



Transport Statement

PROPOSED RESIDENTIAL DEVELOPMENT,
LAND TO THE REAR OF THE BIRCHES, CHEADLE, STAFFORDSHIRE

CLIENT: MOORLANDS HOMES (CHEADLE) LTD



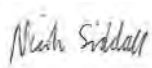



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LAND TO THE REAR OF THE BIRCHES, CHEADLE, STAFFORDSHIRE

Moorlands Homes (Cheadle) Limited

MT/NWK/NS/2052/TS

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1 INTRODUCTION

- 1.1 Morgan Tucker Ltd has been appointed by Moorlands Homes (Cheadle) Ltd to advise on the traffic and transportation issues relating to a proposed residential development scheme of 50 dwellings to be constructed on land to the west of The Birches in the market town of Cheadle, Staffordshire.
- 1.2 The application site is located to the south of a short residential cul-de-sac known as Birchwood Grove. Cheadle Academy lies immediately to the south of the development site and Cheadle town centre is approximately 500 metres to the north-east (see **Figure 1**). It is proposed that vehicular access to the site will be taken from Birchwood Grove which in turn, connects to The Birches and the wider strategic road network in the area i.e. the A521 and the A522.

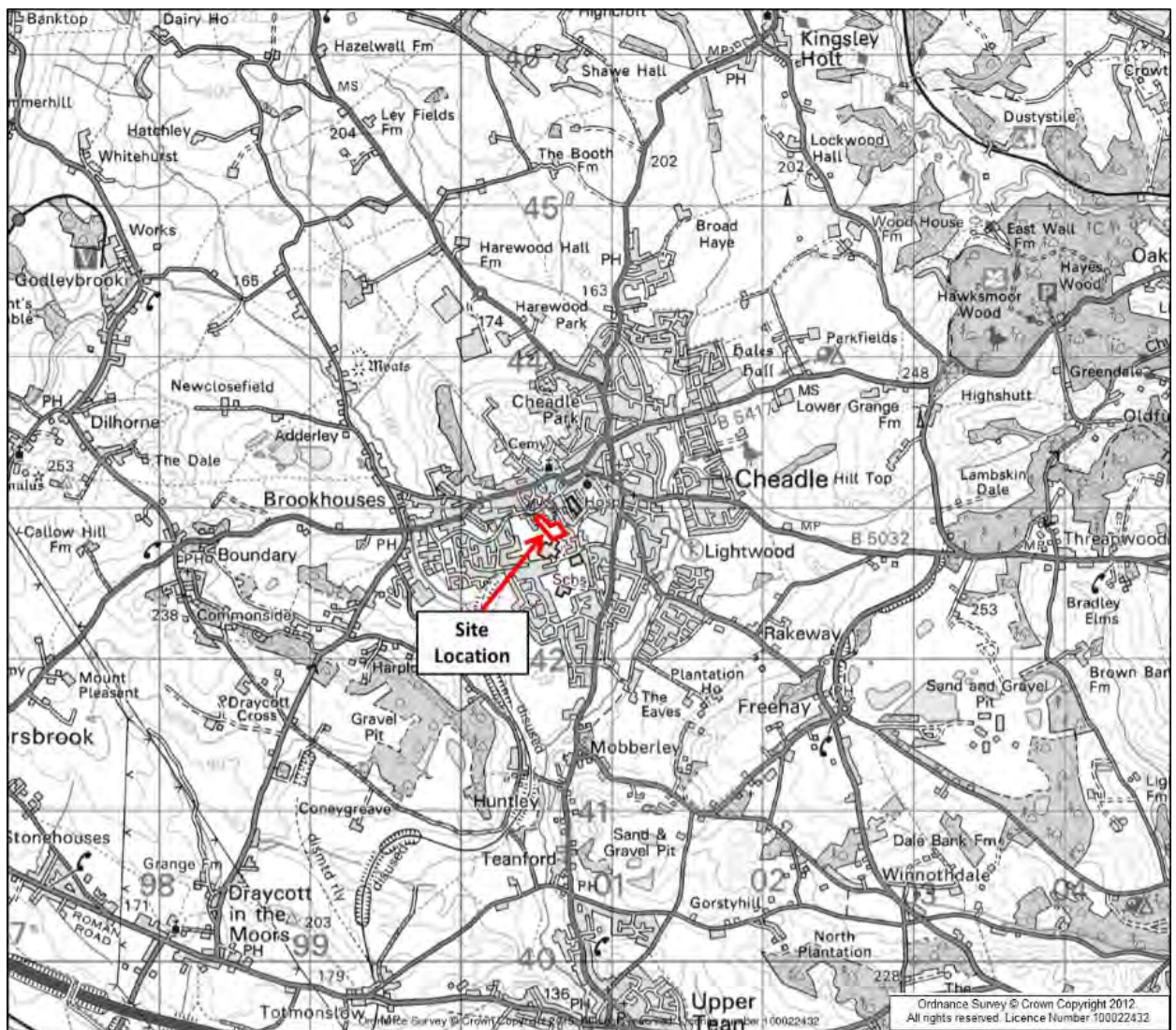


FIGURE 1: Development Site Location
(Map Source: Ordnance Survey)



