The results of these surveys are attached in **Appendix B**, with a summary of the key data provided in the table below:

Survey Day	Number of Parked Cars		
	Minimum	Maximum	Average
Friday	25	35	29
Saturday	15	34	22
Sunday	10	35	21

**TABLE 1: Parking Survey Data for Windmill Inn**

3.1.4 Examination of the survey data highlights that the maximums on each survey day occurred during one fifteen minute time period only, with typically the number of cars parked falling notably below this level.

3.1.5 During each survey period it was noted that people frequently used the car park without actually visiting the pub. The majority of this use was by people visiting the Premier convenience store on Johnstone Avenue, although people were also noted visiting the adjacent dwellings. It was noted



that this parking occurred even though there was plenty of space for parking in the layby directly outside of the Premier store.

- 3.1.6 During a further site visit that was undertaken at midday on Wednesday 10<sup>th</sup> July 2013, this use of the car park by people visiting the Premier store was again noted. During a half hour period a total of seven people did this, despite there being parking space available directly outside the store.

### 3.2 Food Store Parking Surveys

- 3.2.1 To ascertain car parking demand for the food store, the operator has provided car parking count data for a number of their existing stores that are of comparable size to the proposed store. The location (with postcode) and size of these stores is as follows:

- Heaton Moor, Stockport (SK4): 323m<sup>2</sup> floor area
- Radcliffe (M26): 372m<sup>2</sup> floor area
- Wigan (WN3): 327m<sup>2</sup> floor area

- 3.2.2 The counts were undertaken on a Friday and Saturday between 07:00 and 22:00 hours, with car parking accumulation, in / out vehicle movements, and duration of stay recorded. The full count data for each site is presented in **Appendix C**, with a summary of the key average data provided in the table below:

Survey Day	Number of Parked Cars		Average Duration of Stay in Car Park
	Minimum	Maximum	
Friday	4	13	12 minutes
Saturday	3	10	11 minutes

**TABLE 2: Parking Survey Data for Food Stores**

- 3.2.3 The diagrams in **Appendix D** detail the relative 1km and 2km catchment areas surrounding both the proposed food store site and each of the three existing sites. These diagrams highlight that the existing stores have a notably greater built up area residential surrounding them than the proposed store, and therefore could be expected to have a much greater potential catchment for



customers. As such the customer demand and associated car parking demand for these existing sites is considered to provide a worst case scenario when applying it to the proposed site.

### 3.3 Proposed Parking Provision

3.3.1 The car park survey data for both the Windmill Inn and the food store have been combined to provide a cumulative parking demand for the proposed site as a whole.

3.3.2 This has been undertaken for Friday and Saturday between the hours of 18:00 and 22:00, with parking demand presented for fifteen minute intervals. The calculations are presented in **Appendix E** with summary of the worst case demand identified in the table below:

Survey Day	Time Period	Number of Parked Cars		
		Windmill Inn	Food Store	Total
Friday	19:15 - 19:30	35	9	44
Saturday	18:00 - 18:15	24	9	33

**TABLE 3: Maximum Parking Demand for Windmill Inn and Food Store**

3.3.3 It is proposed to provide 49 spaces on the re-developed site for use by customers and staff of both the Windmill Inn and the food store. As detailed in the table above, this will be sufficient to accommodate both of these site uses.

## 4 BASELINE TRANSPORT DATA

### 4.1 Highway Network

4.1.1 The development site is bounded to the west by Johnstone Avenue and to the south by the A52 Ash Bank Road, with vehicular access to / from both the existing and proposed site uses being provided directly onto both of these roads.

4.1.2 Johnstone Avenue comprises a single carriageway residential road with footways and street lighting that is subject to a 30mph speed limit (see **Photo 5**). To the north of the site Johnstone Avenue provides access into the adjacent residential areas, while at the south-east corner of the site it forms a priority junction with Ash Bank Road (see **Photo 6**).



**PHOTO 5: View Looking North along Johnstone Avenue  
(adjacent to James Crescent)**



**PHOTO 6: Ash Bank Road / Johnstone Avenue Priority Junction**

- 4.1.3 Ash Bank Road is designated a primary route, and adjacent to the site comprises a single carriageway road with footways and street lighting that is subject to a 40mph speed limit (see **Photo 7**).

