



Report No. J1215/TS rev A revise layout
June 2021

**PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF BROWNHILLS CLOSE, TOTTINGTON**

UPDATED TRANSPORT STATEMENT

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LAND OFF BROWNHILLS CLOSE, TOTTINGTON

CONTROLLED DOCUMENT

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TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

LAND OFF BROWNHILLS CLOSE, TOTTINGTON

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1. INTRODUCTION

DTPC has been appointed by Barnaby Properties Ltd and Dial-a-Skip UK Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential development at land off Brown Hills Close, Tottington.

The application relates to a site located in the urban area, previously partially used for public open space used with access which will be developed for residential uses.

In order to advise the application, this report provides information on the traffic and transport planning aspects of the proposals, to assist in the determination of the future planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

11. Plans and decisions should apply a presumption in favour of sustainable development

56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

9 Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

107. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance

The National Planning Practice Guidance (NPPG) is a live policy that combines planning guidance on various topics into one place. The NPPG defines Travel Plans as “long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.”

Transport Assessments, together with Travel Plans, are used to assess and mitigate the negative transport impacts of the proposed development; and hence, to promote sustainable development.

The guidance also states that the Transport Assessment should be:

- “proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TSs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”

Local Transport Plan

In order to promote a fully integrated transport strategy, the 10 Greater Manchester local authorities have worked together to create the Greater Manchester Local Transport Plan 3 (GMLTP3) covering the period 2011-2016. Its key objectives are:

To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business.

To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change.

To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised.

To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities.

To maximise value for money in the provision and maintenance of transport infrastructure and services.

GMLTP3 promotes a number of measures to achieve these objectives, including improving public transport, implementing travel plan measures to tackle congestion and encouraging cycling and walking for short journeys.

In terms of transport, the Core Strategy sets out objectives which are:

To improve public transport in all its forms.

To give priority in future highway investment to maintaining and improving the existing network and opening up suitable areas for economic development.

To make significant improvements for pedestrians and cyclists.

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

The overriding theme of national policy is that developments must be accessible and safe.

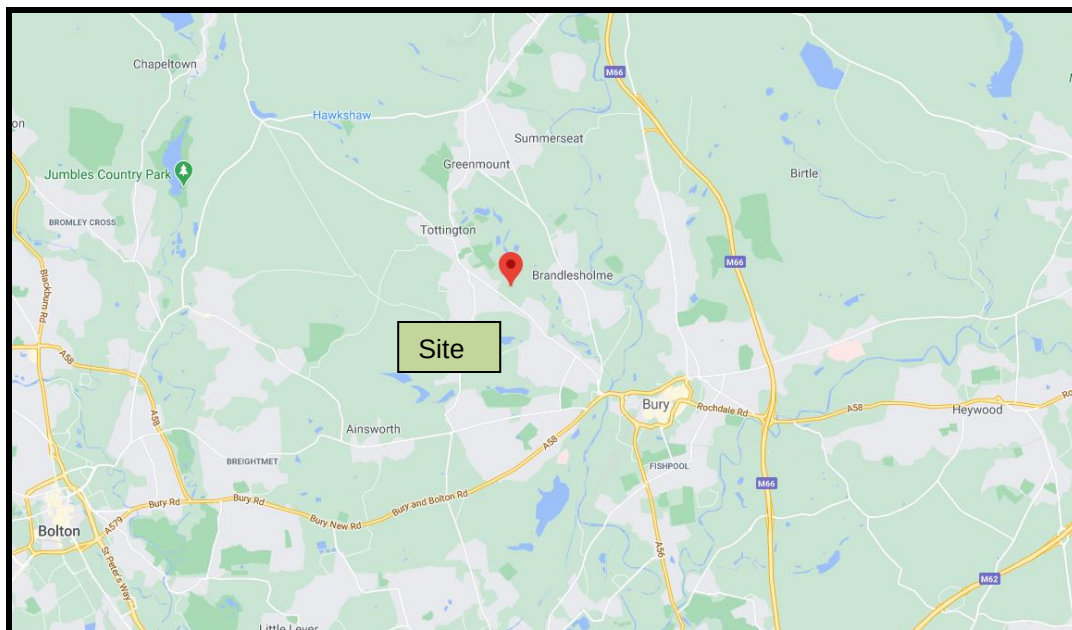
Local policy supports the thrust of the national policies the sites location is considered compliant with these policies.

The proposed development will incorporate uses good design, has an accessible location and little impact on the local network.

3. SITE DESCRIPTION

Site location context

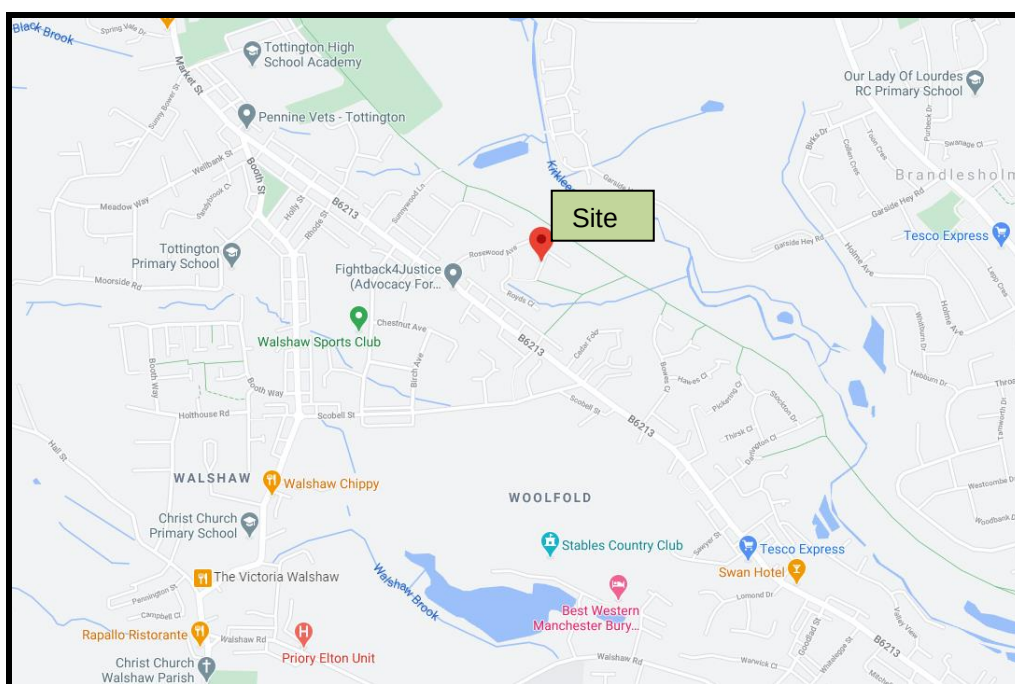
The development site is located in the Bury area north of the B6213 corridor. Access to the primary network is good, with the route connecting to the A58 west of the centre some 2km SE.