1.3 In accordance with the '*Guidance on Transport Assessment*' (GTA) document published by the Department for Transport in March 2007, the development falls within the C3 Dwelling House land use class threshold between 50 and 80 units whereby a Transport Statement is the appropriate form of examination of the highway impact of the proposal. As recommended in the GTA document and also the more recently published Planning Practice Guidance, this transport statement will consider the following aspects of the development :-

- The local highway network and its road traffic accident record.
- The access arrangements to the proposed development.
- The proposed development and its operational characteristics.
- The impact of the development on the local highway network in terms of highway safety.
- The accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of these modes of travel.



2 DEVELOPMENT SITE

2.1 Existing Site

- 2.1.1 As shown in **Figure 2** below, the site is bounded to the east by dwellings situated on the west side of the adjacent residential street known as The Birches. Along the northern boundary of the site are a number of small, fairly recently constructed residential developments, including Birchwood Grove and The Poplars. The north western boundary of the site extends for a short distance along the rear of several semi-detached properties on Lid Lane whilst the western boundary extends down past various houses situated on an area known locally as The Gawbutts. The Cheadle Academy and associated playing fields lie to the south and south west of the site.

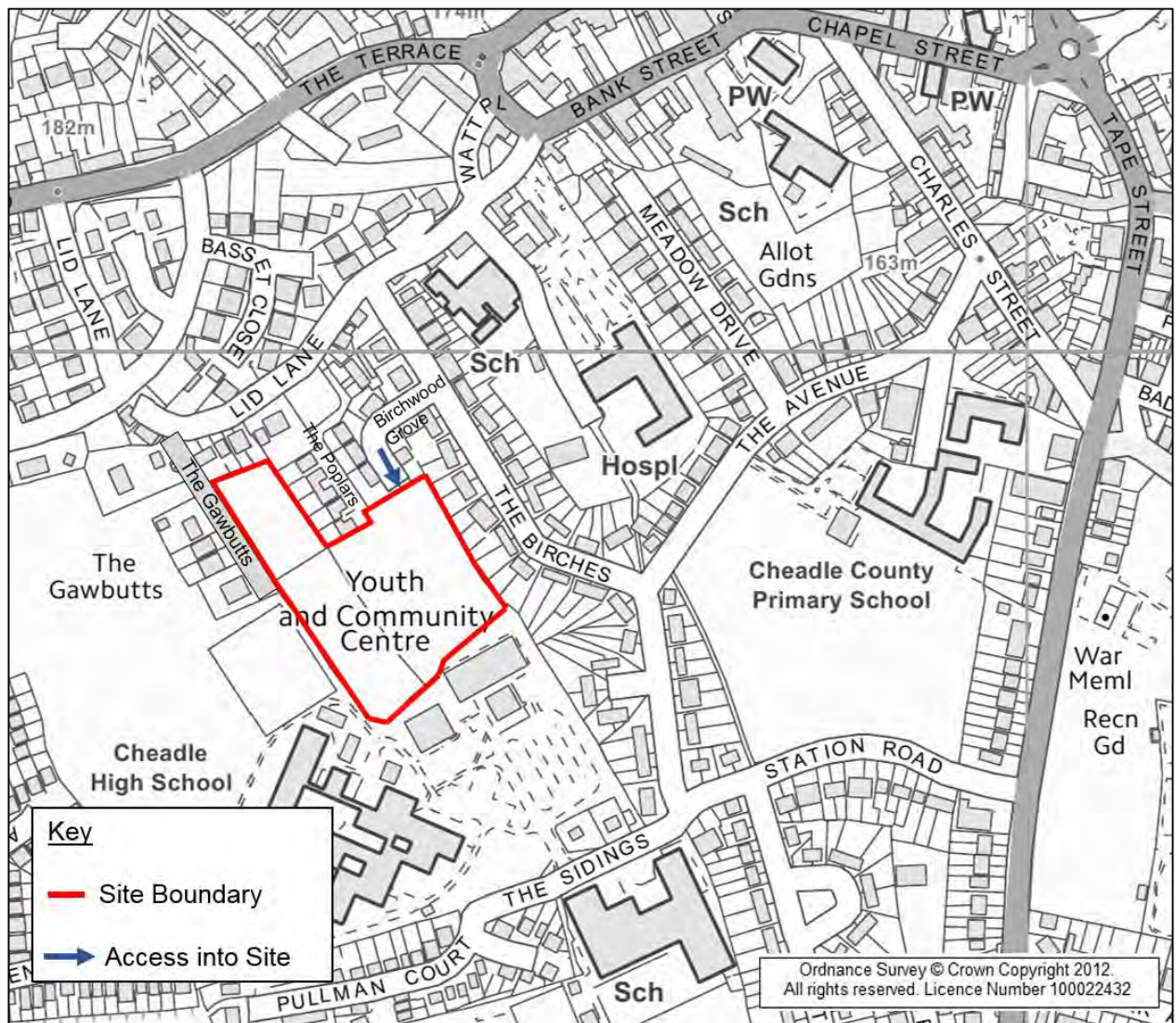


FIGURE 2: Detailed Site Location
(Map Source: Ordnance Survey)



- 2.1.2 The application site is currently vacant land which has no vehicular point of access. However there is a gate on the non-adopted residential road serving the houses situated on The Gawbutts which can be opened to provide access to the land as and when required.