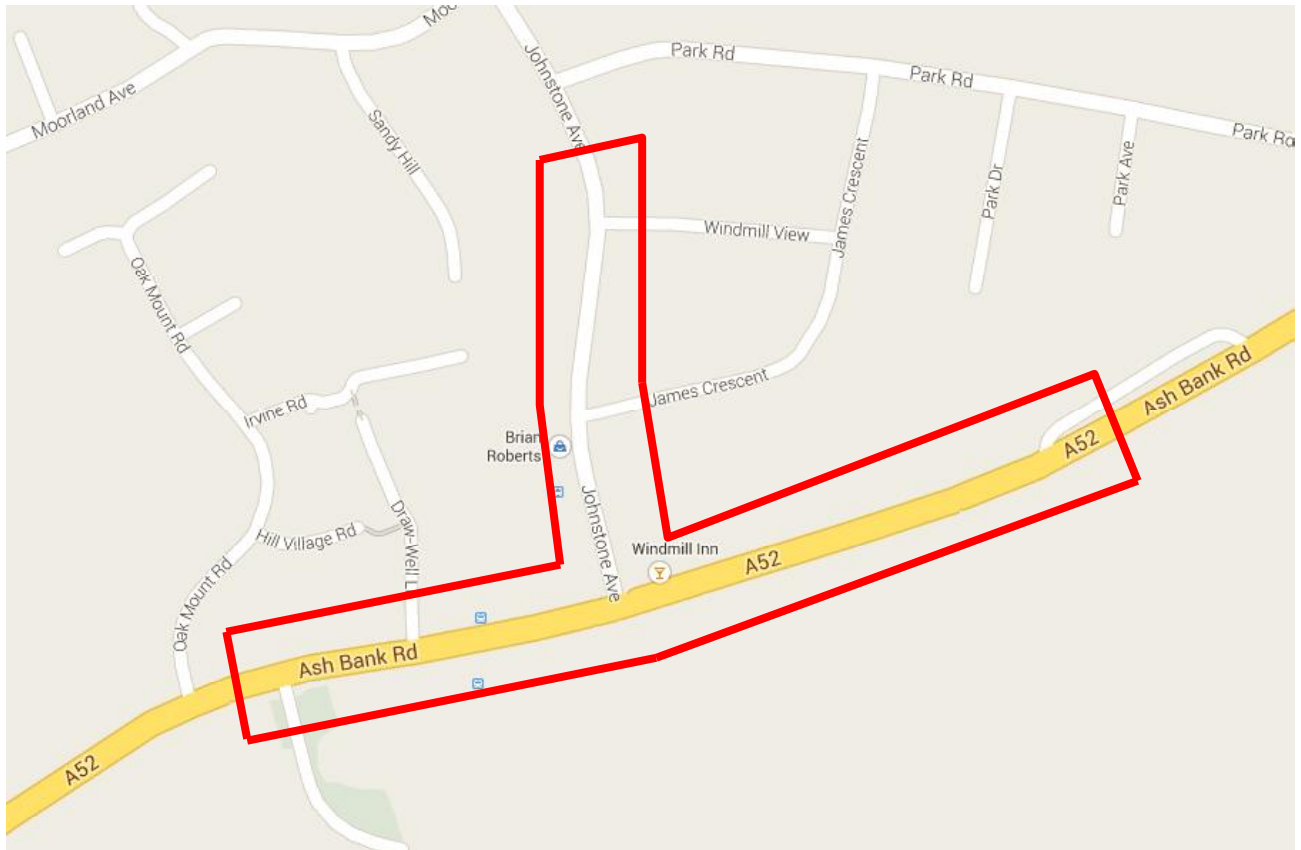


**PHOTO 7: View Looking East along Ash Bank Road**

- 4.1.4 To the west of the site the A52 provides access to Stoke-on-Trent (approximately 8km travelling distance), while to the east it provides access to Derby (50km travelling distance)

## 4.2 Personal Injury Collision Statistics

- 4.2.1 In order to confirm the safety record on the highway network within the vicinity of the site personal injury collision statistics have been obtained from Staffordshire County Council (SCC) for the latest available five year period. The study area was as illustrated in **Figure 3**.



**FIGURE 3: Collision Data Search Area**  
(Source: Google Maps)

- 4.2.2 The detailed collision report provided by SCC is contained in **Appendix F**, whilst the key parameters are summarised below in **Tables 4 and 5**:



Severity	Number of Collisions	Collisions with pedestrian injuries	Collisions with cyclist injuries
Slight	4	0	0
Serious	0	0	0
Fatal	0	0	0

**TABLE 4: Collision Summary**

Ref. No.	Collision Location	Collision Details
09000525	A52 Ash Bank Road	Car travelling south-west along the A52 collided with a bus travelling in the opposite direction.
090006364	A52 Ash Bank Road	Car turning out of a private driveway onto the A52 collided with a car on the main carriageway that was on the wrong side of the road as it overtook a parked vehicle.
10000447	A52 Ash Bank Road	Car travelling along the A52 lost control (no other vehicles involved).
13001178	A52 Ash Bank Road	Motorcycle travelling westbound overtook vehicles that were turning and / or waiting to turn into Post Office car park and collided with them.

