



Report No. J1013/TS
November 2018

**RESIDENTIAL DEVELOPMENT
WATERLOO ROAD, CHEETHAM
TRANSPORT STATEMENT**

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WATERLOO ROAD, CHEETHAM**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT WATERLOO ROAD, CHEETHAM

Transport Statement

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1. INTRODUCTION

DTPC has been appointed by David Ormesher on behalf of Shah Property Ltd to prepare a Transport Statement to assess the highway access implications associated with the proposed planning submission for a residential development at Waterloo Road, Cheetham.

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

This report has been prepared solely in connection with the site 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

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the 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.**

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.

105. 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);

107. 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.

108. 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.

Considering development proposals

110. 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.

111. 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.

112. 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.

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

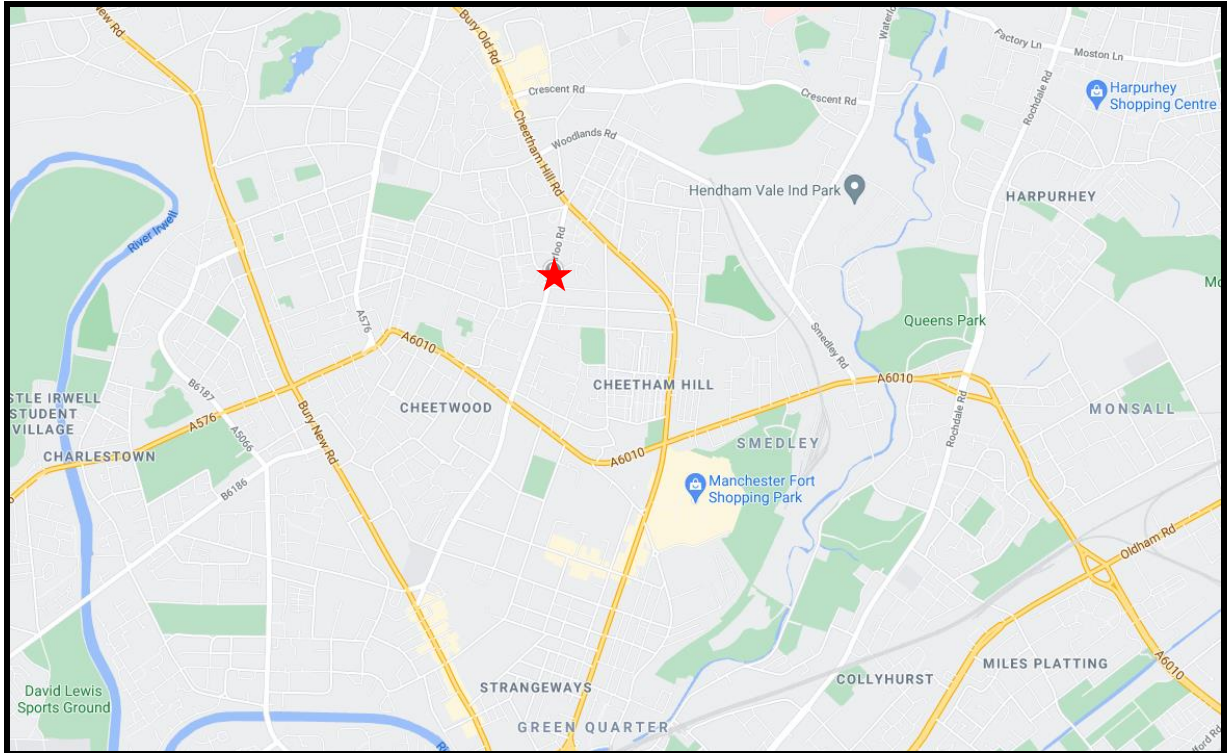
The overriding theme of national policy is that developments must have a safe access for all users. Local policy echoes the sustainability sentiment of national policy.

The following chapters of this report will show that the proposed land is compliant with local and national policy

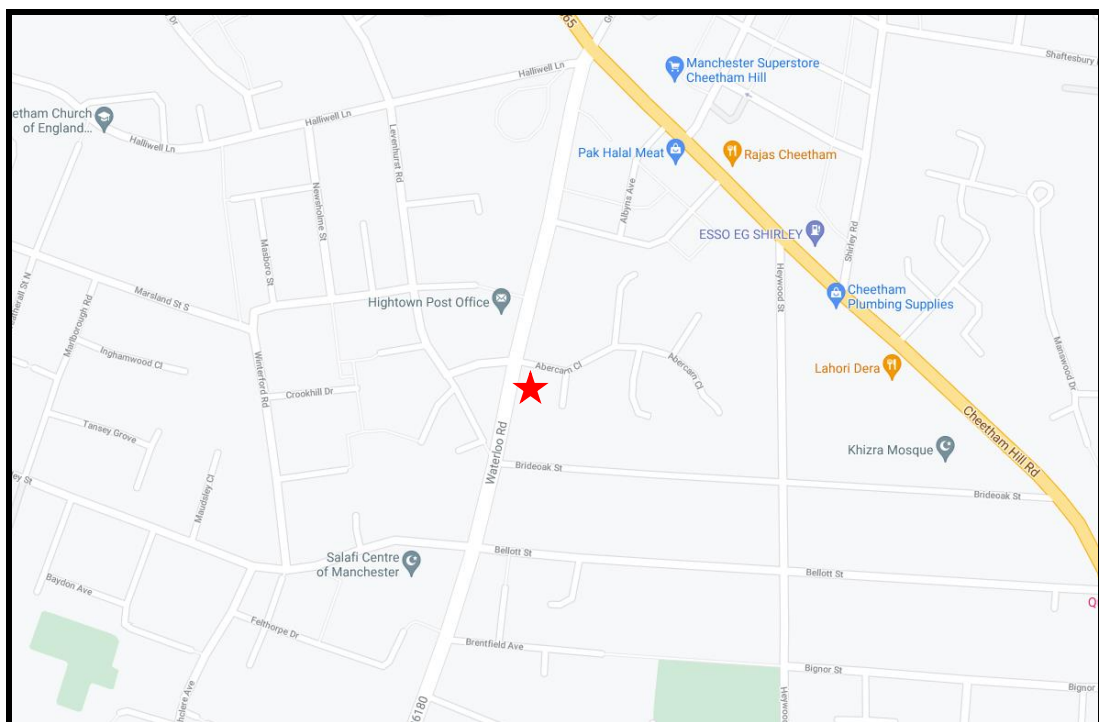
3. SITE CONTEXT

Local Highway network

The site is in the Cheetham Hill urban area to the north of the City centre. It lies to the south of the A665 Cheetham Hill Road corridor. This connects to Waterloo Road which runs north south to Bury New Road.



The wider setting is shown above and in the more local area below.





The local setting and detail view are shown above and below



Highway review

Waterloo Road and Abercam Close are subject to a 30mph speed limit, are street lit and have footways on both sides of the carriageway.

The local road network is shown in detail below.