2.2 Proposed Development

- 2.2.1 It is proposed to develop the site to provide 50 residential dwellings. Primary vehicular, pedestrian and cycle access will be taken from an access road linking directly into the footways and carriageway at the end of Birchwood Grove.
- 2.2.2 The carriageway on Birchwood Grove is 4.8m wide and there is a 2m wide footway on the northern and western sides. Adequate visibility is also provided at its junction with The Birches. Birchwood Grove is therefore capable of accommodating an increase in vehicular traffic and it is considered the most suitable access option for the proposed adjacent residential development.
- 2.2.3 Consideration has been given as to whether vehicular access could be provided onto either The Gawbutts or The Poplars, however as discussed in Section 3.1 examination of these roads has shown that they are not of sufficient standard to accommodate additional traffic.



3 BASELINE TRANSPORT DATA

3.1 Highway Network

- 3.1.1 Vehicular access to the site will be onto Birchwood Grove, which comprises a single carriageway residential road that is street lit and subject to a 30mph speed limit (see **Photo 1**).



PHOTO 1: View West along Birchwood Grove

- 3.1.2 Some 90m from the proposed site access, Birchwood Grove forms a priority junction with The Birches (see **Photo 2**). The Birches is a residential road that is subject to a 30mph speed limit and has footways on both sides and street lighting (see **Photo 3**).



PHOTO 2: Birchwood Grove / The Beaches Junction



PHOTO 3: View South along The Birches

- 3.1.3 To the north of the Birchwood Grove junction, The Birches forms a priority junction with Lid Road (see **Photo 4**) which again comprises a residential road with a 30mph speed limit and street lighting (see **Photo 5**). To the south The Birches forms a junction with Station Road, which provides access to The Cheadle Academy and the A522.



PHOTO 4: The Birches / Lid Lane Junction



PHOTO 5: View looking north-east along Lid Lane (from The Birches junction)

- 3.1.4 Some 150m to the north east of The Birches, Lid Lane forms a priority junction with the A521, and provides access to the town centre. To the west of The Birches junction it forms a residential road that culminates in a cul-de-sac adjacent to Glebe Road. A continuous footway is provided along the southern side of Lid Lane from the junction with The Poplars into Cheadle town centre (see **Photo 5**), while at the cul-de-sac western end of Lid Lane there is a pedestrian footpath link connecting it to Glebe Road.
- 3.1.5 The western section of Lid Road provides access to The Gawbutts and The Poplars, which both comprise residential cul-de-sacs. The Gawbutts; which abuts the western boundary of the site, comprises an unadopted road of variable width and with an unbound surface (see **Photo 6**) which provides direct access to three detached dwellings. The Poplars comprises a narrow road (approximately 3.5m wide) that contains no street lighting or footways and serves five dwellings. The nature of these two roads in terms of their width, road surfacing and pedestrian facilities means that they are not suitable for use to provide access into the development site.



PHOTO 6: View looking south along The Gawbutts

3.2 Personal Injury Collision Statistics

- 3.2.1 In order to confirm the safety record on the highway network within the vicinity of the development, personal injury collision statistics have been obtained from Staffordshire County Council (SCC) for the latest available three year period. The study area for data is illustrated in **Figure 3**.