**TABLE 5: Collision Locations and Details Summary**

- 4.2.3 Analysis of the above accident data shows that there is no significant clustering of accidents in any one location and that there is no indication of any underlying safety issues within the area surrounding the development site.

## 5 SITE ACCESSIBILITY

### 5.1 Pedestrians

- 5.1.1 The pedestrian entrances into The Windmill pub are on the building frontage on Ash Bank Road, with access into the building therefore being gained directly from the footways along this road (see **Photo 8**).



**PHOTO 8: Footway along Ash Bank Road adjacent to Windmill Inn**

- 5.1.2 The entrance into the food store will be in the south west corner of the building, adjacent to a footway that will run along the western side of the building and connect into the footway on Ash Bank Road.
- 5.1.3 Directly adjacent to the site there is a footway along the northern side of Ash Bank Road (see **Photos 4 and 8**), while beyond this and throughout Werrington there are footways to both sides of the road (see **Photos 6 and 7**). Throughout Werrington the A52 contains street lighting and is subject to a 40mph speed limit.

- 5.1.4 There are footways provided to both sides of Johnstone Avenue (see **Photos 3 and 5**), with this provision continuing throughout the adjacent residential areas. All the surrounding residential roads contain street lighting and are subject to 30mph speed limits.

## 5.2 Cycling

- 5.2.1 Cycle stands will be provided adjacent to the food store entrance and the Ash Bank Road site access junction, as detailed on the site layout plan.
- 5.2.2 While there are no designated cycle routes within Werrington, Johnstone Avenue feeds into the surrounding residential road network which should provide a relatively low trafficked and low speed vehicular environment to accommodate cyclists.