View left and right at Abercarn Close junction with Waterloo Road and the site frontage



View to Waterloo Road and away to parking area junction on Abercarn Close



View into existing parking area and site



View left and right from parking area access



View to site rear boundary left and right



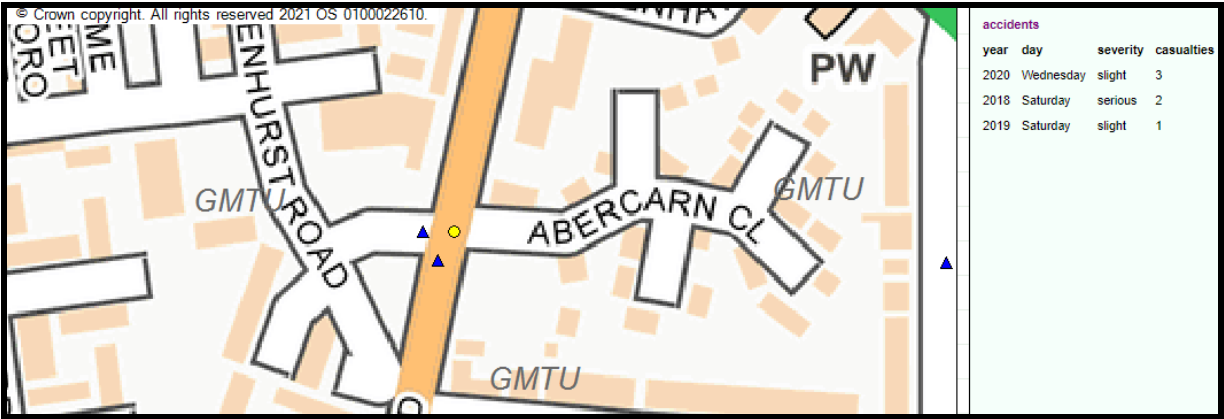
Frontage onto Waterloo Road

Safety review

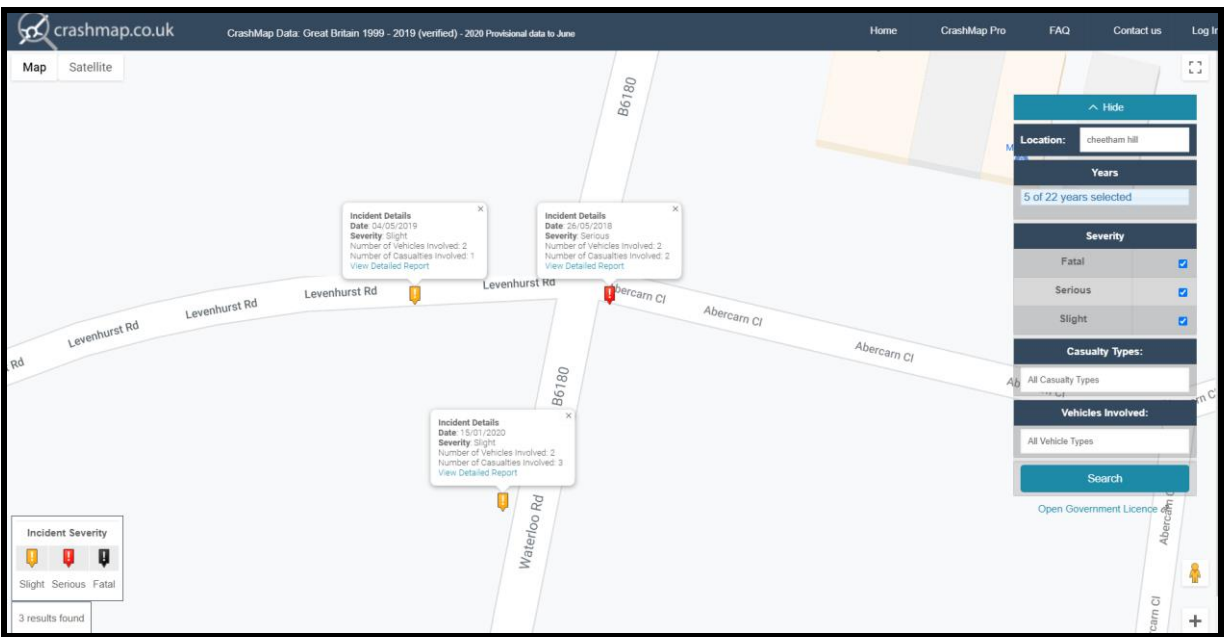
Access to the accident GM data base has been undertaken and the resultant mapping provided for reference.

The results show that over the past 5 years the local area has 3 recorded accidents or safety issues.

This equate to less than 1 per 5 years at this level the area would not be deemed to have a local safety issue.



Similarly the crashmap site shows more detail:



The serious record details are shown below.

This shows a right turner been hit by an ahead movement late evening on a Saturday, both serious injuries suggesting a higher element of speed.


crashmap.co.uk

Crash Date: Saturday, May 26, 2018
 Time of Crash: 11:20:00 PM
 Crash Reference: 201806A244214

Highest Injury Severity: Serious
 Road Number: B6180
 Number of Casualties: 2

Highway Authority: Manchester
 Number of Vehicles: 2

Local Authority: Manchester City
 OS Grid Reference: 383997 401083

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lighting unknown

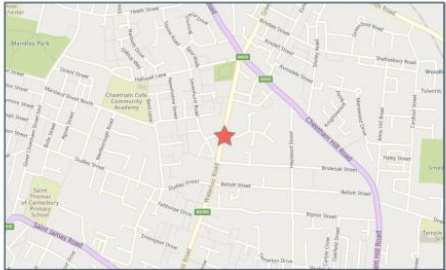
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

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powered by **agilysis**

Vehicles involved									
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	1	Male	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

The southern slight record has no detail as yet to be validated.


crashmap.co.uk

Crash Date: Wednesday, January 15, 2020
 Time of Crash: 5:55:00 PM
 Crash Reference: 202006A169448

Highest Injury Severity: Slight
 Road Number: B6180
 Number of Casualties: 3

Highway Authority: Manchester
 Number of Vehicles: 2

Local Authority: Manchester City
 OS Grid Reference: 383990 401071

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

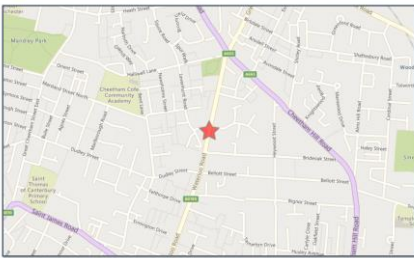
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Authorised person



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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crashmap.co.uk

Validated Data

Crash Date: Saturday, May 04, 2019

Time of Crash: 6:05:00 PM

Crash Reference: 201906A256488

Highest Injury Severity: Slight

Highway Authority: Manchester

Local Authority: Manchester City

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 383984 401083



For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

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Vehicles involved									
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is in the act of turning left	Front	Other	None	None
2	Car (excluding private hire)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

The record suggests a left turner oversailing the centre line and hitting a ahead movements, driver error.

Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .

Summary

The site is located on the urban area alongside a road with no capacity or recoded safety issues that would suggest mitigation needed. There are no local concerns that would prevent a scheme from coming forward based on the local network arrangements.

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 attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

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

1. Accessibility on foot; cycle and public transport;

Walking and cycling

The proposed development site is located in the existing urban area.

