

## TECHNICAL NOTE

PROJECT: Canalside Development, Ellesmere

REPORT: 2314/TN/01 – Response to Active Travel England

DATE: November 2023

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1. This report has been prepared by Highgate Transportation (HTp) to respond to comments made by Active Travel England (ATE), dated 18<sup>th</sup> October 2023, on planning application reference 23/02170/FUL.
  2. The submitted comments follow previous comments by ATE dated 26<sup>th</sup> June 2023, which were considered in the production of the associated Transport Assessment also prepared by HTp (reference: HTp/2314/TA/01).
  3. The application proposals are for the formation of a link road with footway and cycleway provision between the Ellesmere Business Park Roundabout and Canal Way.
  4. ATE's comments are provided in full as **Appendix 1**, and summarised as follows:
    - i. The provision of a shared use footway/cycleway along the link road must be fully justified
    - ii. A summary of trips for all modes should be provided to substantiate appropriate cycle infrastructure
    - iii. Enhancements to the Framework Travel Plan (ref. HTp/2314/FTP/01) are required
    - iv. More precise information of active travel provision internal to the site is requested
  5. These comments are addressed in turn.

### Shared Use Footway/Cycleway

6. A 3.0 metre wide shared use footway/cycleway is proposed.
7. This meets the minimum width recommended by LTN 1/20 Cycle Infrastructure Design in Table 6-3 for up to 300 cycles per hour. This is acknowledged by ATE in Section 2.0 of their comments.
8. ATE also note that the level of vehicular trip generation set out in the Transport Assessment justifies the provision of cycle infrastructure segregated from general traffic as per LTN 1/20 Table 4-1, which is proposed.
9. It is unlikely that usage of the cycleway will approach the threshold of 300 cycles per hour above which a wider shared use footway/cycleway would be considered appropriate according to Table 6-3 of LTN 1/20.

10. Furthermore, not all cycle trips associated with the site are likely to use the full length of the cycleway, and some may not use the cycleway at all, either being more experienced cyclists preferring to use the carriageway or leisure cyclists preferring the upgraded canal towpath.
11. It is therefore clear that a 3.0 metre wide shared used footway/cycleway is appropriate for this development.
12. The link road is intended to achieve a significant place function, with a 20mph speed limit, active frontages, crossing points, and placemaking features (to be set out in forthcoming applications for the various parcels of land off the spine road), with low vehicle speeds encouraged as a result.
13. It is also noted that the majority of vehicle trips set out in Table 6.3 of the Transport Assessment will be localised to the western end of the link road, being associated with the proposed foodstore, employment, petrol filling station, café/bakery, and drive-through coffee shop uses, which are located at the western end of the site and forecast to be accessed almost exclusively from the Ellesmere Business Park Roundabout.
14. The level of motor traffic along the majority of the link road is therefore likely to be much lower than may be suggested by the total vehicle trips set out in Table 6.3 of the Transport Assessment.
15. It is therefore considered that, between the cycle facilities segregated from motor traffic and the attractive on-carriageway conditions for cyclists, all cycle users will be catered for.

### Summary of Cycle Trips

16. ATE have requested a summary of trip rates for all modes to substantiate appropriate cycle facilities.
17. Given a lack of multi-modal TRICS data for some of the proposed land uses, data has not been obtained for all modes and land uses. However, cycle trip rates have been obtained for most land uses as part of the vehicular TRICS data, which, in addition to the vehicular trip rates provided in the Transport Assessment, is sufficient to justify cycle infrastructure provision.
18. Two-way cycle trip rates for AM and PM weekday and Saturday peak hours are provided in **Table 1** below. These trip rates have been obtained from TRICS using the same parameters as set out in the Transport Assessment (paragraph 6.3, Table 6.1), excluding weekday trip rates for the café use which have been obtained from HTp's survey as also set out in the Transport Assessment (paragraph 6.10), where no cycles were observed. Other land uses for which trip rates were not available or recorded as zero have been omitted.

**Table 1 – Cycle trip rates**

Land Use	Trip Rate Units	Trip Rate		
		AM 0800-0900	PM 1700-1800	Saturday 1600-1700
Residential	Per Dwelling	0.009	0.019	0.000
Hotel	Per Room	0.007	0.004	0.010
Foodstore	Per 100sqm GFA	0.059	0.128	0.124
B2	Per 100sqm GFA	0.008	0.020	0.000
B8	Per 100sqm GFA	0.002	0.000	0.000
Café	Per 100sqm GFA	0.476	0.000	0.000
Care Home	Per Resident	0.017	0.000	0.000

19. Trip generation/attraction for each of the proposed land uses for cycle trips is set out in **Table 2** below. No discounting has been applied to these cycle trip generation figures.