Site location plan in relation to neighbouring settlements

The site will be accessed from Bury Road via tow routes, Rosewood Ave/Brownhills Close and via an unmade track between 329/333 Bury Road. The area is largely residential in nature.

The location of the site in the local setting is shown below.





Site in the historic street location



Local Highway Provision

Bury Road is subject to a 30mph speed limit, is street lit and has footways on both sides. Rosewood Avenue is subject a 20mph speed limit, is street lit, has footways on both sides and is traffic calmed with speed humps. The junction between Bury Road and Rosewood Avenue is controlled by a mini

roundabout. Brownhill Close is subject to a 20mph speed limit and is street lit but has no footways. It is approximately 6m wide and is block paved.

A photographic record of the local access and setting is provided below for future reference



Left and right at Bury Road junction



Rosewood Avenue to and away from Bury Road



Brownhills Close junction view left and right



Brownhills to and away from junction



Brownhills away and to the turning head



Turning head west to linking footpath and east to site area/POS



View of site area showing the informal footpath



Path to edge of first site area and drop off to ravine showing change in levels

Bury Road access point



Bury Road access from west and east sides



Access route left and right



View to Bury Road and away to access track/path



View showing the west and east rear passageways/tracks



View along track towards site/PROW



Path to site and away to Bury Road between the fence lines



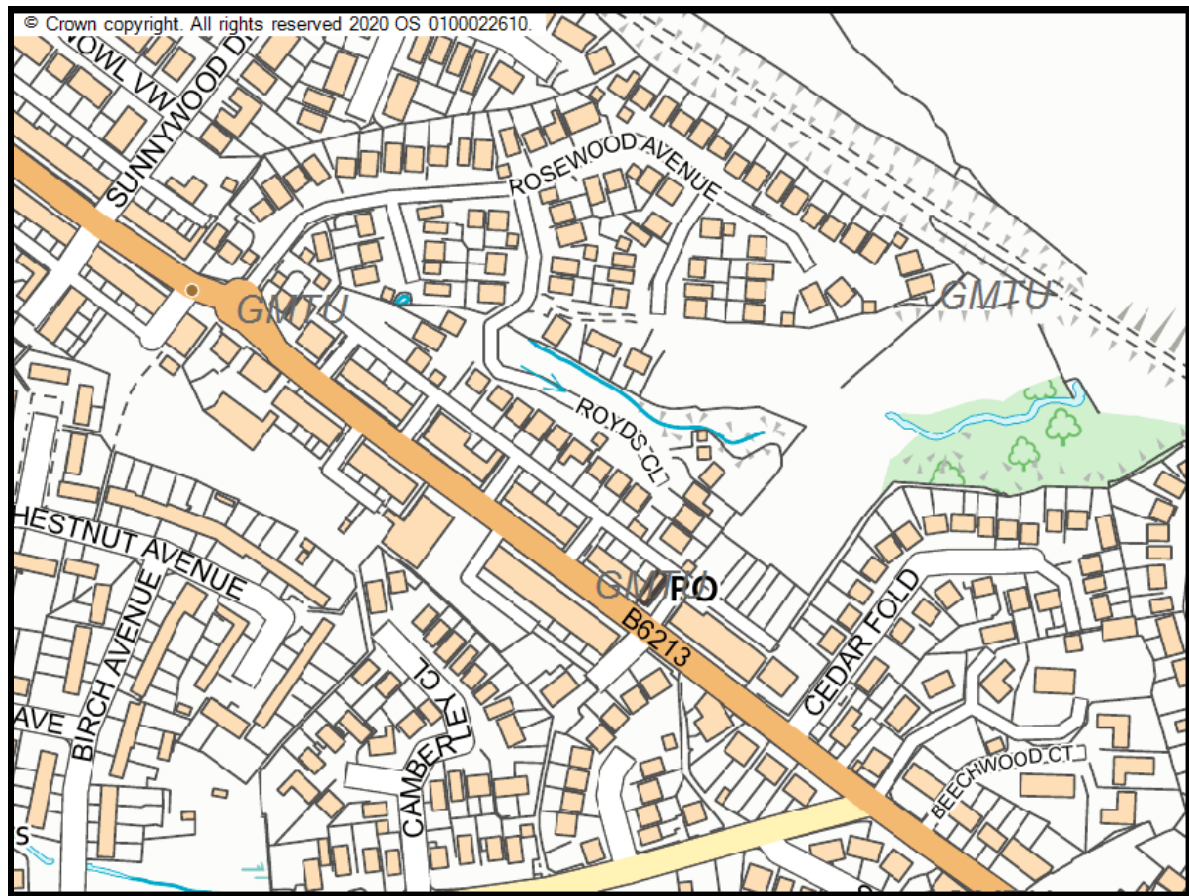
Footpath link to upper site and back towards Bury Road.

Safety review

Access to the GM data base has been undertaken and the resultant wider area mapping shown below.

The results show that over the past 5 years. No accidents have been recorded at the site frontage/access location.

Clearly the local network has a low level of recorded accidents across the period, however the network does not suffer from a poor safety record or a trend associated with the site junction or discrete part of the links.



Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network.

Summary

The local area has a good standard of carriageway and footway provision, no capacity or safety issues that would impact on a scheme coming forward.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located within an urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km salmon / 2km purple distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