The CIHT provides 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, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

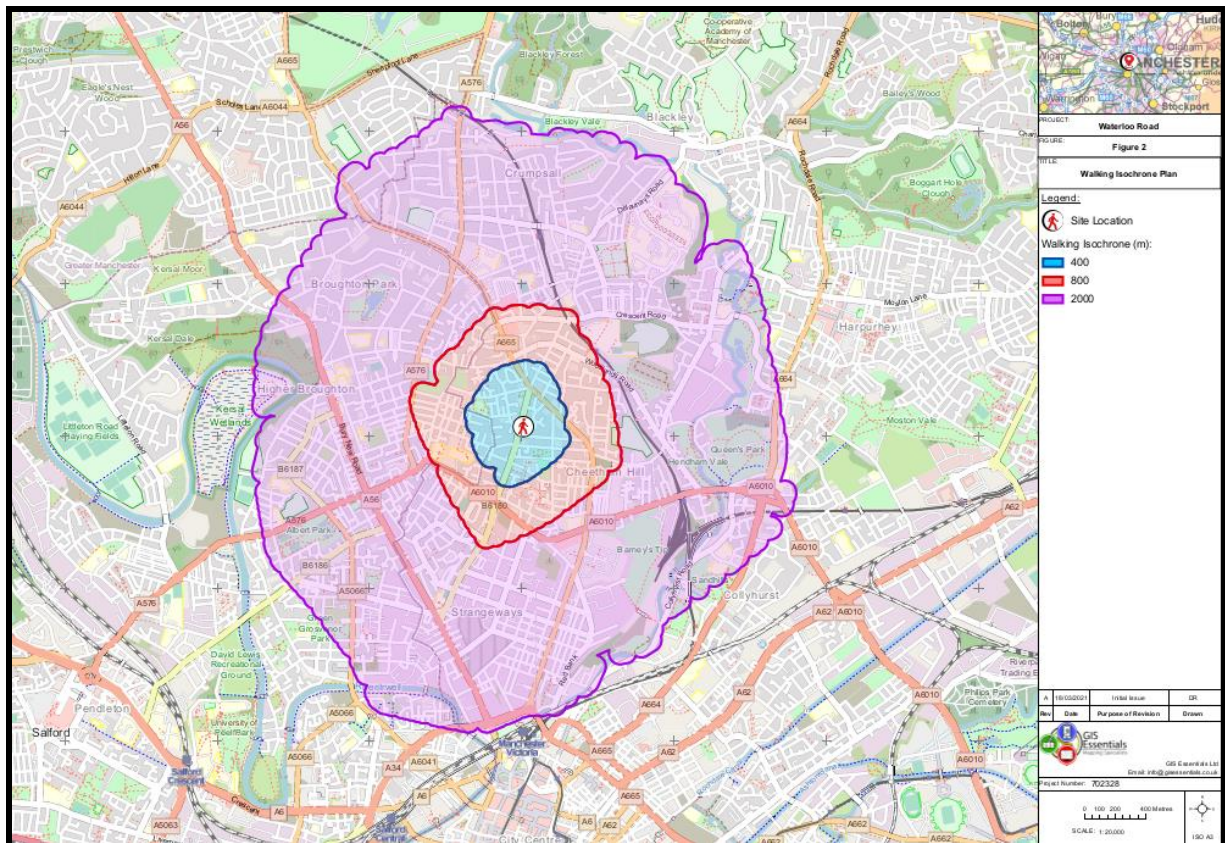
ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play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

For the key urban areas a 200m desirable distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies within this distance.

800m and 2000m walk isochrones reflecting 10 and 25 minutes walk journeys are shown below.

The topography is relatively flat in nature. The walk catchment extends to cover the local residential areas thus useable by a wide catchment area.

Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey via the bus services.



Walk Catchments

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

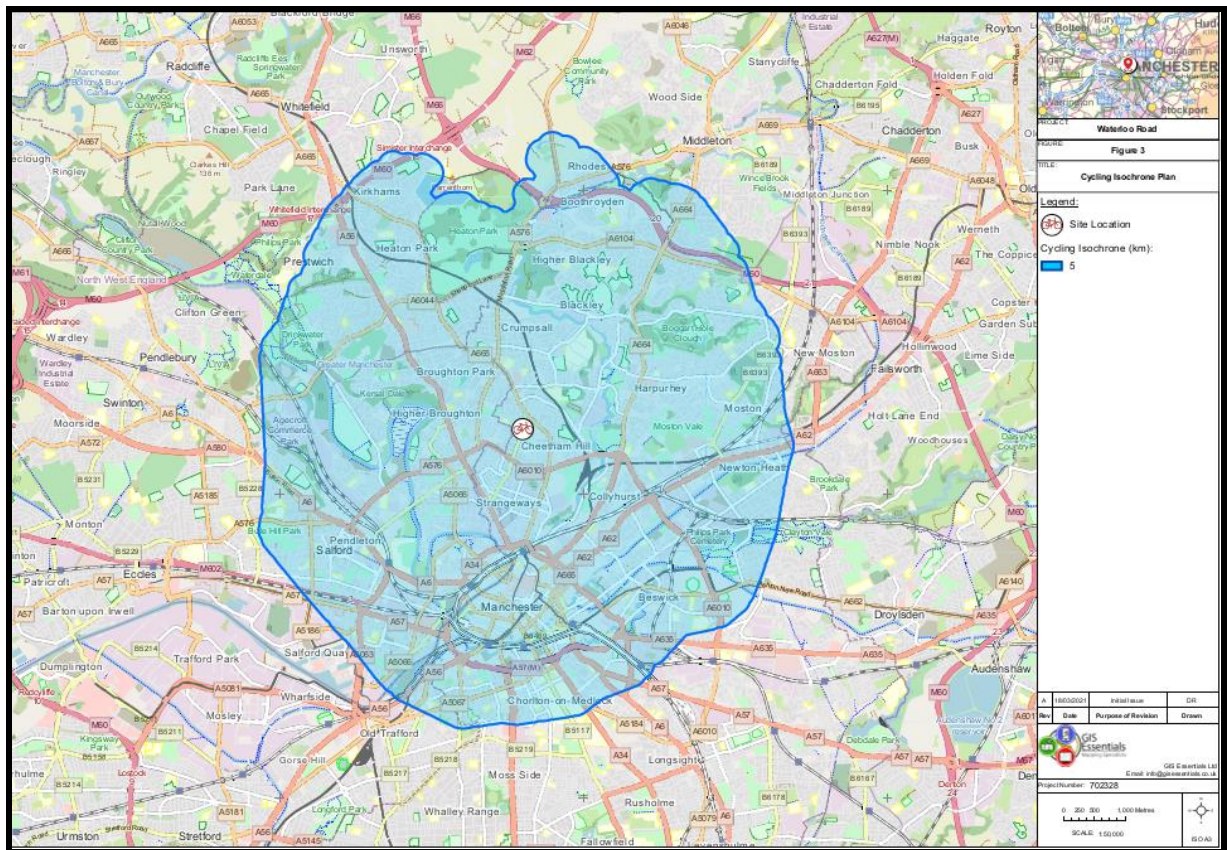
In conclusion, the proposed application site can be considered as being accessible on foot.

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)

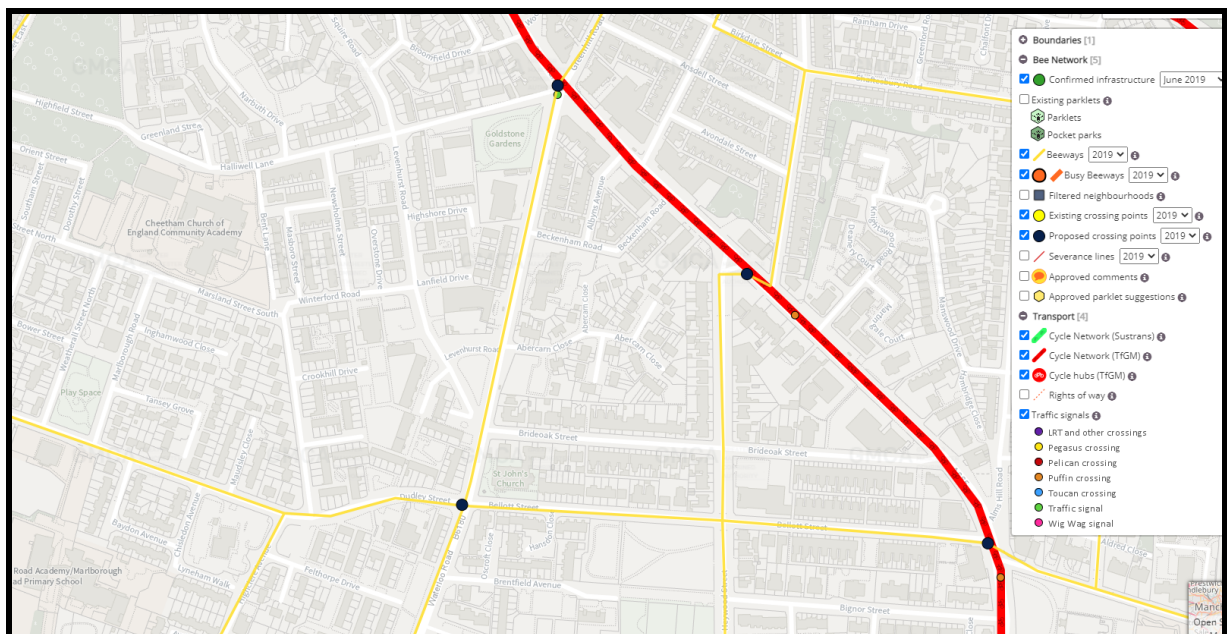
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has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