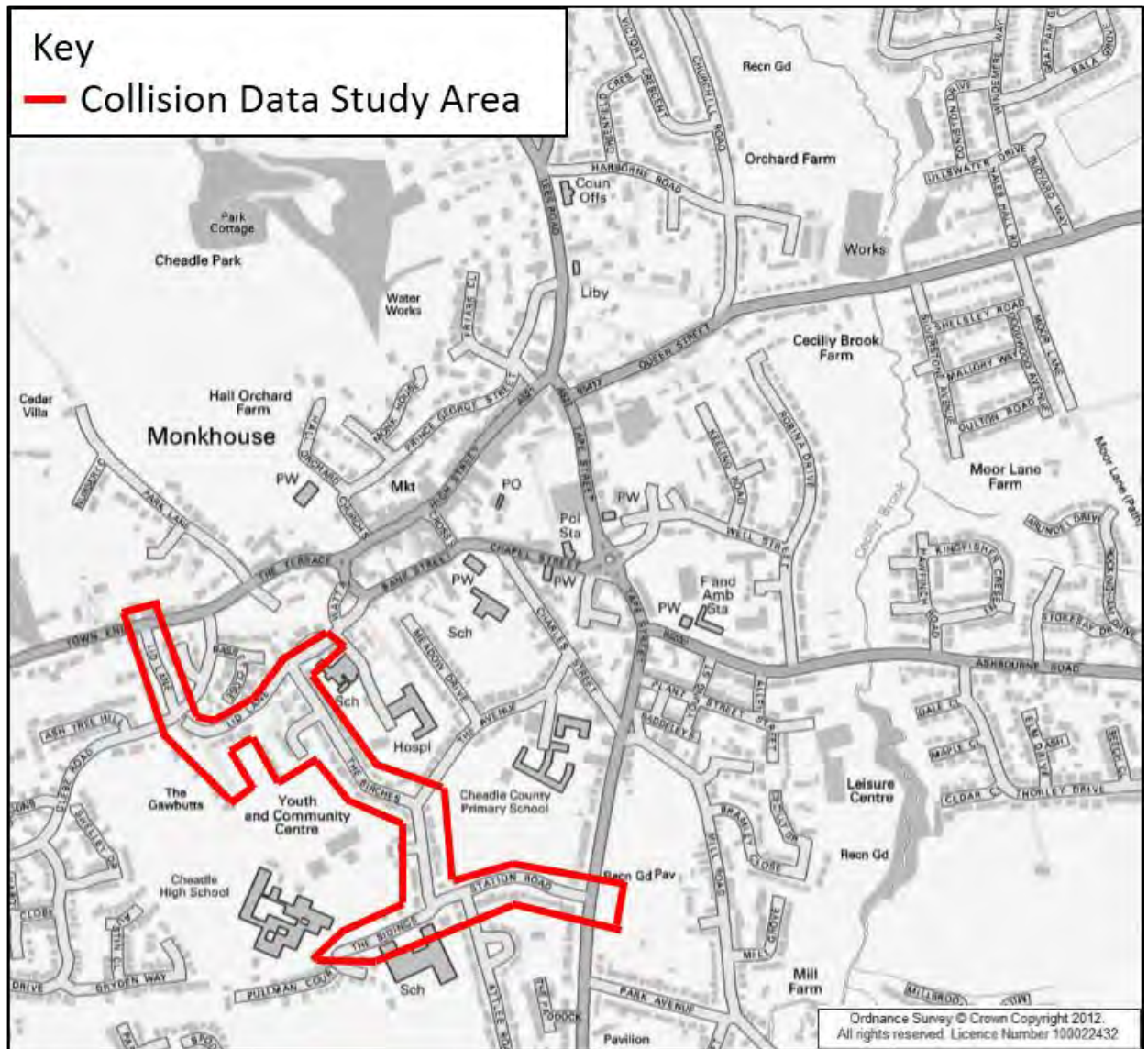


FIGURE 3: Collision Data Study Area
(Map Source: Ordnance Survey)

3.2.2 Two collisions occurred within the study area during the three year period. These are summarised below, whilst the detailed collision reports are contained in **Appendix A**:

- Reference 12004902: A motorcyclist travelling southeast to northwest on The Birches collided with a car travelling in the opposite direction. The collision resulted in slight injury to the motorcyclist.
- Reference 14000261: A collision involving three vehicles occurred as a vehicle turned right from Town End into the northern section of Lid Lane. The driver and passenger of one vehicle were slightly injured.



- 3.2.3 Both of the above collisions occurred at different locations and under different circumstances, and in both cases the contributory factors listed were down to human error, for example driver failing to look properly. There are therefore not considered to be any underlying road safety issues for residents of the new development.



4 SITE ACCESSIBILITY

4.1 Local Amenities

4.1.1 A study of the local amenities available in the vicinity of the site has been undertaken to assess the opportunities for residents of the proposed development to access nearby services using sustainable transport modes. **Figure 4** details the location of these amenities relative to the development site, and **Table 1** indicates the average travel distances of amenities from the proposed access point on Birchwood Grove.