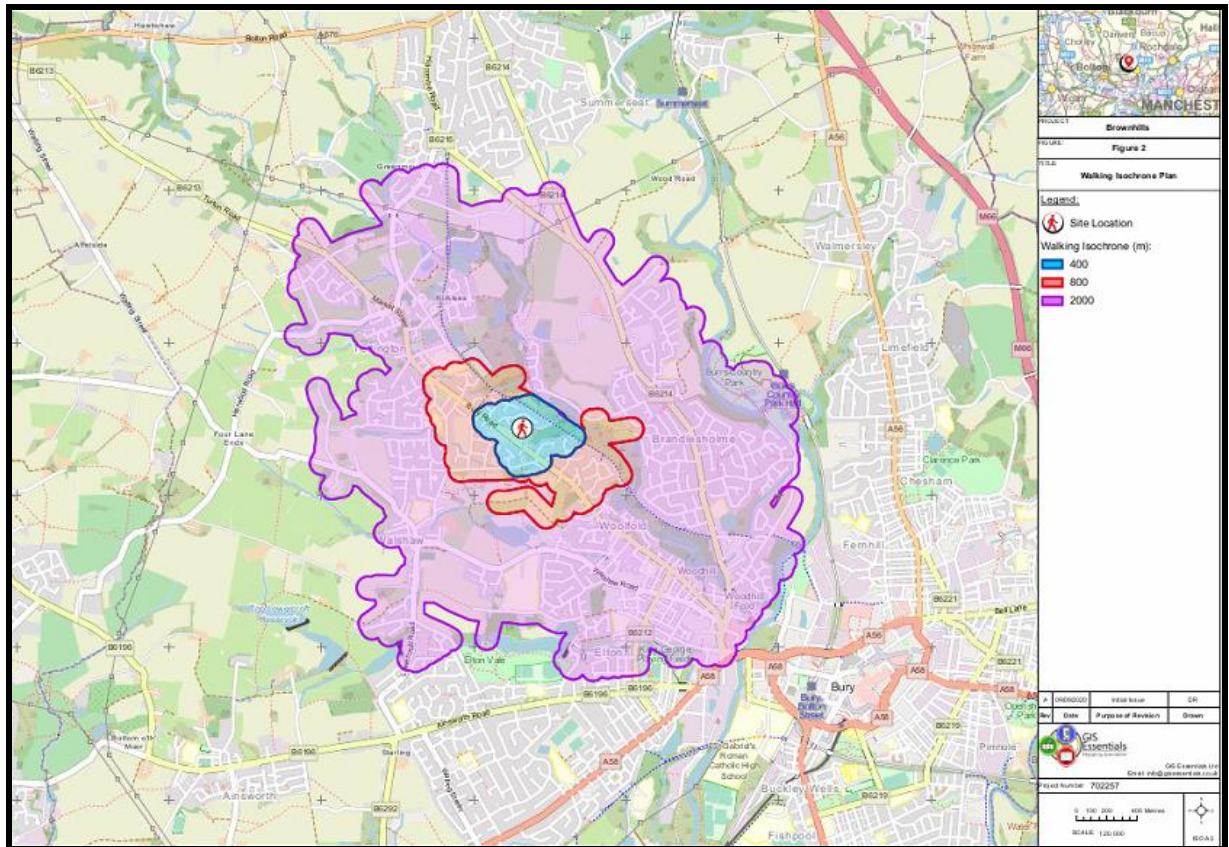
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area south of the site.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Importantly, the 0.8km distance covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



800m - 2km walk distance

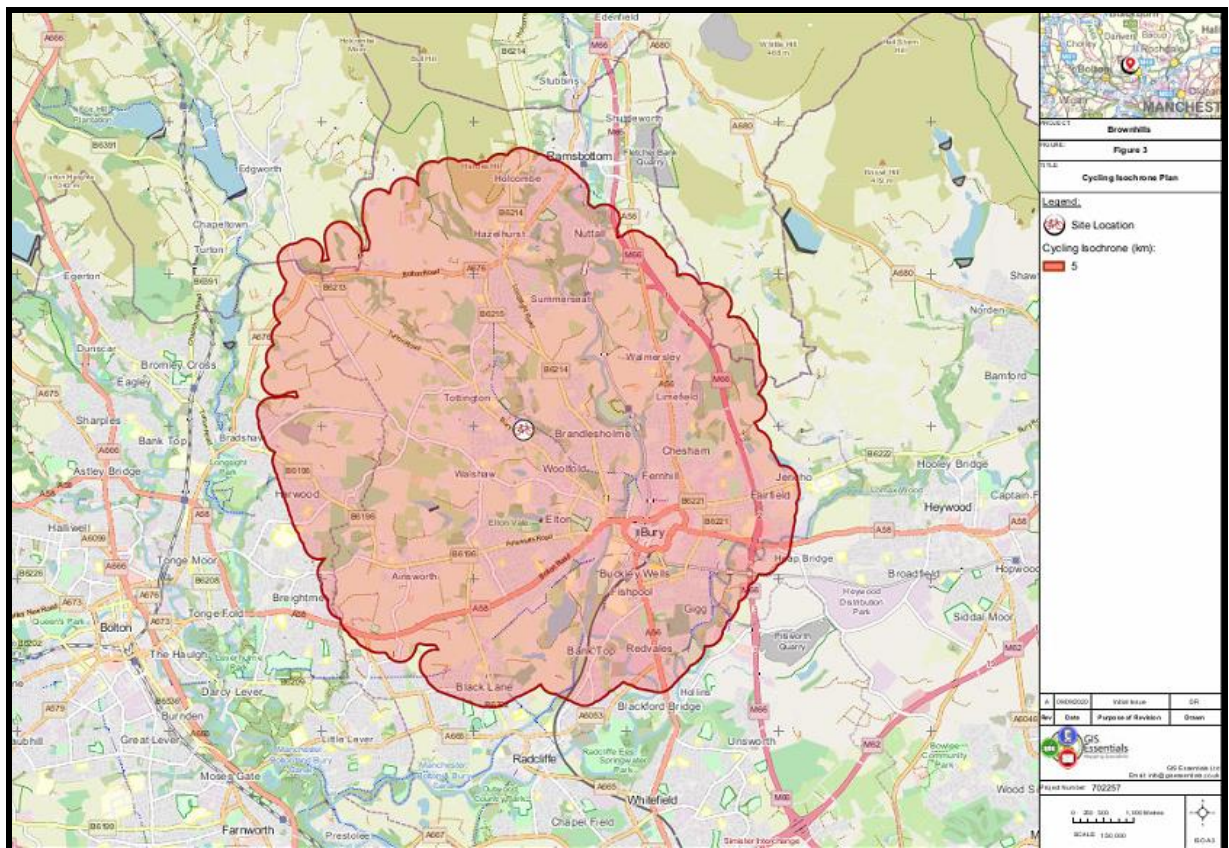
Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