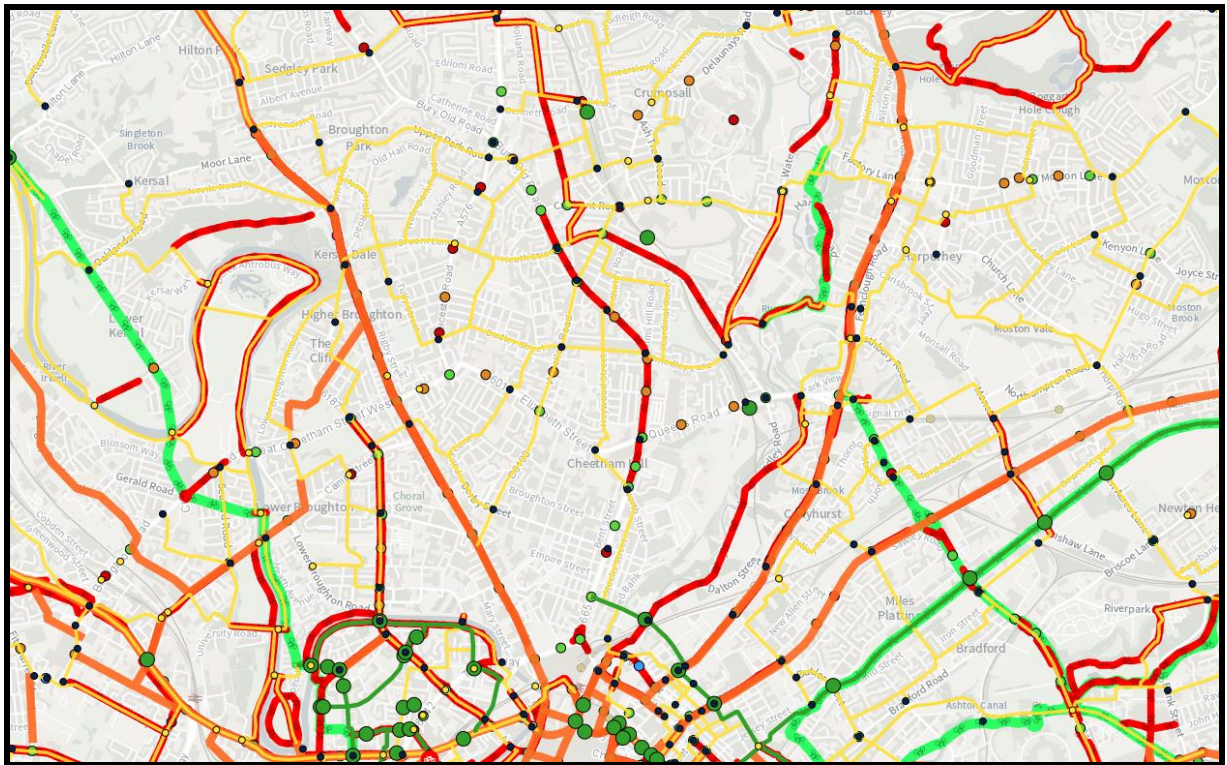
The blue area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



Cycle Catchments

The plan shows that a significant area of residential and employment use especially Bolton is within the 5 kilometres cycling distance a journey of around 25 minutes using the Institute of Highways Guidance leisurely cycle speed of 12 kilometres per hour of the site.





Therefore, there is a wide range of cycling opportunities for residents to use this mode.

In conclusion, the proposed application site can be considered as being very well served by the cycle network and is therefore highly 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, education, shopping, leisure and healthcare in the town and beyond.

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).

Waterloo Road is indicated as having the closest bus stops to the site flags and markings are present on site well within the 200m walk distances, this is indicative of a quality service.



The proposed development site is therefore conveniently located close to bus stops for the area that regularly serves a number of communities in the vicinity of the site.



Bus stop to northbound and southbound routes

from Waterloo Rd/Hightown P.O.

from Sunday, 14 February 2021

59 to Rhodes, Middleton, Mills Hill, Chadderton, Oldham, Oldham Mumps

Mondays to Fridays

5am	0525 59A					
6am	0614 59A	0644 59A				
7am	0704 59A	0717 59A	0727 59A	0737 59A	0747 59A	0757 59A
8am	0807 59A	0817 59A	0826 59A	0837 59A	0847 59A	0857 59A
9am	0907 59A	0917 59A	0927 59A	0937 59A	0947 59A	0957 59A
10am	1007 59A	1017 59A	1027 59A	1037 59A	1047 59A	1057 59A
11am	1107 59A	1117 59A	1127 59A	1137 59A	1147 59A	1157 59A
12pm	1207 59A	1217 59A	1227 59A	1237 59A	1247 59A	1257 59A
1pm	1307 59A	1317 59A	1327 59A	1337 59A	1347 59A	1357 59A
2pm	1407 59A	1417 59A	1427 59A	1437 59A	1447 59A	1457 59A
3pm	1507 59A	1517 59A	1527 59A	1537 59A	1547 59A	1557 59A
4pm	1607 59A	1617 59A	1627 59A	1637 59A	1647 59A	1657 59A
5pm	1707 59A	1717 59A	1727 59A	1737 59A	1747 59A	1757 59A
6pm	1807 59A	1817 59A	1827 59A	1837 59A	1849 59A	1859 59A
7pm	1921 59A	1942 59A				
8pm	2000 59A	2035 59A				
9pm	2135 59A					
10pm	2235 59A					
11pm	2335 59A					
0am	0023 59A					