**Table 2 – Cycle trip generation / attraction**

Land Use	Quantum	Trip Generation / Attraction		
		AM 0800-0900	PM 1700-1800	Saturday 1600-1700
Residential	350 Dwellings	3	7	0
Hotel	80 Rooms	1	0	1
Foodstore	1931sqm GFA	1	2	2
B2	500sqm GFA	0	1	0
B8	500sqm GFA	0	0	0
Café	210sqm GFA	1	0	0
Care Home	100 residents	2	0	0
<b>Total</b>		<b>8</b>	<b>10</b>	<b>3</b>

20. It can therefore be seen that during the busiest peak hour, ten cycle trips are expected to arise as a result of the proposed development.
21. Whilst it is considered that cycle trips are likely to be higher in practice, given the mixed-use nature of development and measures to encourage trips to be made by cycle, including the provision of a cycleway, they are unlikely to exceed the LTN 1/20 threshold. There are forecast to be up to around 119 additional cycle trips during the busiest (PM) peak hour if 60% of vehicular trips associated with the residential use were to instead to be made by cycle.

#### Framework Travel Plan

22. An updated Framework Travel Plan taking into account the comments made by ATE has been provided as a standalone document (reference: HTP/2314/FTP/01/A).

**Additional Active Travel Provision Information**

23. It is noted that detailed drawings of interfaces with the wider area for pedestrian and cyclists was previously requested.
24. A further detailed overview drawing HTP/2314/06 of the Strategic Linkages is provided in **Appendix 2** for reference.
25. Pedestrian crossings will be provided as part of the various phases coming forward to ensure that the spine road facilities fully integrate with all phases of development and their access roads. Clearly the main crossing points will be for facilitating access along the PRow route through the site (north-south) and ensuring that cyclists and pedestrians can cross the spine road at either end of the site, as shown on the Shepherd Gilmore detailed design drawings for the s278 application.
26. ATE suggested in their June 2023 comments that consideration should be given to placemaking features, including benches and wayfinding. This is agreed but is considered to be appropriate for inclusion in future applications for the various land parcels served by the spine road.

## Appendix 1

Active Travel England Comments (18<sup>th</sup> October 2023)



Active  
Travel  
England

Active Travel England  
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Station Rise  
York  
YO1 6GA  
Tel: 0300 330 3000

Your Ref: 23/02170/FUL  
Our Ref: ATE/23/00039/FULL  
Date: 18 October 2023

## Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Tabitha Lythe, Shropshire Council

**Application Ref:** 23/02170/FUL

**Site Address:** Land between A495 Business Park Roundabout and Canal Way, Ellesmere, Shropshire

**Description of development:** Formation of Link Road with Footway and Cycleway Provision between the Ellesmere Business Park Roundabout on the A495 and Canal Way, including Associated Modification to the Ellesmere Business Park Roundabout, Recontouring and Earthworks Throughout the Site and Formation of Flood Compensation Areas

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

## **1.0 Background**

Active Travel England (ATE) welcomes the opportunity to provide a second response regarding revisions to the full application for the Formation of Link Road with Footway and Cycleway Provision (2m footway and 3m shared footway/cycle path) between the Ellesmere Business Park Roundabout on the A495 and Canal Way. These revisions have been considered alongside ATE's initial response to the proposed development on the 26<sup>th</sup> of June 2023.

## **2.0 Summary**

It is noted following ATE's initial assessment that the applicant has submitted detailed designs and drawings (predominantly in Appendices 1-9 of the TA) which indicate the access points to the site, along with the links with Public Rights of Way (PRoW) and junction treatments. Also included are details outlining the development's interface with the Shropshire Union Canal (Appendix 9).

ATE welcomes that the applicant has considered anticipated trip generation for the proposed development as per Section 6 of the submitted Transport Assessment (dated: July 2023) and sets out anticipated trip rates for the site not only for peak times but throughout the day. These rates (Table 6.5, TA, p.33) indicate that the installation of a shared use facility as being appropriate for the spine road in accordance with Table 4.1 and 6.3 of LTN 1-20.

Although the applicant has clearly considered many of the deficiencies originally raised within ATE's initial response, there is still more information/clarification required for ATE to endorse this application. This is predominantly in consideration of the residents of 300 dwellings and the various uses of the site, along with likely future development in adjoining sites. With the application at outline stage there is an opportunity for this development to ensure it has the active travel provision 'futureproofed.'

### Outstanding Matters

With respect to the above, it is advised that the applicant provides the following additional information:

- Provide designs of a segregated cycle and footway to ensure long-term walking, wheeling and cycle provision or clearly justify the installation of a shared provision. This is also in line with the applicant's assumption that 60% of residents of the proposed development working in the Ellesmere area will walk, cycle, or take public transport to work, and/or work at one of the proposed employment sites. (TA, p.36).
- Produce anticipated trip rates for all modes, to further substantiate appropriate cycle way facilities

- In extension to the above rates, set ambitious and clear mode share targets that are in alignment with ATE's objective that 50% of all short, urban trips are walked, wheeled, and cycled by the year 2030. Furthermore, the Framework Travel Plan will need to be enhanced to demonstrate how the mode share targets will be achieved, including the actions taken if these targets are not met following a suitable process for monitoring, analysis, and evaluation.
- Provide more precise information of active travel provision internal to site as highlighted in the initial response (this is in addition to the masterplan supplied in Appendix 6).