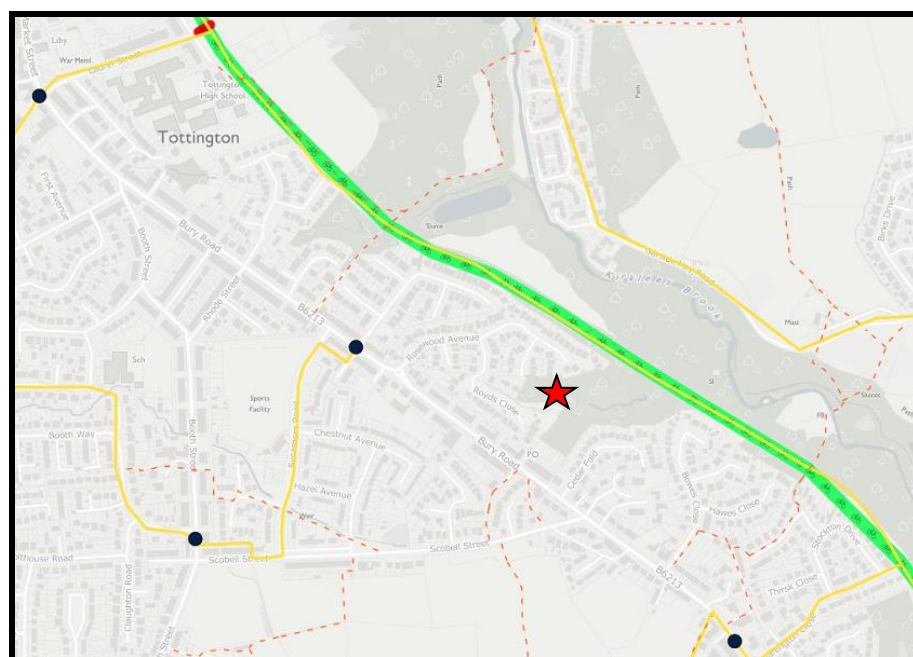
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area. The 5 km distance is indicated below in salmon.

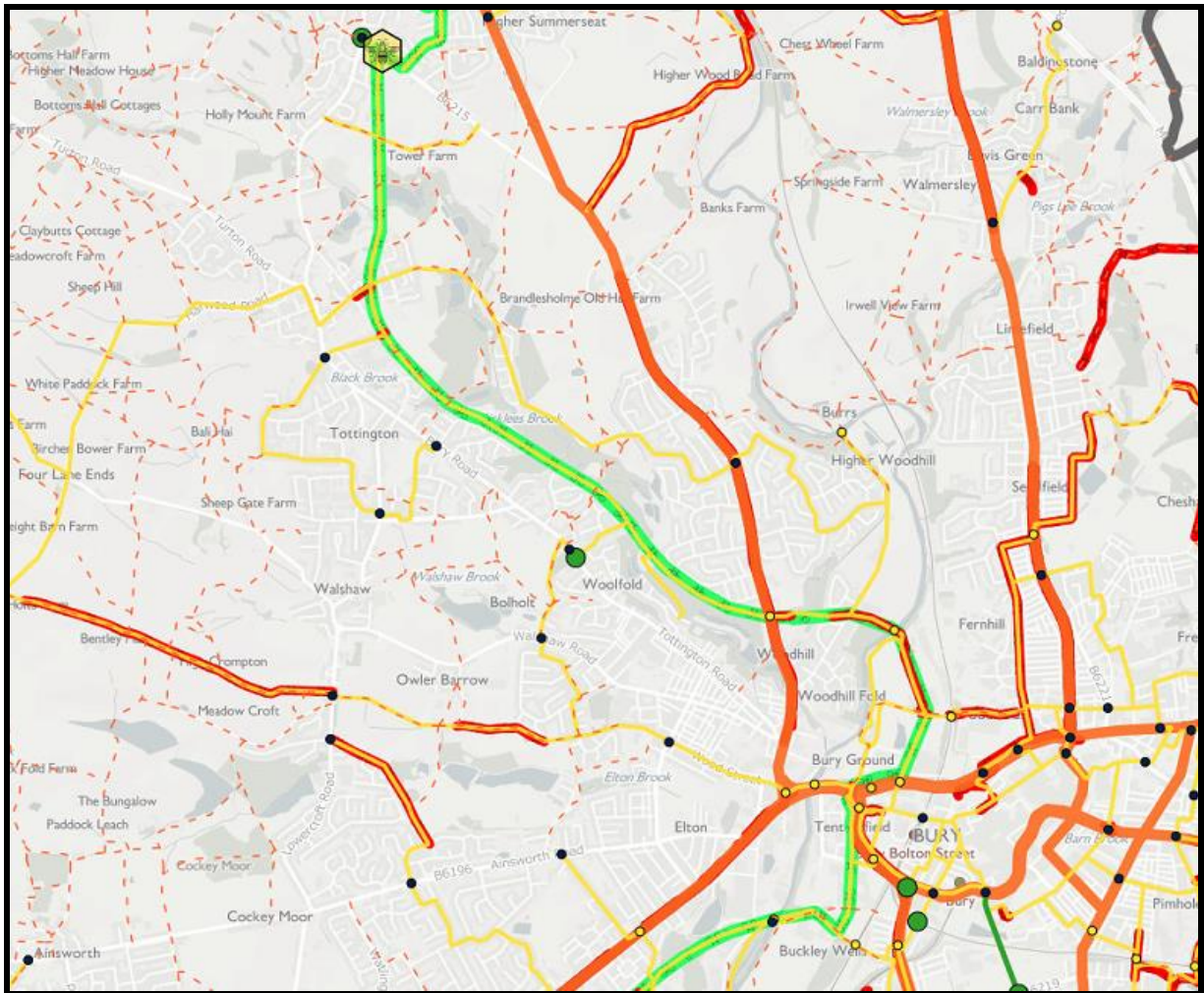


Cycle Catchment

The plan shows that a significant urban area with employment and other uses are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Therefore, there are good opportunities to travel by cycle and the ability to connect to the local cycle network as shown below.





The above cycle route map show key routes near the site and indicates that there are a wide variety of employment, residential areas, schools, shops, and other leisure and service facilities within the cycle catchment area which can be accessed.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The Bury Road route has the closest bus stops to the site all under 300m. These fall well inside the 400m walk distance.