from Waterloo Rd/Abercarn C

from Sunday, 14 February 2021

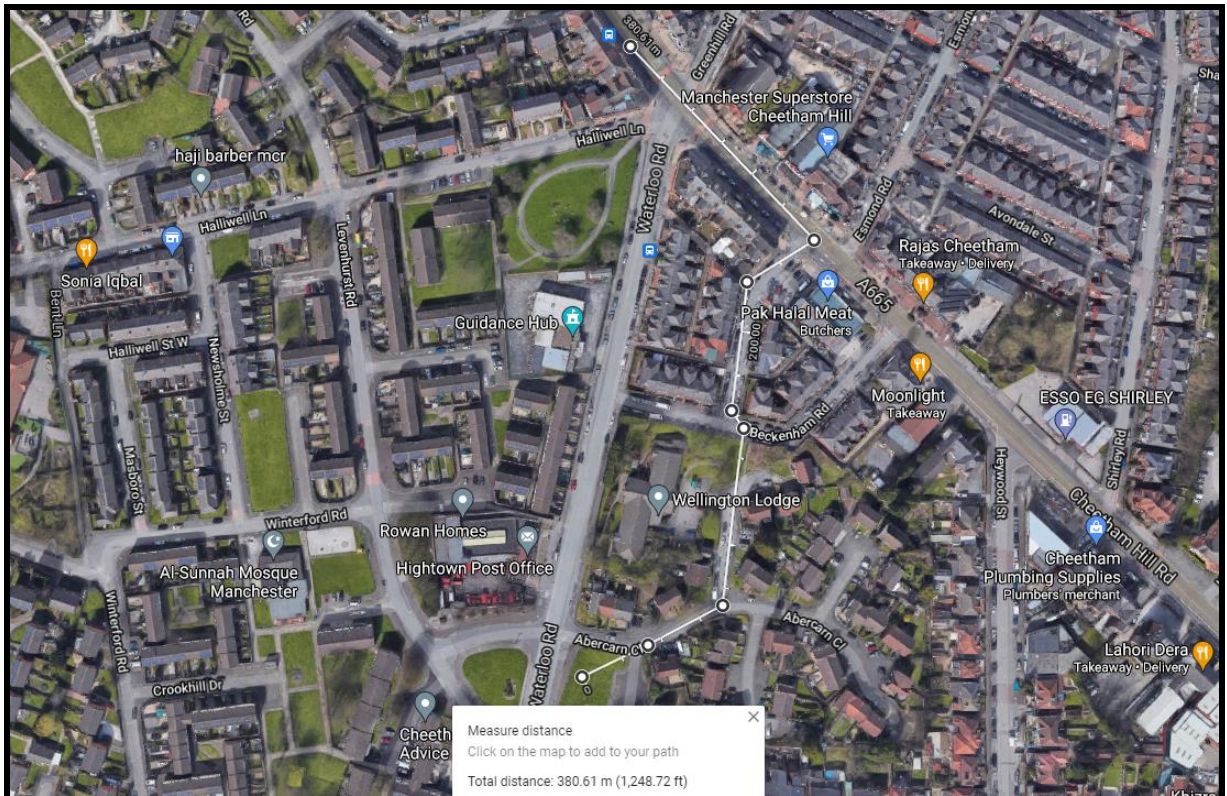
59 to Manchester, Manchester Piccadilly Gardens

Mondays to Fridays

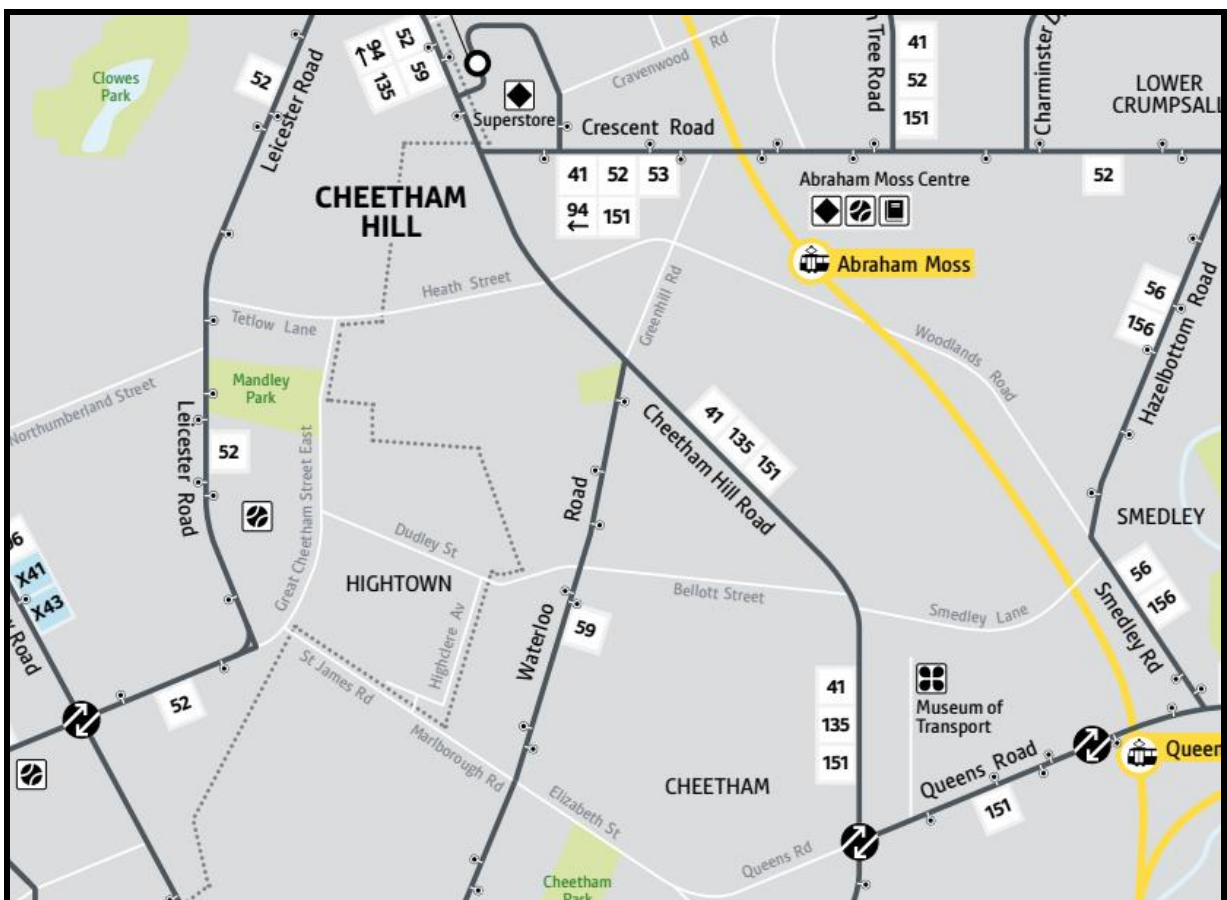
4am	0449 59A					
5am	0532 59A					
6am	0602 59A	0619 59A	0629 59A	0639 59A	0648 59A	0655 59A
7am	0711 59A	0721 59A	0731 59A	0741 59A	0751 59A	
8am	0801 59A	0811 59A	0821 59A	0831 59A	0841 59A	0851 59A
9am	0901 59A	0911 59A	0921 59A	0931 59A	0941 59A	0951 59A
10am	1001 59A	1011 59A	1021 59A	1031 59A	1041 59A	1051 59A
11am	1101 59A	1111 59A	1121 59A	1131 59A	1141 59A	1151 59A
12pm	1201 59A	1211 59A	1221 59A	1231 59A	1241 59A	1251 59A
1pm	1301 59A	1311 59A	1321 59A	1331 59A	1341 59A	1351 59A
2pm	1401 59A	1411 59A	1421 59A	1431 59A	1441 59A	1451 59A
3pm	1501 59A	1511 59A	1521 59A	1531 59A	1541 59A	1551 59A
4pm	1601 59A	1611 59A	1621 59A	1631 59A	1641 59A	1651 59A
5pm	1701 59A	1711 59A	1721 59A	1731 59A	1741 59A	1751 59A
6pm	1801 59A	1811 59A	1831 59A	1851 59A		
7pm	1921 59A	1952 59A				
8pm	2052 59A					
9pm	2152 59A					
10pm	2252 59A					
11pm	2352 59A					