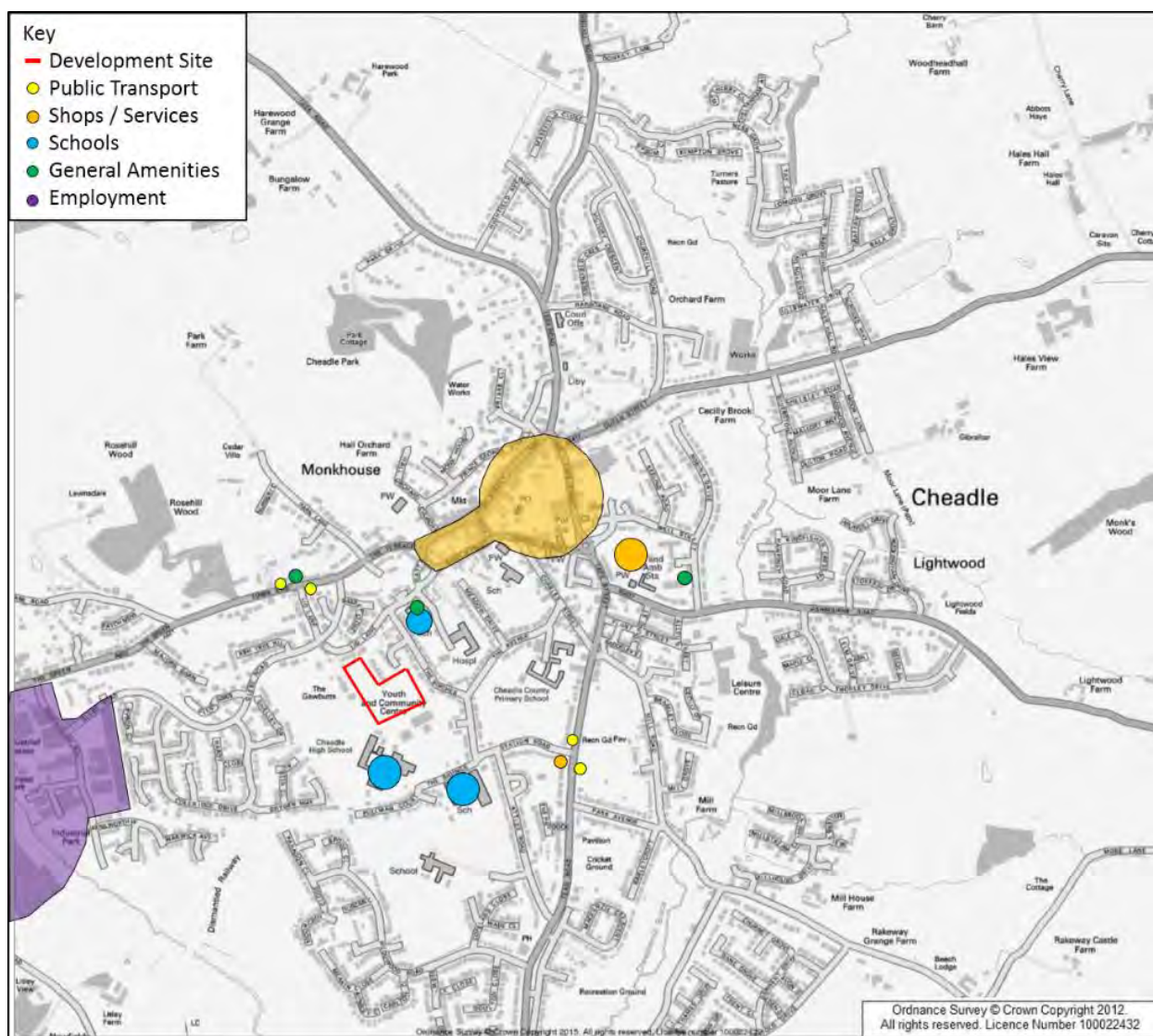


FIGURE 4: Location of Local Amenities
(Map Source: Ordnance Survey)



Amenity Type	Amenity Description	Distance from Site
Public Transport	Bus Stop Pair (Town End)	510m
	Bus Stop Pair (Station Road)	650m
Shops / Services	Co-op Convenience Store	650m
	Town Centre (Including Pharmacy, Supermarket, Restaurants, Banks)	600m
	Asda Supermarket	800m
Schools	Bishop Rawle C of E Primary School	250m
	The Cheadle Academy / Painsley Catholic College (Same locations)	500m
General Amenities	Cheadle Health Centre	1.1km
	The Swan Public House	510m
	Nursery	250m
Employment	Industrial Estate	1.1km

TABLE 1: Travel Distances to Local Amenities

4.1.2 The contents of **Table 1** highlight that there are a large number of local amenities within the town that will serve the residents of the new development, as well as an area of employment towards the southwest of the town. It is also expected that a large number of residents will work in Stoke-on-Trent, which is accessible via public transport (see Section 4.4).

4.2 Walking

4.2.1 In terms of the existing pedestrian infrastructure in the vicinity of the development site, there is a footway provided along the western and northern sides of Birchwood Grove, which connects into the footway on The Birches. Dropped kerb and tactile paving crossing facilities are also provided at the Birchwood Grove / The Birches junction. Continuous footways link The Birches to Lid Lane and into the town centre to the north, whilst footways on The Avenue and Station Road link the site to the nearby secondary schools and other key local amenities.

4.2.2 With regard to walking, the former Planning Policy Guidance Note 13 (PPG13) indicated that:

‘Walking is the most important mode of transport at the local level and offers the greatest potential to replace short car trips, particularly two kilometres.’