Bury Road stops to and away from centre

from Bury Rd/Leemans Hill P.O.

from Monday, 28 January 2019

469 TA02 to Bury

Mondays to Fridays

6am	0612 469♿	0627 469♿	0642 469♿	0652 469♿		
7am	0702 469♿	0712 469♿	0723 469♿	0733 469♿	0743 469♿	0754 469♿
8am	0804 469♿	0814 469♿	0824 469♿	0833 469♿	0843 469♿	0853 469♿
9am	0903 469♿	0913 469♿	0923 469♿	0933 469♿	0943 469♿	0953 469♿
10am	1003 469♿	1013 469♿	1014 TA02WF♿	1023 469♿	1033 469♿	1043 469♿
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11am	1103 469♿	1113 469♿	1123 469♿	1133 469♿	1143 469♿	1153 469♿
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1pm	1303 469♿	1313 469♿	1323 469♿	1333 469♿	1343 469♿	1353 469♿
2pm	1403 469♿	1413 469♿	1423 469♿	1433 469♿	1443 469♿	1453 469♿
3pm	1503 469♿	1504 TA02WF♿	1516 469♿	1528 469♿	1540 469♿	1552 469♿
4pm	1605 469♿	1615 469♿	1625 469♿	1635 469♿	1648 469♿	1658 469♿
5pm	1708 469♿	1718 469♿	1728 469♿	1738 469♿	1748 469♿	1758 469♿
6pm	1808 469♿	1818 469♿	1828 469♿	1838 469♿	1848 469♿	
7pm	1900 469♿	1915 469♿	1930 469♿			
8pm	2000 469♿	2030 469♿				
9pm	2100 469♿	2130 469♿				
10pm	2200 469♿	2230 469♿				
11pm	2300 469♿	2330 469♿				

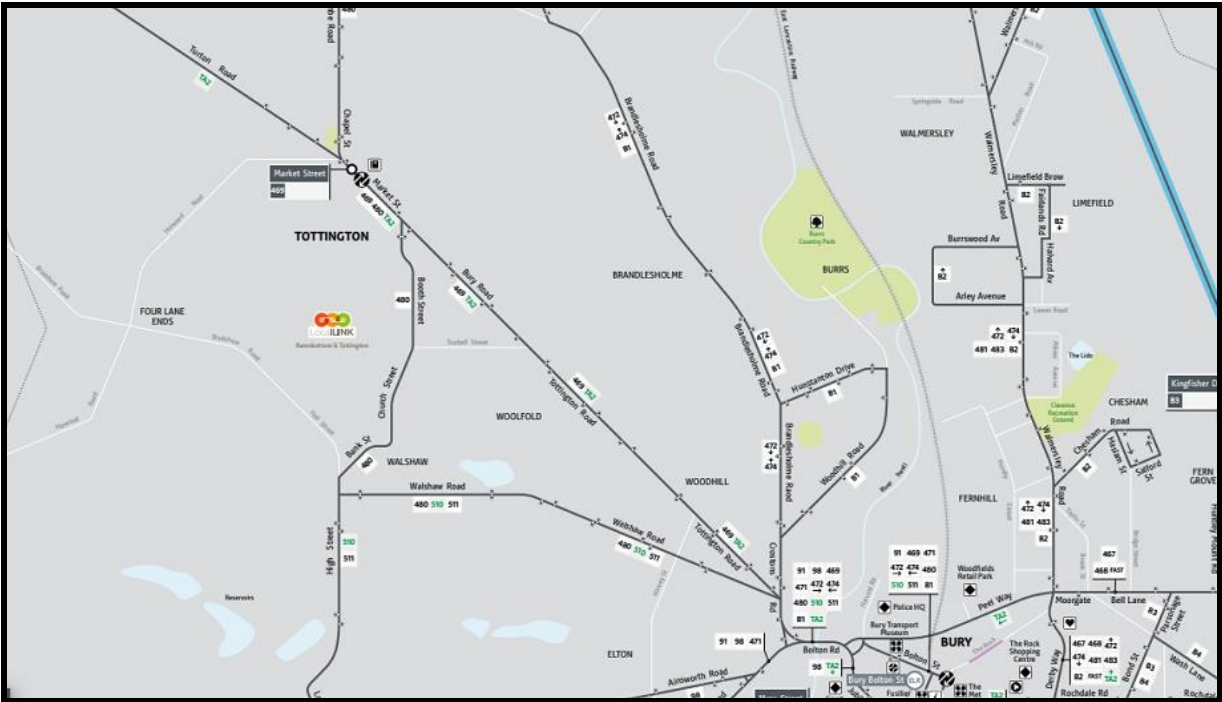
Saturdays

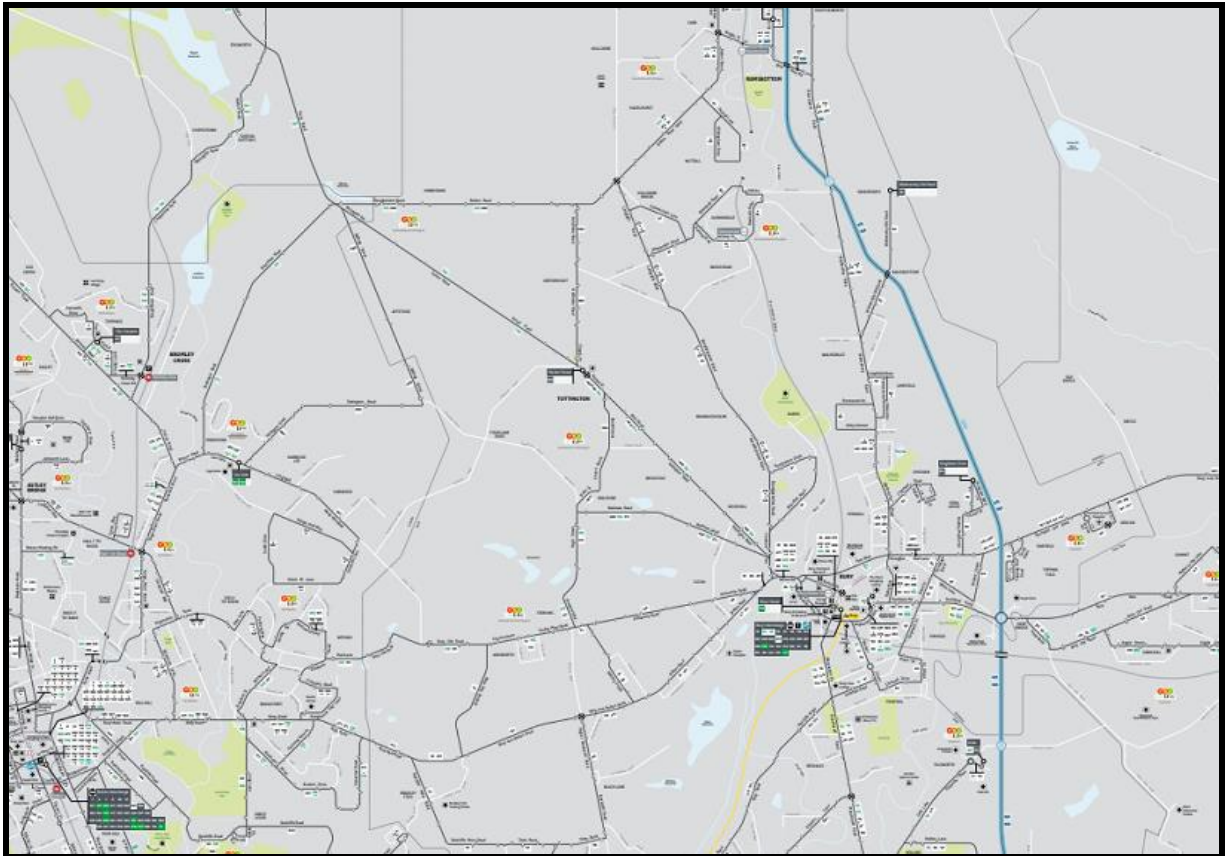
7am	0715 469♿	0740 469♿				
8am	0805 469♿	0832 469♿	0847 469♿			
9am	0903 469♿	0918 469♿	0933 469♿	0948 469♿		
10am	1003 469♿	1014 TA02♿	1018 469♿	1033 469♿	1048 469♿	
11am	1103 469♿	1118 469♿	1133 469♿	1148 469♿		
12pm	1203 469♿	1218 469♿	1233 469♿	1239 TA02♿	1248 469♿	
1pm	1303 469♿	1318 469♿	1333 469♿	1348 469♿		
2pm	1403 469♿	1418 469♿	1433 469♿	1448 469♿		
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5pm	1703 469♿	1715 469♿	1730 469♿	1745 469♿		
6pm	1800 469♿	1815 469♿	1830 469♿	1845 469♿		
7pm	1900 469♿	1930 469♿				
8pm	2000 469♿	2030 469♿				
9pm	2100 469♿	2130 469♿				
10pm	2200 469♿	2230 469♿				
11pm	2300 469♿	2330 469♿				