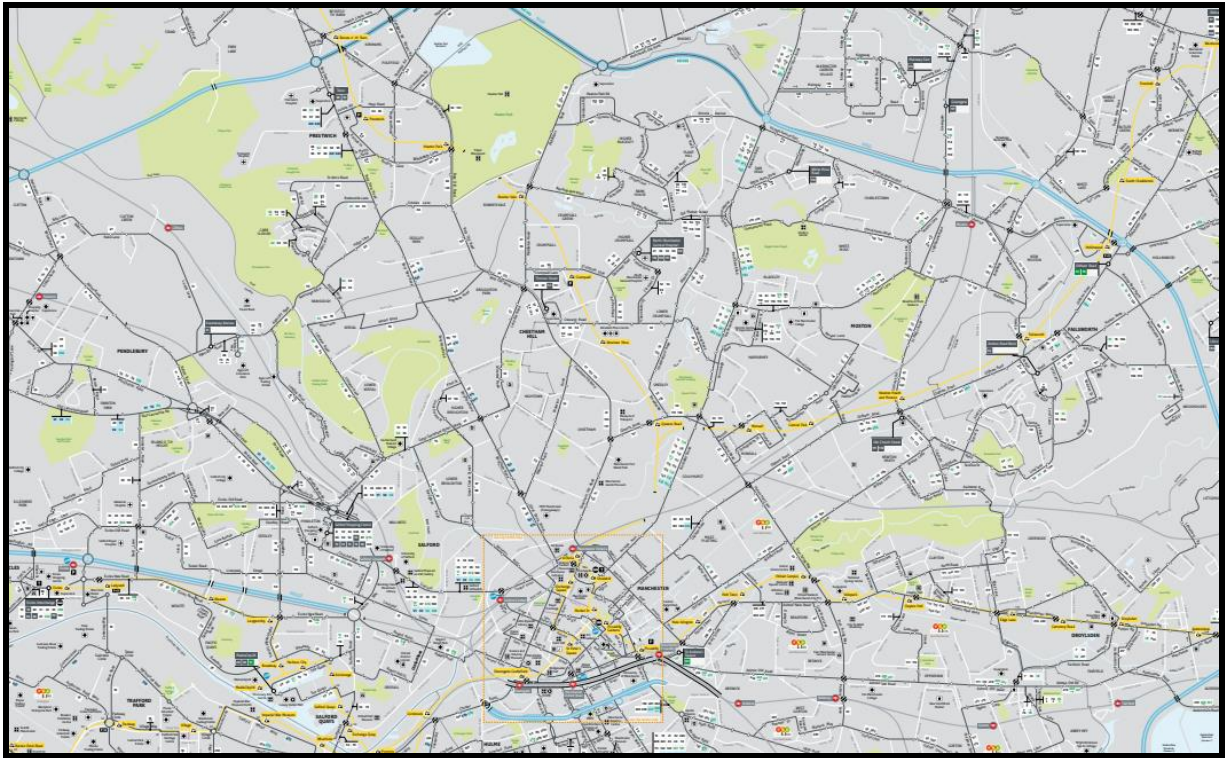
Local bus routes

In addition to the adjacent bus routes the site is an easy 400m walk from stops on Cheetham Hill Road.



These provide access to routes 151 and 41 cross city.





The proposed application site is therefore accessible by bus.

GMMAL

GMAL is a measure of the accessibility of a location by all types of public transport. It is a measure that takes into account both the proximity of the bus stops, tram halts and train stations and the frequency of services using the stops/halts/stations. In addition, 2.5 is added to the score if the location lies within a Local Link Area. It shows how public transport accessibility varies across Greater Manchester. As you might expect it is often highest (most accessible) in town centres where there are many bus services, often with a rail station nearby, and lowest (least accessible) in rural areas which are likely to be served by lower frequency bus services. Eight levels are recognised in the colour coding employed by the tool:

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	Dark Blue
2	>0.5 , <=2.5		Blue
3	>2.5 , <=5.0		Light Blue
4	>5.0 , <=7.5		Green
5	>7.5 , <=12.5		Yellow
6	>12.5 , <=17.5		Orange
7	>17.5 , <=25.0		Red
8	>25	Very High	Dark Red

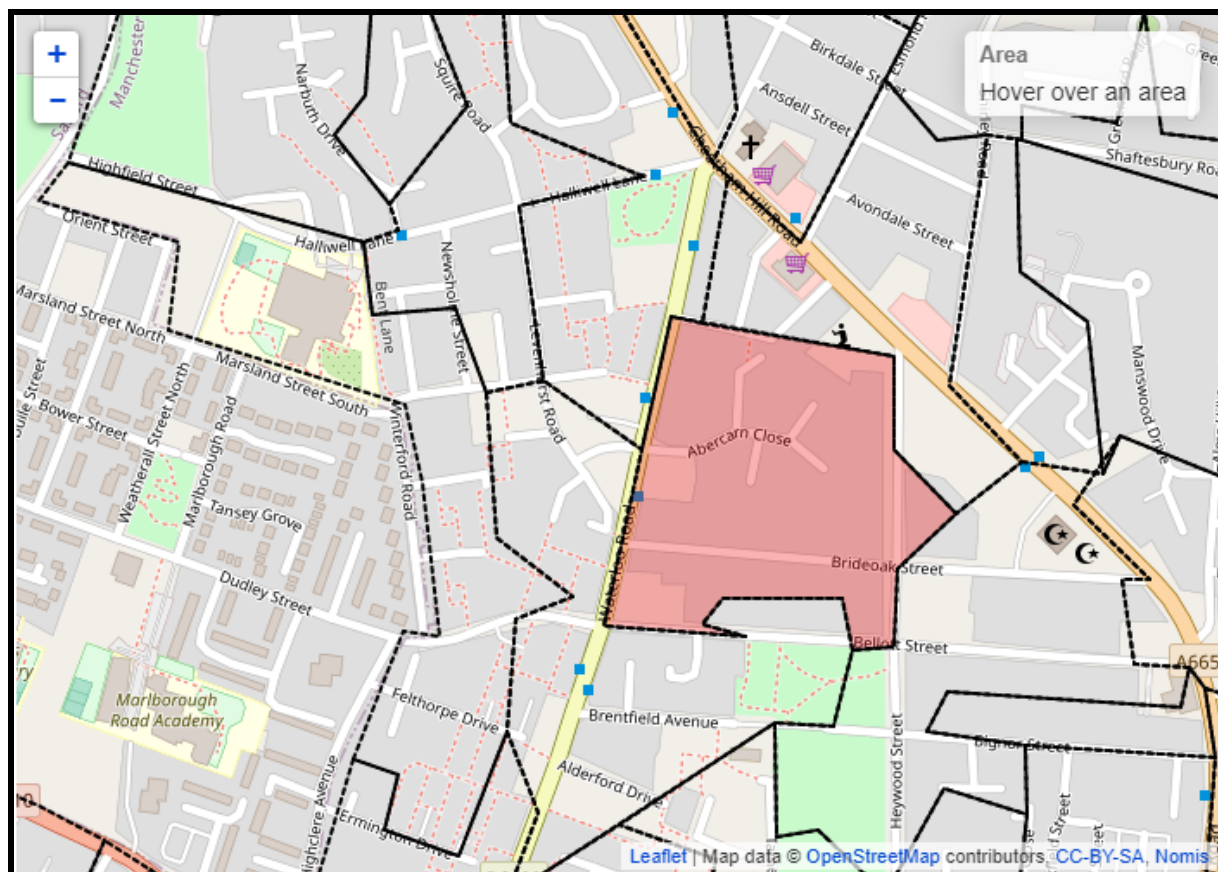
The current data for the local post code is shown below:

PostCode	BusScore	RailScore	MetroScore	LocalLinkScore	LocalLink	GMALScore	GMALLevel
M8 0AX	7.51	0	3.01	0	No	10.52	5

This shows the site has a good level of accessibility for a non centre urban area.