4.2.3 Although PPG13 has now been replaced by the NPPF, a 2km walking distance remains the typically accepted benchmark for assessing pedestrian accessibility. **Figure 5** below indicates that the entire town of Cheadle is within a 2km walking distance from the site.

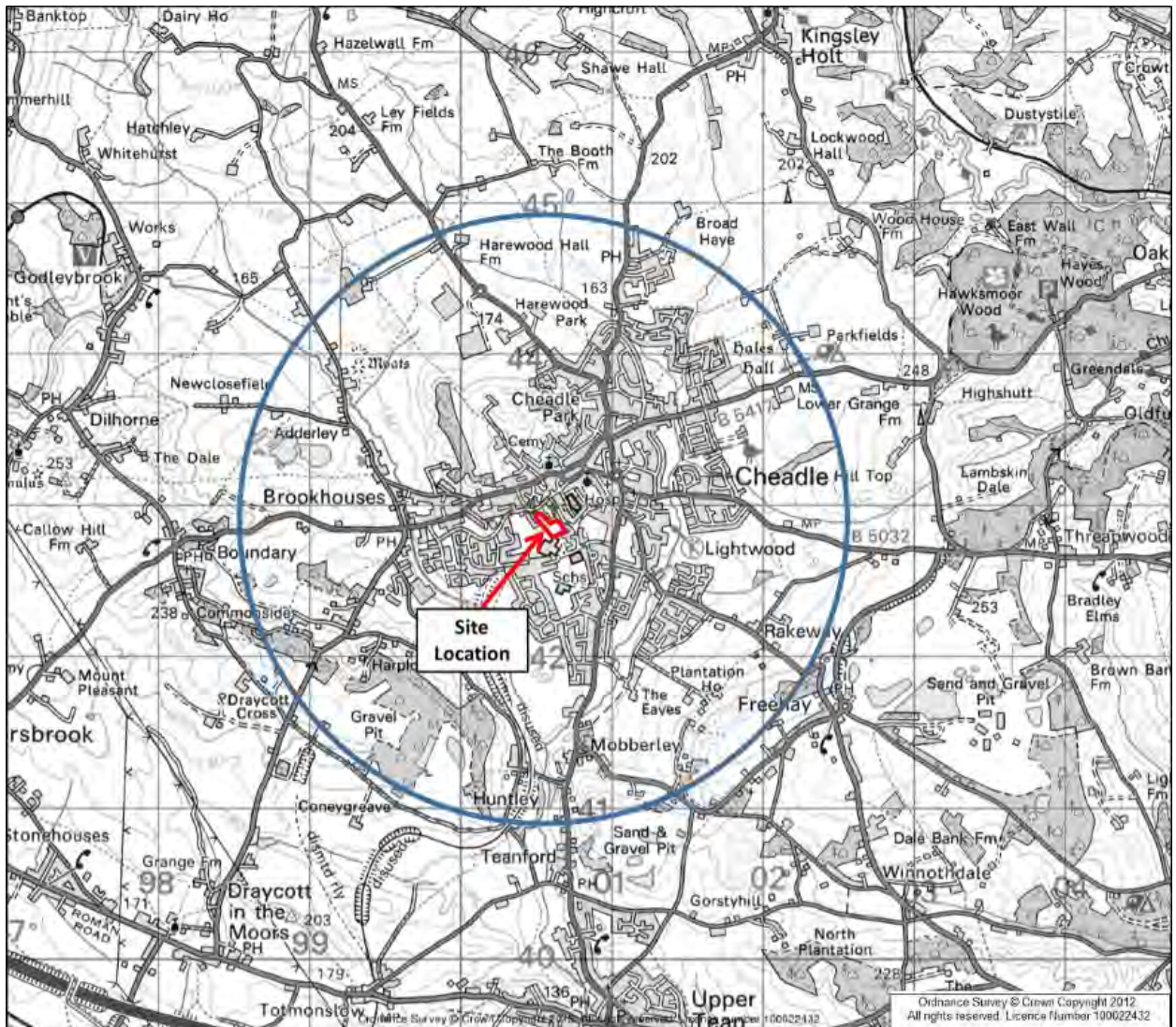


FIGURE 5: 2km Walking Isochrone
(Map Source: Ordnance Survey)

4.2.4 Using the travel distances in **Table 1**, and assuming an average walking speed of 3mph, the walking times from the development site to amenities has been calculated as presented in **Table 2**:



Amenity Description	Walking Time
Bishop Rawle C of E Primary School	3 mins
Nursery	3 mins
The Cheadle Academy / Painsley Catholic College	6 mins
The Swan Public House	6 mins
Bus Stop Pair (Town End)	6 mins
Town Centre	8 mins
Bus Stop Pair (Station Road)	8 mins
Co-op Convenience Store	8 mins
Asda Supermarket	10 mins
Cheadle Health Centre	14 mins
Industrial Estate	14 mins

TABLE 2: Walking Times to Local Amenities

4.2.5 It can be seen from the contents of **Table 2**, and **Figures 4 and 5** above that the residents of the development will be able to access a range of local amenities within a 14 minute walking time.