Sundays

8am	0802 469	0832 469
9am	0902 469	0932 469
10am	1003 469	1033 469
11am	1103 469	1133 469
12pm	1203 469	1233 469
1pm	1303 469	1333 469
2pm	1403 469	1433 469
3pm	1503 469	1533 469
4pm	1603 469	1633 469
5pm	1702 469	1732 469
6pm	1802 469	1830 469
7pm	1900 469	1930 469
8pm	2000 469	2030 469
9pm	2100 469	2130 469
10pm	2200 469	2230 469
11pm	2300 469	2330 469

Bus timetable to show frequency





Bus routes

The proposed development site is therefore located with access to bus stops that regularly serve a number of communities in the vicinity of the site.

These services provide the opportunity for residents of the proposed development site to travel via public transport.

Summary

In summary, therefore, the application site can be considered as being accessible by public transport in particular bus, walking and cycling in accordance with planning policy guidance for an urban area.

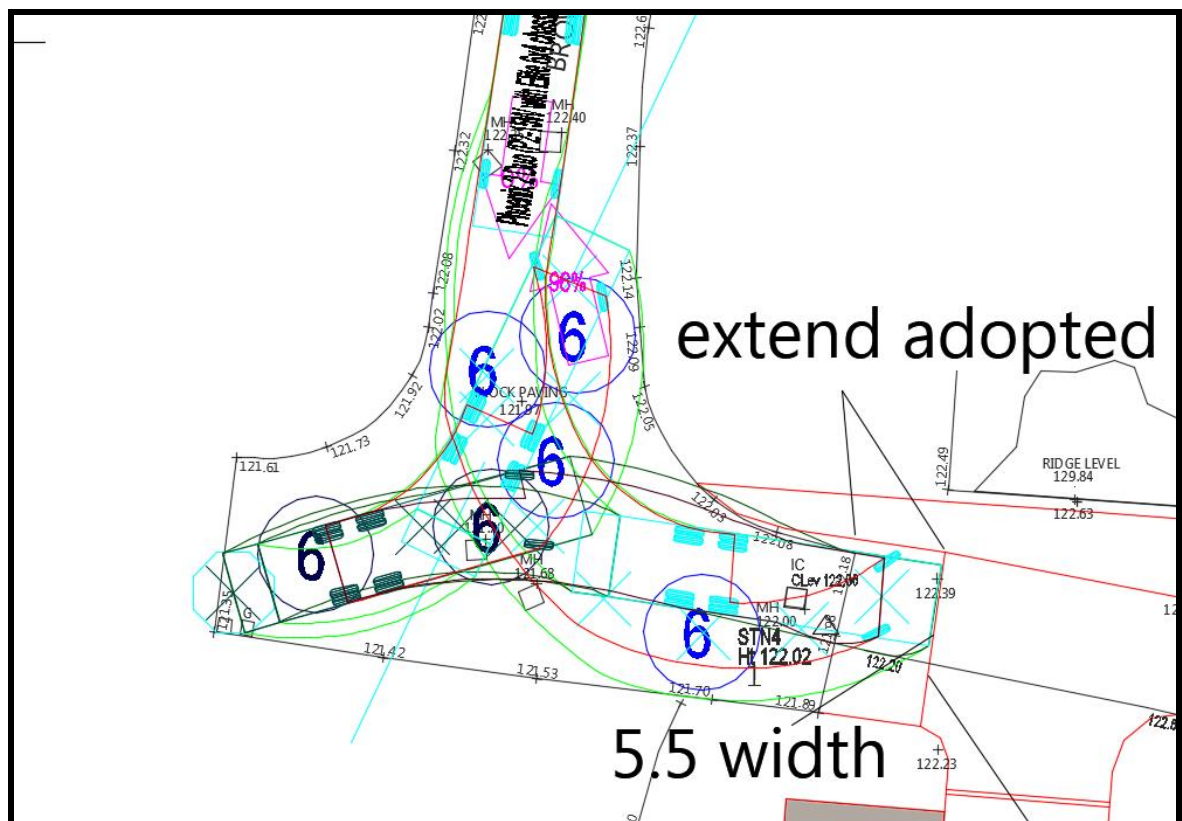
Access and trip impacts

Shared between the two sites is an upgraded walk/cycle route linking Brownhills Close to Bury Road with new surfacing, lighting and overlooking through a managed space.