Census data

The 2011 census data has been reviewed for mode split for commuters in the local area.



The mode splits for the local area, wider Manchester and the NW are shown.

Method of Travel to Work (QS701EW)	E00026042		Manchester		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	158	%	213705	%	3228744	%
Work Mainly at or From Home	8	5.1	5258	2.5	144079	4.5
Underground, Metro, Light Rail, Tram	6	3.8	1102	0.5	20719	0.6
Train	2	1.3	9962	4.7	89429	2.8
Bus, Minibus or Coach	42	26.6	38601	18.1	267140	8.3
Taxi	4	2.5	2777	1.3	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	66	41.8	95678	44.8	2021199	62.6
Passenger in a Car or Van	5	3.2	11805	5.5	197661	6.1
Bicycle	5	3.2	4062	1.9	70557	2.2
On Foot	19	12.0	25208	11.8	351807	10.9
Other Method of Travel to Work	1	0.6	1383	0.6	19863	0.6

This shows lower car use than the wider Manchester area at 42%, this supports lower car use and parking offer based on the local characteristics.

Summary

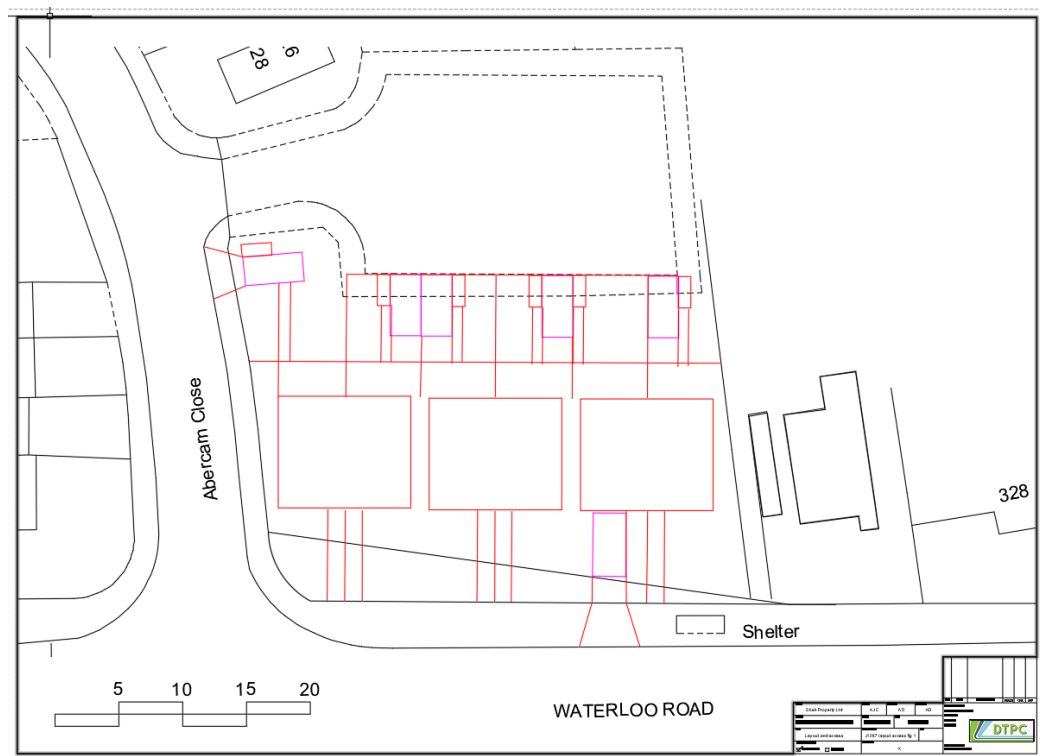
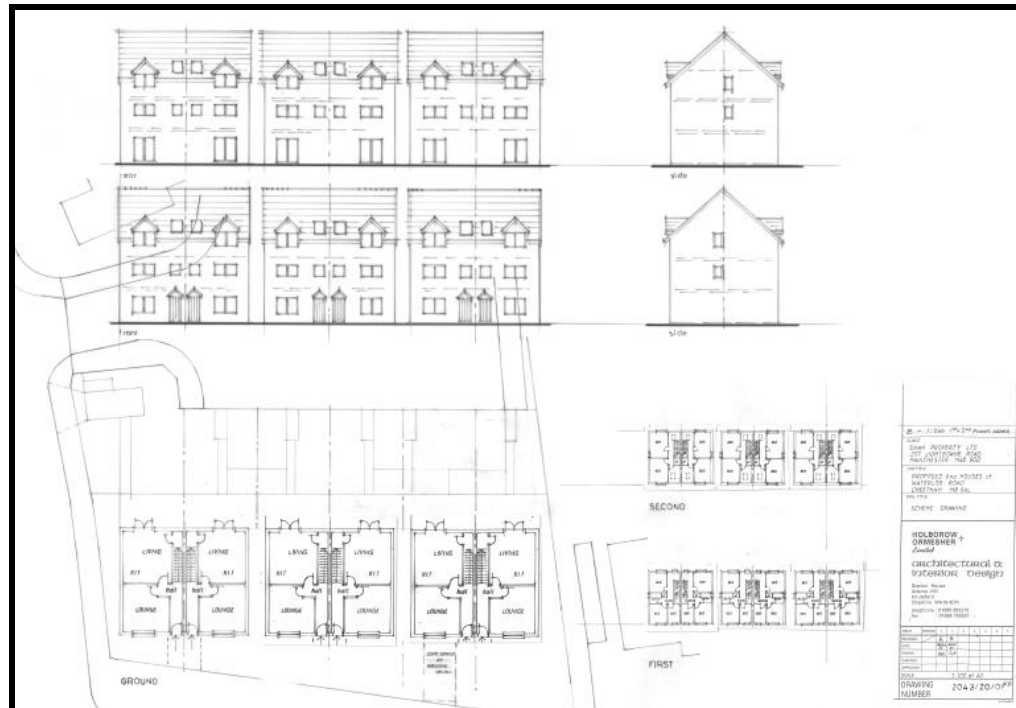
There are therefore opportunities for residents to use non car modes to access using cycling and bus accessibility from a wide area is possible.

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance and thus reduce single and multi occupancy car trips and thus reduce trips on the network for an urban area.

5. THE DEVELOPMENT PROPOSALS AND ACCESS

Development Proposals

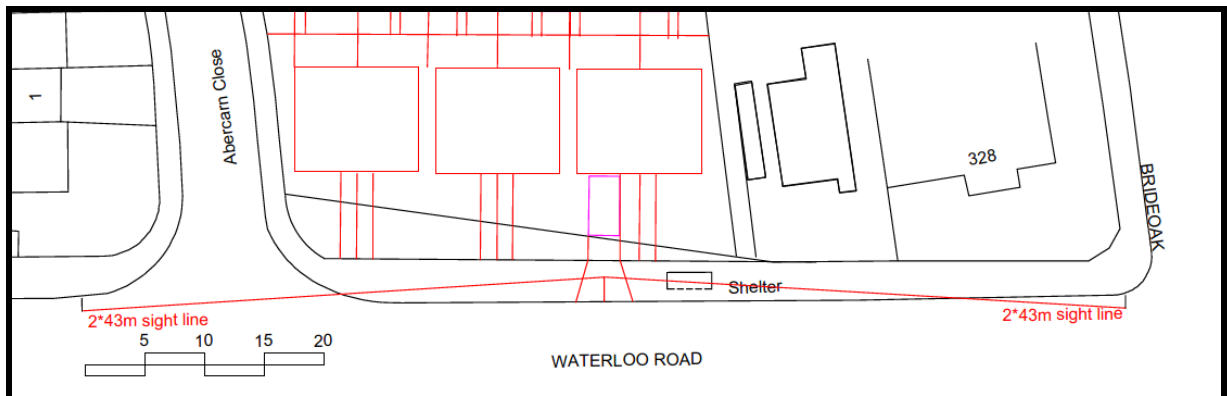
It is proposed to provide 6 new 5 bed residential units using the existing parking area access. The site layout is illustrated on below (see architect drawing for full details).