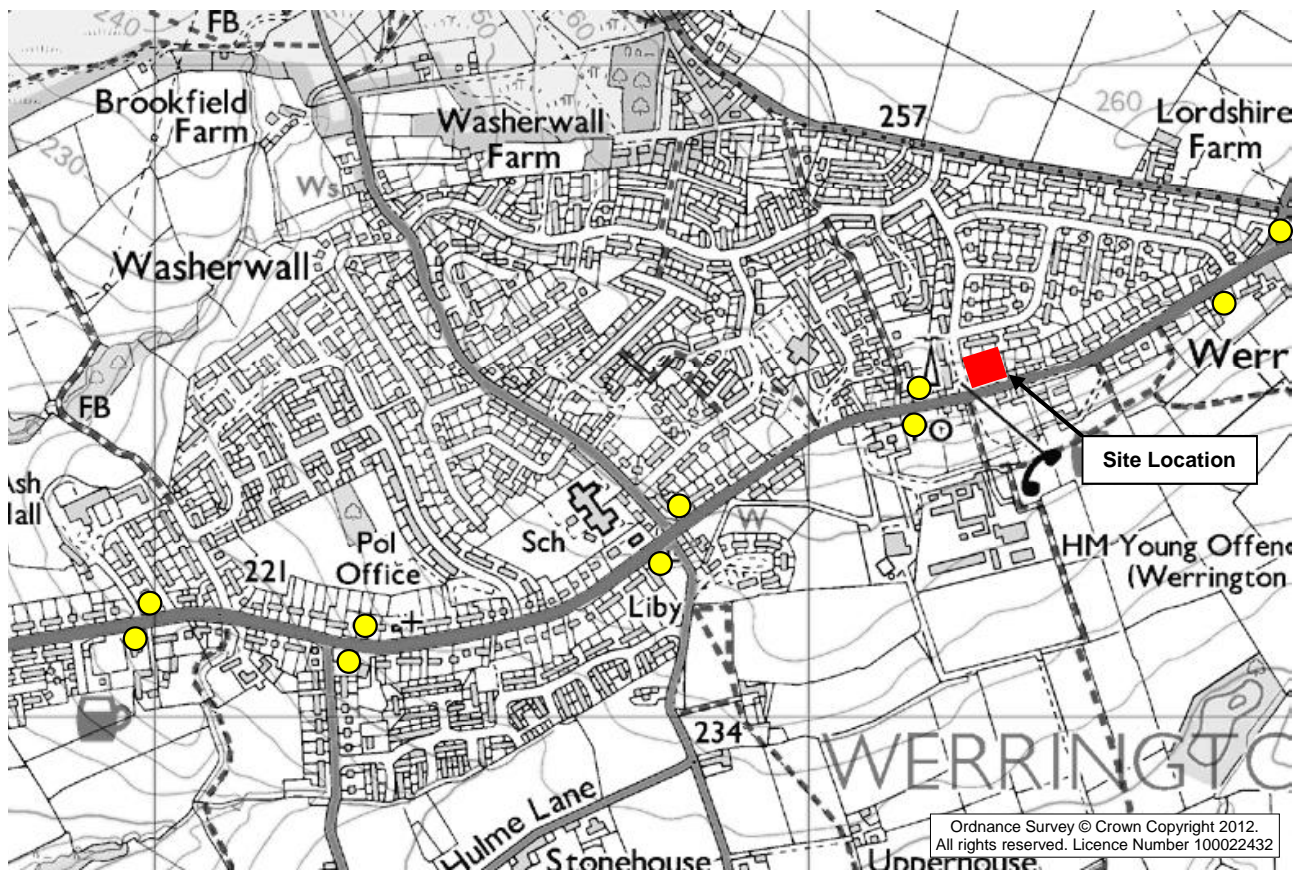
## 5.3 Public Transport

- 5.3.1 The following bus services are routed through Werrington, adjacent to the site along Ash Bank Road:
- Service 16: Stoke-on-Trent to Leek
  - Service 31: Stoke-on-Trent to Werrington
  - Service 32: Stoke-on-Trent to Uttoxeter
- 5.3.2 The closest bus stops to the site are located on some 150m to the west on Ash Bank Road, adjacent to the Post Office (see **Photo 9** and **Figure 4**).
- 5.3.3 The operating times for each of these services are summarised in **Tables 6, 7 and 8**.
- 5.3.4 While these bus services do not penetrate directly into the residential areas of Werrington, they do stop at a number of locations along Ash Bank Road (see **Figure 4**) such that they could provide a reasonable opportunity for accessing the food store from the local area.





**PHOTO 9: Bus Stops on Ash Bank Road**



**FIGURE 4: Bus Stops in Werrington**



Service	Route	First Bus	Last Bus	Peak Frequency
16	To Stoke-on-Trent	06:46	22:55	1 hour
	To Leek	06:43	23:19	1 hour
31	To Stoke-on-Trent	07:38	17:40	15-20 minutes
32	To Stoke-on-Trent	06:05	20:41	30 minutes
	To Uttoxeter	06:58	00:00	30 minutes

Note: Times are those for arrival at the closest bus stops adjacent to the Post Office

**Table 6: Weekday (Mon-Fri) Bus Service Operating Times**

Service	Route	First Bus	Last Bus	Peak Frequency
16	To Stoke-on-Trent	08:41	22:55	1 hour
	To Leek	08:13	23:21	1 hour
31	To Stoke-on-Trent	08:10	17:20	1 hour
32	To Stoke-on-Trent	07:04	21:41	30 minutes
	To Uttoxeter	06:57	00:00	30 minutes

Note: Times are those for arrival at the closest bus stops adjacent to the Post Office

**Table 7: Saturday Bus Service Operating Times**

Service	Route	First Bus	Last Bus	Peak Frequency
16	To Stoke-on-Trent	08:26	22:55	2 hours
	To Leek	08:51	23:26	2 hours
32	To Stoke-on-Trent	11:14	19:39	2 hours
	To Uttoxeter	12:39	20:25	2 hours

Note: Times are those for arrival at the closest bus stops adjacent to the Post Office

**Table 8: Sunday Bus Service Operating Times**



## 5.4 Windmill Inn Deliveries

- 5.4.1 Deliveries of food and drink to the pub take place at various times throughout the week, and are undertaken using fixed bed trucks. They are generally between 7am and 12pm, with normal delivery days being Monday, Wednesday, Thursday and Friday.
- 5.4.2 Beer deliveries take place at the front of the building, where the access to the cellar is located, and this will continue post development of the food store.
- 5.4.3 Food deliveries take place at the rear of the building, which is where the kitchen is located. Again this process would be maintained post development of the food store.