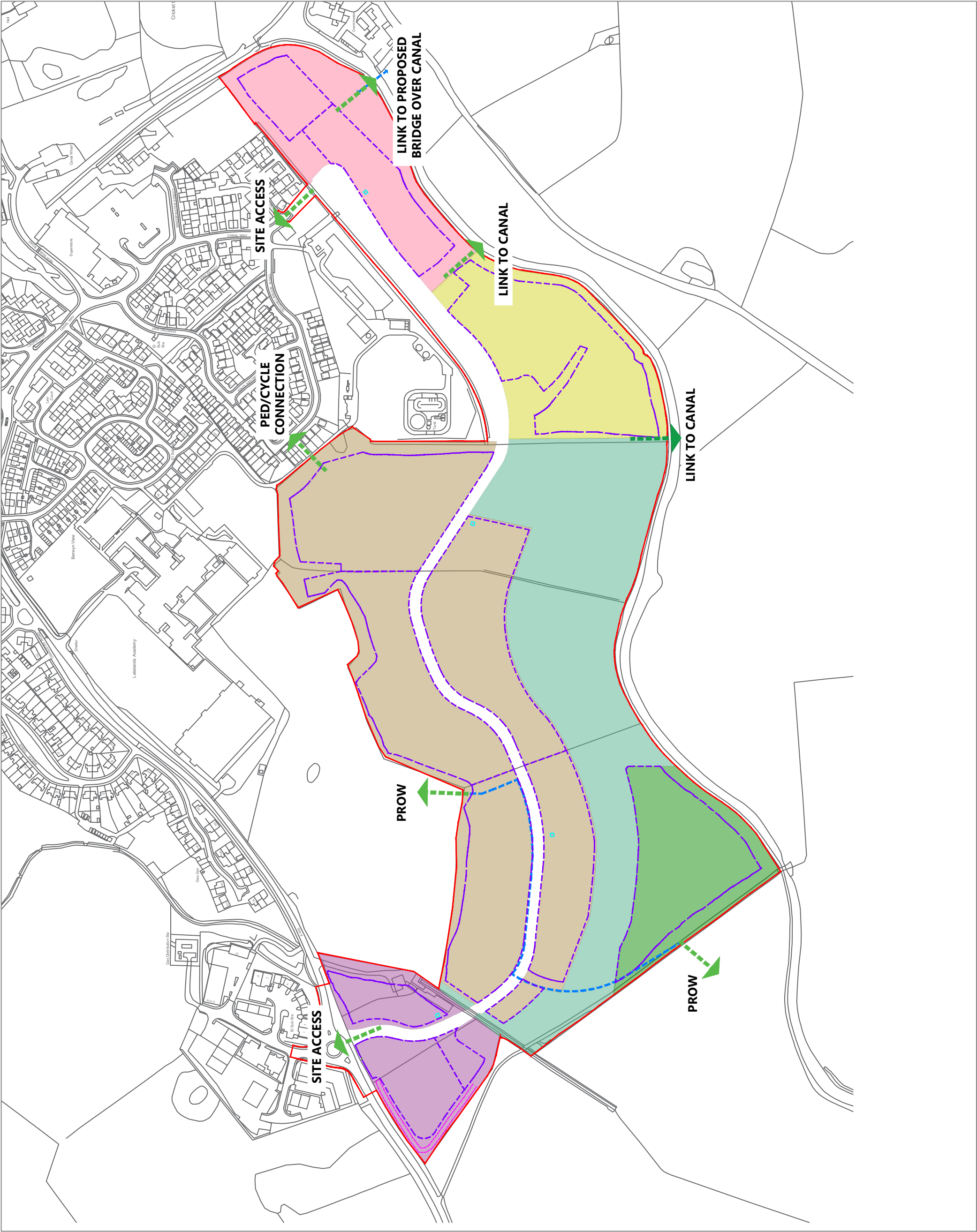
### **3.0 Next Steps**

ATE is happy for this letter to be forwarded to the agent/applicant and welcomes the opportunity to review further submitted information to work collaboratively to help address the above identified issues and deficiencies.



## Appendix 2

### Strategic Linkage Plan



NOTES:  
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KEY:

Pedestrian and Cycle Linkages to Wider Area

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:	CANALSIDE ELLSEMERE				
CLIENT:	FORMAL INVESTMENTS				
PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):	NTS		
2314	06	NTS			
SHEET NUMBER:	SHEET NUMBER 1 OF 1				
Highgate <i>Transportation</i> <a href="http://www.highgatetransportation.co.uk">www.highgatetransportation.co.uk</a> First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited					
TITLE:	STRATEGIC LINKAGES PLAN				
DATE:	DRAWN BY:	CHECKED:	DB		
06.11.2023	FB				