The layout shows 6 units with 6 parking spaces at 1:1.

Access

The access utilise the existing car park access as such no operational or safety concerns arise, the single drive shown of Waterloo road has 43m sight lines as per MFS.

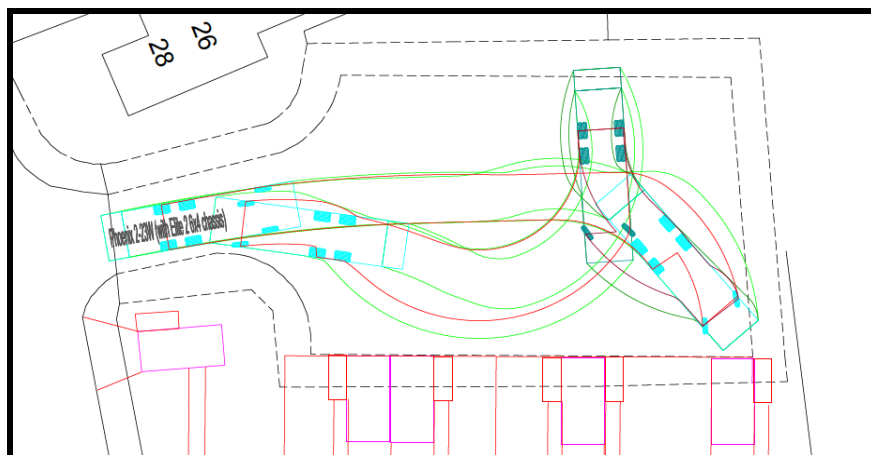


The bus shelter does impact the sight line as shown below, however from MFS the cars would edge out and be partially protected by the parked cars.



Swept paths

The internal layout has been tested for a large hgv's to access if required, otherwise a drag to the road side can also be used as occurs now from other units in the local area.



Trips

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 50 units do not need to be assessed.

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 5 units would derive 5 trips with a very robust view of the trip rates, the movement are de minimus at 1 per 10 minutes.

Car parking Policy and review

The site provides 5 spaces for residents in the new 5 new units or a 1 per unit. Local policy sets out in the Residential Design Guide:

RECOMMENDED PARKING STANDARDS

In accordance with the 'comply or justify' approach of this document, the following standards are required:

- City Centre - Developments will be required to provide a minimum 30 - 40% parking provision for developments within 800m walk of a public transport node (bus corridor, tram stop or train stop);
- Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point:

In both scenarios, reduced on site provision may be justified on the basis of:

- Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space)

- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.

Demonstrating that the full car parking requirement cannot be achieved via a car parking solution that is both viable and does not compromise the relationship of the new development to the street in terms of the creation of active frontages (in this scenario suitable off site provision will be required in accordance with the criteria set out above).

The NPPF supporting Ministerial Statement sets out:

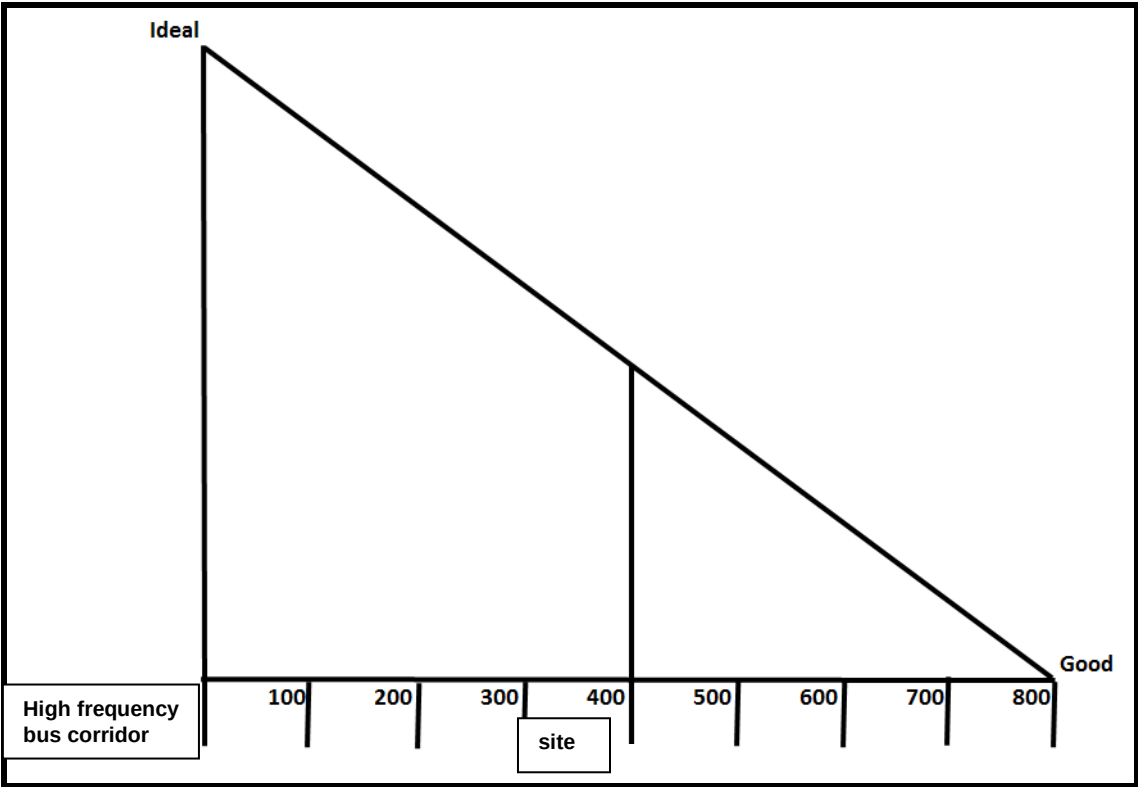
THE GOVERNMENT has given local planning authorities more leeway to set maximum parking standards in new developments in the final version of the updated National Planning Policy Framework (NPPF) for England. Ministry of Housing, Communities and Local Government (MoHCLG) said: "The approach to parking standards remains that minimum or maximum standards may be set locally, but with maximum standards requiring particular justification, considering the effect that limits on spaces can have on on-street parking.

"However, the text has been amended to recognise that such justification may exist in accessible locations where it is appropriate to optimise densities (in line with new policies on making effective use of land), as well as where it is necessary for managing the local road network."

The site is highly accessible in nature along a high frequency public transport corridor. It is within a short ride of dedicated cycle facilities.

Alternatively reference to a train/tram/bus type hub based development guidance from IHT and planning sets out that sites would be based within a 800m.

All sites in the distance set out would be deemed highly accessible and support lower trips and parking levels but clearly a location closer to the hub would create a local differential in terms of the need to cater for cars on site.



The site is clearly well within the hub distance where zero parking could be supported at say a train/bus station.

The census review shows a 41% use of cars for commuter trips again suggesting lower parking offer is supportable.

The parking offer is therefore considered reasonable and the what if scenario of overspill needs to be considered.

The interna parking area can accommodate double parking at each unit to reduce any potential overspill issues arising.

6. SUMMARY

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

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

It is agreed the location has no capacity issues or safety issues are expected to arise with the adjacent route to the site.

As such the scheme would have little or no impact on the local network

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