4.2.6 As discussed in Section 3.2, there have been no collisions recorded in the study area within the last three years involving pedestrians. The pedestrian infrastructure in the vicinity of the site, including on routes to the nearby schools and bus stops, is therefore considered to be safe.

4.3 Cycling

4.3.1 With regard to cycling, PPG13 indicated that:

“Cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”.

4.3.2 Again although PPG13 has now been replaced by the NPPF, a 5km cycling distance remains the typically accepted benchmark for assessing cycling accessibility. The contents of **Table 1** illustrate that a range of local amenities are within this distance.



4.3.3 Using the travel distances provided in **Table 1**, and assuming an average cycling speed of 12mph, the cycling times from the development site to amenities has been calculated as shown in **Table 3**:

Amenity Description	Cycling Time
Nursery	1 min
The Cheadle Academy / Painsley Catholic College	2 mins
The Swan Public House	2 mins
Bus Stop Pair (Town End)	2 mins
Town Centre	2 mins
Bus Stop Pair (Station Road)	2 mins
Co-op Convenience Store	2 mins
Asda Supermarket	3 mins
Cheadle Health Centre	3 mins
Industrial Estate	3 mins

TABLE 3: Cycling Times to Local Amenities

4.3.4 **Table 3** confirms that the residential development will be within a 3 minute cycling distance from all the key amenities in the area. It should also be noted that there have been no collisions involving cyclists recorded within the last three years in the vicinity of the site (see Section 3.2).

4.4 Public Transport

4.4.1 The nearest bus stop pair to the site is located at the end of the northern section of Lid Lane, opposite / adjacent to its junction with the A521 Town End. A further bus stop pair is located opposite / adjacent to Station Road (See **Figure 4**). The stops are on the following bus routes:

- Service 31 (D&G Bus): Hanley – Meir – Cheadle – Ipstones – Leek
- Service 32 (First in the Potteries): Hanley – Cheadle – Tean – Uttoxeter
- Service 123 (Taxico): Cheadle Town Circular Service



4.4.2 The bus route in the vicinity of the site is illustrated in **Figure 6** below, and the weekday and Saturday timetable information is summarised in **Tables 4 & 5** (note: no services operate on Sundays).