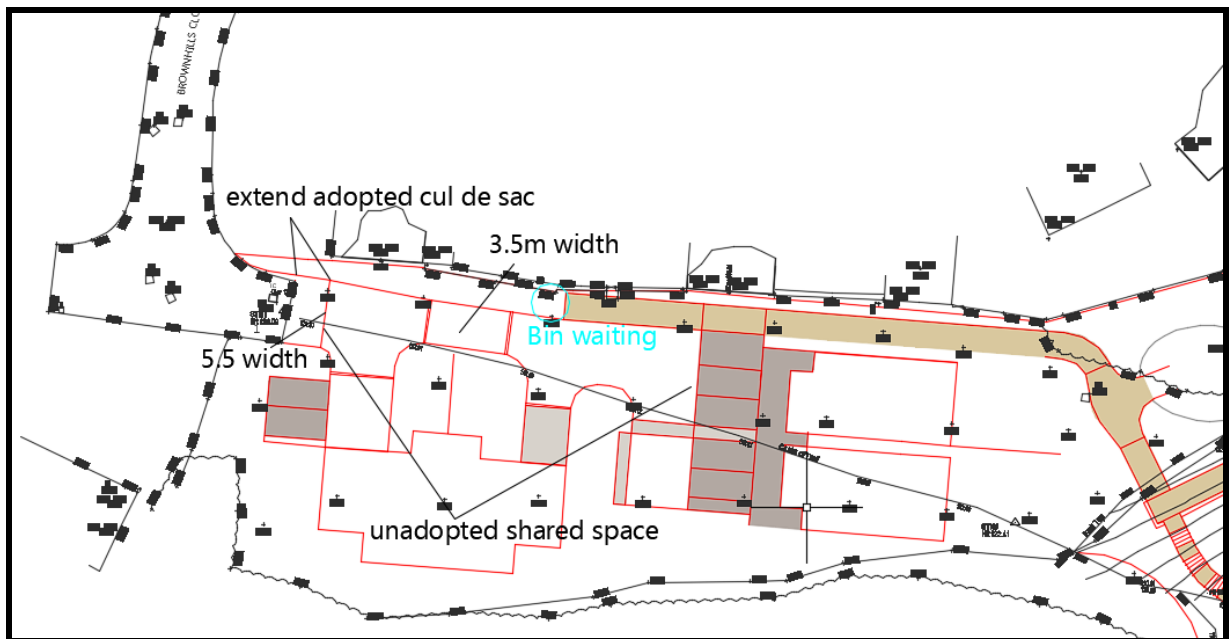
Brownhills Close

Brownhills Close would be accessed by a slightly extending the turning head eastwards to create a shared drive for 4 units.

A path will be provided to the north linking the close to the PROW to the east by a flight of stairs and a 1:20 slope



The need for a turning head for refuse is not needed based on the MFS guidance set out above, however the fire engine access would require a short reverse from the tuning head area.

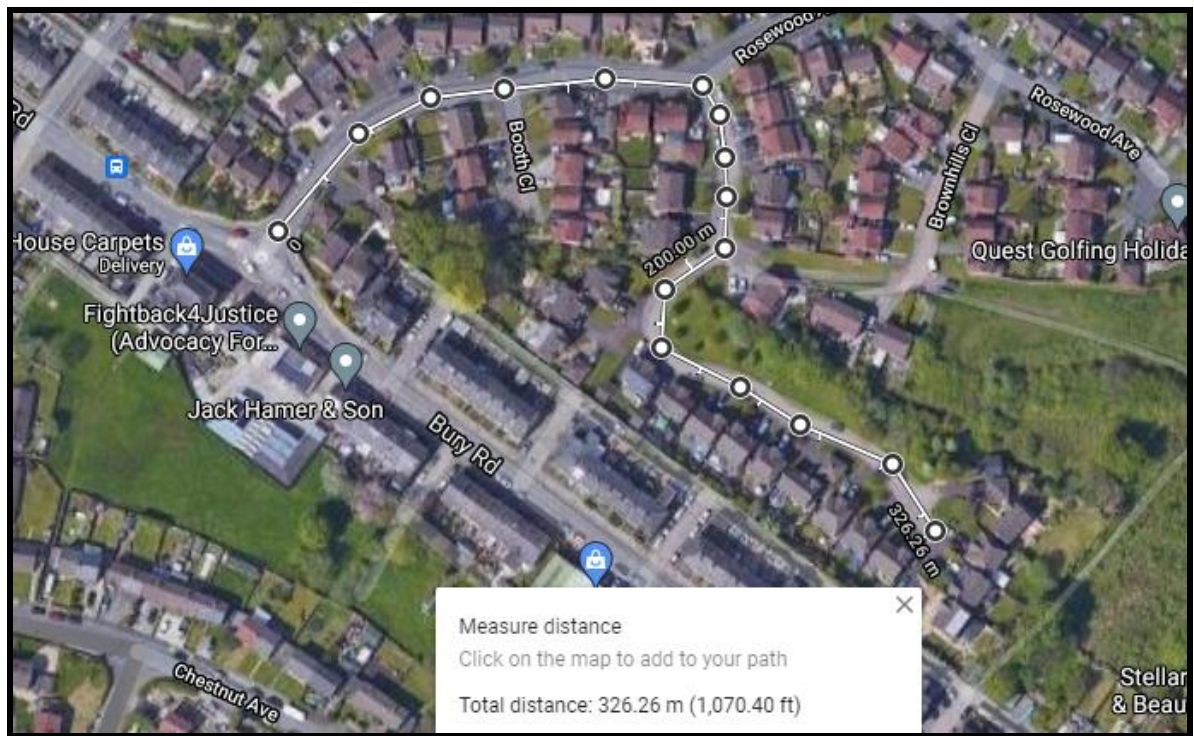


The cul de sac length for the expansion is 340m.



This is similar to the existing Royds Close distance of 327m. It exceeds the 250m fire service distance but this is guidance and not a must do, the existing estate was approved at appeal and this point was not seen as material in nature.

In any event sprinklers can be provided if this was the only point of issue between the parties.



The planned 4 units would be deemed de minimus in nature with a trips rate of 0.7 deriving 3 two way trips.