## 5.5 Food Store Deliveries

- 5.5.1 The store operator has indicated that delivery vehicles will be approaching from along the A52 and will therefore access the site from this junction. Deliveries into the store itself will be through the front door, so the delivery vehicle will park alongside the building in the car park. The vehicle will then drive through the car park and exit onto Johnstone Avenue.
- 5.5.2 These vehicle movements to and from the site have been assessed using AutoTrack, as shown on the attached drawing 1449/NWK/003. This shows that a 12m delivery vehicle can access and leave the site within the extents of the public highway and in a forward gear.
- 5.5.3 The store operator has provided the following details of the regular deliveries that will occur:
- One daily delivery of general goods
  - One daily delivery of milk
  - One daily delivery of bread
  - 3 deliveries per week of frozen food

## 6 TRAFFIC FORECASTS

### 6.1 Traffic Generation

6.1.1 Estimation of traffic generation for the food store has been undertaken using the car park count data provided by the store operator.

6.1.2 The calculations are presented in **Appendix G** with a summary of the traffic generation during the highway peak times detailed in **Table 9**:

Day	Time Period	Inbound	Outbound	Total
Friday	AM Peak Hour (08:00-09:00)	33	32	65
	PM Peak Hour (17:00-18:00)	60	60	120
Saturday	AM Peak Hour (08:00-09:00)	36	37	73
	PM Peak Hour (17:00-18:00)	57	57	114

**TABLE 9: Traffic Generation from Food Store**

### 6.2 Trip Purpose

6.2.1 It should be noted that while the data presented in **Table 9** is the additional traffic that will access the development site, it is not necessarily a direct indication of the additional traffic using the adjacent highway network.

6.2.2 It is widely accepted that a new food store will generate minimal new traffic, with most of the traffic already being on the network. This is because people will already be purchasing food from elsewhere and will simply transfer to the new store due to factors such as cost and store location.

6.2.3 These transferred trips can then be considered as either primary or non-primary. Primary is defined as a food shopping trip to another store that would now transfer to this store, while non-primary is a trip undertaken for another reason (work, leisure) that would call in to the new store because of its proximity to the trip route.

- 6.2.4 Non-primary trips can then be further considered as pass-by or diverted. Pass-by would be those trips that already directly pass the site (in this case travelling along Ash Bank Road) and call in, while diverted trips are those that would be passing in relative close proximity to the site and divert to it.
- 6.2.5 As such, the vehicle numbers presented in **Table 9** are a worst case indication of the additional traffic that will be generated onto the surrounding highway network.



## 7 SUMMARY & CONCLUSIONS

- 7.1 Morgan Tucker has been commissioned to prepare a Transport Statement in support of a planning application for provision of a food store on the site of the Windmill Inn at Werrington.
- 7.2 The site is located adjacent to the A52 Ash Bank Road on the eastern side of Werrington. It is proposed to maintain the public house and build a food store within the existing car park.
- 7.3 Vehicular access into the pub car park is provided via priority junctions onto the A52 Ash Bank Road and Johnstone Avenue. This arrangement will be maintained post development, with the Ash Bank Road junction relocated westwards to improve junction visibility.
- 7.4 Car parking demand for the public house has been ascertained by undertaking a car park survey at the existing site during peak operating times. Demand for parking spaces at the food store has been based on survey data provided by the operator at a number of their existing stores. This data has been combined to provide a car parking demand for both site uses, and this highlights that the proposed 49 car parking spaces will be satisfactory to serve the site.
- 7.5 A review of the recent safety record on the highway network in the vicinity of the site has been undertaken and this details that in the last five years there have been four accidents recorded, all of which resulted in only slight injuries. None of these accidents included pedestrian or cyclist injuries and analysis of the data indicates that there are no underlying road safety issues in the area.
- 7.6 Analysis of the pedestrian / cycle infrastructure and bus services in the vicinity of the site confirms that there are good opportunities for use of these modes of transport for travel to the food store.
- 7.7 The food store operator has indicated that delivery vehicles will approach from along the A52, such that they will access the site via the A52 junction and then exit onto Johnstone Avenue. This manoeuvre has been analysed using AutoTrack, which shows that a 16.5m articulated vehicle can satisfactorily enter and exit the site in a forward gear.

- 7.8 Traffic generation for the food store has been calculated and this indicates that there could be 65 two way vehicle movements in the morning peak hour and 120 movements in the evening peak hour. It should be noted that these figures are additional traffic entering and exiting the site, and when consideration is given to the potential for transferred trips the actual additional traffic on the adjacent highway network is likely to be significantly less.
- 7.9 *It is concluded that the proposed food store development is well located to provide good accessibility from the local residential areas and that it will not adversely impact on existing traffic and transport network.*