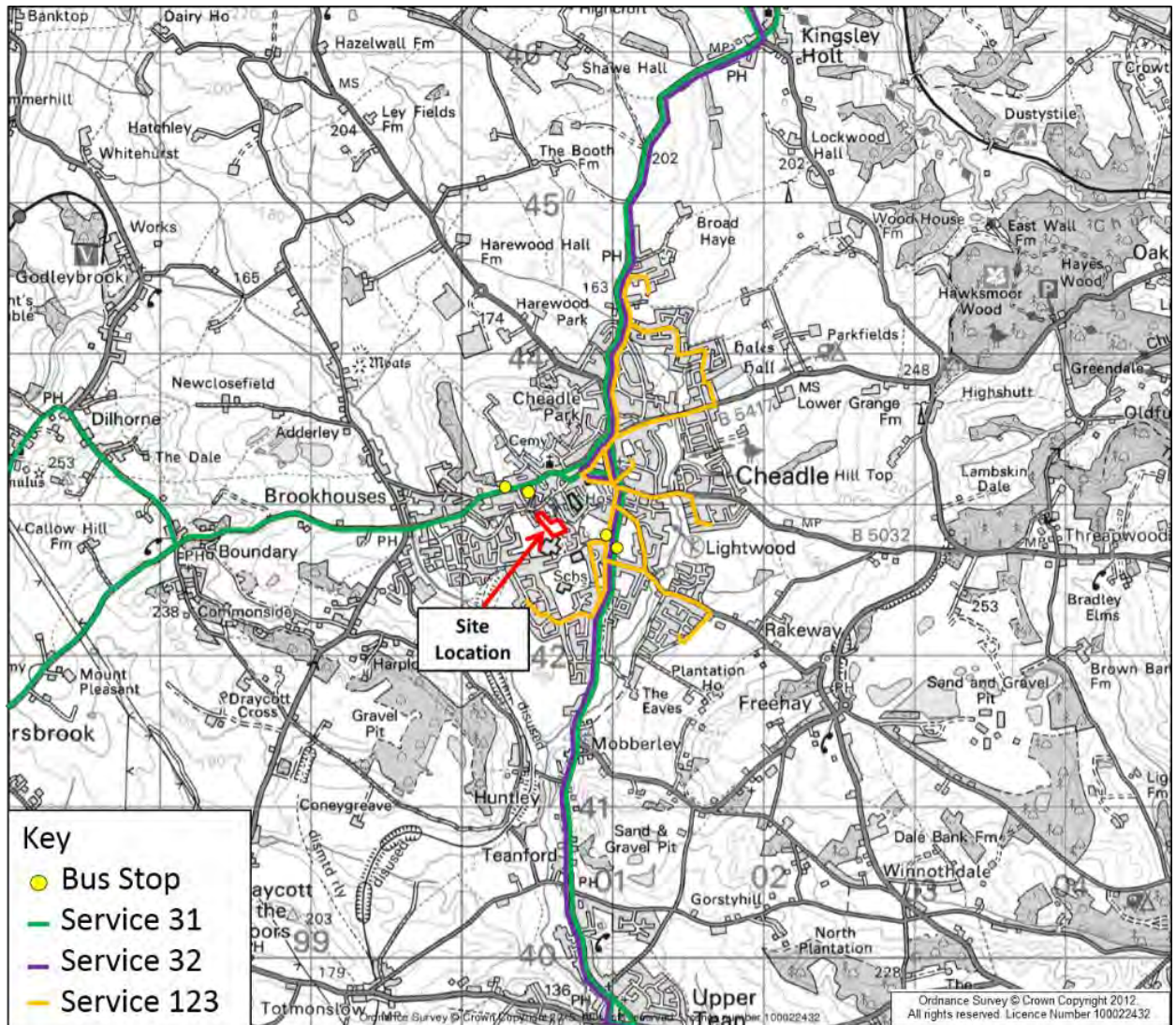


FIGURE 6: Bus Routes in Vicinity of Site
(Map Source: Ordnance Survey)



Service	Stop	Route	First Bus	Last Bus	Frequency
31	Town End	To Leek	10:30	18:20	Hourly
		To Hanley	07:15	16:35	
32	Station Road	To Uttoxeter	06:24	23:31	0.5-1.5 Hours
		To Hanley	06:35	22:20	
123	Station Road	Cheadle Town Circular	09:36	13:36	Hourly

TABLE 4: Bus Service Operating Times (Monday to Friday)

Service	Stop	Route	First Bus	Last Bus	Frequency
31	Town End	To Leek	09:33	17:21	2 Hourly
		To Hanley	09:35	17:15	
32	Station Road	To Uttoxeter	07:14	23:31	Hourly
		To Hanley	07:20	22:20	
123	Station Road	Cheadle Town Circular	09:36	13:36	Hourly

TABLE 5: Bus Service Operating Times (Saturday)

4.4.3 The contents of **Tables 4 & 5** illustrate that there are a good number of frequent bus services around Cheadle and also to other larger settlements, where residents of the new development may work.



5 TRAFFIC FORECASTS

5.1 Development Traffic Generation

5.1.1 The TRICS database Version 7.2.1 has been used to predict the likely traffic generation characteristics of the proposed development, with datasets chosen to best represent a residential development of the proposed size and location.

5.1.2 The TRICS data is presented in **Appendix B** with a summary of the peak hour traffic generation detailed in **Table 6**.

Movement	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)
Inbound	7	19
Outbound	16	7
Total	23	26

TABLE 6: Traffic Generation (50 Dwellings)

5.1.3 The contents of **Table 6** illustrate that the proposed development will generate approximately one trip every two to three minutes during the AM and PM peak hours, which does not represent a significant increase in traffic. The development will therefore not have an adverse impact on the local highway network.

5.2 Development Traffic Distribution

5.2.1 The traffic generated by the new development has been distributed onto the local highway network using the 2001 Census Travel to Work Statistics for the Cheadle West ward. The resulting percentage distribution is presented below in **Table 7** and the full distribution calculations are contained in **Appendix C**.



Route	Percentage Distribution	AM Peak Hour		PM Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Town End	59%	4	11	9	4
The Birches (S)	19%	1	4	3	1
High Street	18%	1	3	3	1
The Avenue	4%	1	1	1	1

TABLE 7: Traffic Distribution



6 SUMMARY & CONCLUSION

- 6.1 Morgan Tucker Ltd has been commissioned by Moorlands Homes (Cheadle) Ltd to prepare a Transport Statement in support of a planning application for a residential development in Cheadle, Staffordshire.
- 6.2 The development site currently comprises fields which can be accessed from the residential cul-de-sac The Gawbutts. It is proposed to develop the land to provide 50 residential dwellings, with primary access being taken from Birchwood Grove.
- 6.3 Analysis of the pedestrian / cycle and public transport infrastructure in the vicinity of the site has been undertaken and confirms that there are good facilities to allow residents to access the local amenities in Cheadle and also to travel to Stoke-on-Trent.
- 6.4 A review of the latest three years of highway collision data in the immediate area has been undertaken. This highlighted that only two collisions occurred within the study period / area and both of these were a result of driver error and do not suggest any underlying road safety issues.
- 6.5 A traffic generation exercise has been undertaken and indicates that the development will not generate a significant volume of traffic during the AM and PM peak hours.
- 6.6 *It is concluded that the proposed development is well located to provide accessibility to the amenities in Cheadle and the available transport facilities, and that it will not adversely impact on the existing traffic and transport network.*