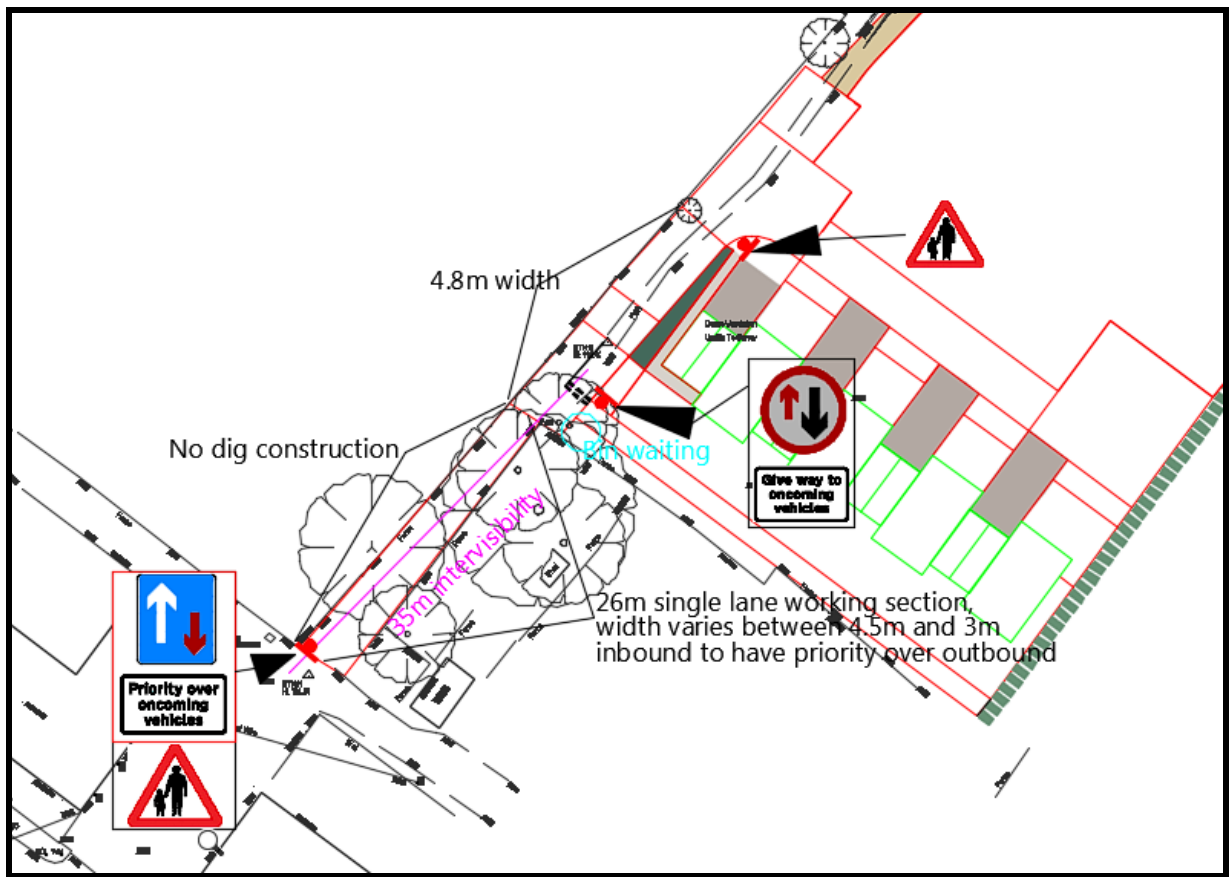
Brownhills is a shared space currently giving access to 11 units, thus the 4 units would be a shared space for 15 units, this is considered acceptable for such a layout. It should be noted Royds Close was 7 units increased to 24.

Bury Road unmade access route

The second development area would be accessed by creating a shared space along the track/PROW route.

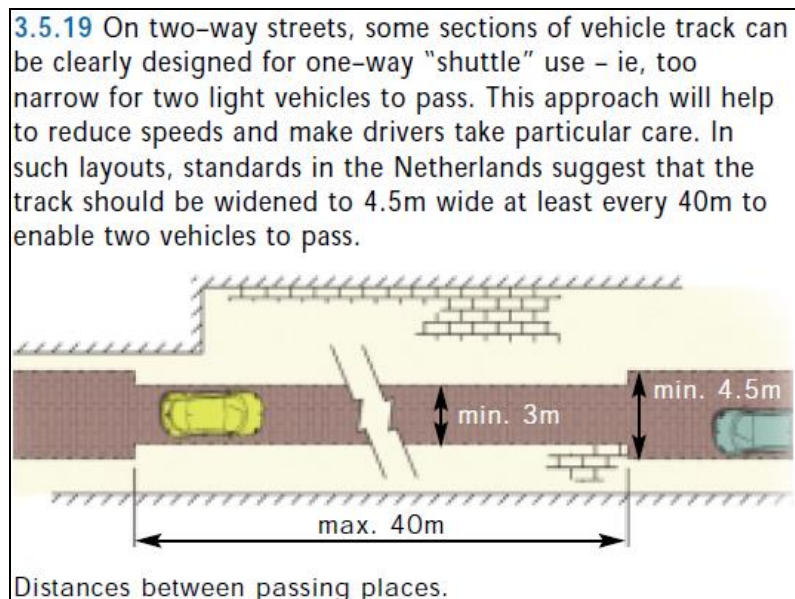


This has a minimum width of 3m at the end point but 4.5m at the start.



The single lane shuttle working gives priority for inbound vehicles based on guidance.

Reference to Manual for Streets (MFS), Traffic Advisory Leaflet 2/04 and homezone guidance for narrow sections with passing bays is provided below.



IHIE Homezone guidance

- To prevent excessive delay to vehicles, it is recommended that maximum two-way flow should not exceed 300 vehicles per hour. A certain equality of flow is important in order to achieve speed reductions and help prevent vehicles travelling in one direction forcing all others to give way.
- Passing places should have a minimum length of 3 cars. Ideally each passing place should be clearly visible from the last, with spacing no greater than 60m (research shows this is sufficient for vehicle flows of up to 300 vehicles per hour).

There is anecdotal evidence that similar routes with bays wider apart than 60m can achieve 500 two way flow per day without causing undue stress. Furthermore, TAL guidance suggests that 300 vehicles per day are acceptable. The layout at the site is comparable with passing bays with a 35m intervisibility well inside guidance.

[illegible]

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As a local example the Beechwood Close cul de sac shows that the refuse vehicle has to reverse longer than the 12m from guidance.



The narrow section is some 32m in length where vehicles would give way ideally to incoming vehicles, it would also be shared with walk/cycle users and this traffic calmed to reduce speeds.

3m width can accommodate a medium refuse, fire engine or delivery vehicle.

The planned 4 units would be deemed de minimus in nature with a trips rate of 0.7 deriving 3 two way trips.

The 2 out, 1 in in a peak suggests the potential conflicts if they occur would be low and thus unlikely to occur.

Trip levels

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The above, assuming a simple very high 0.7 two way trip rate 6 two way trips are derived for both site on the wider network.

The proposal would therefore have little material impact on the local network.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area.

6. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements for such a location.

The site has a sustainable location and the layout accords with good practice.

Traffic flows have been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the adjacent junctions to the site.

The access accords with good practice

As such the scheme would have little material impact on the local network.

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

