WB/UT/08021
18th February, 2008

FORMER BOYDENS GARAGE
WINKHILL, STAFFORDSHIRE

PROPOSED NEW GARAGE / WORKSHOP
FOR
W & G TANKERS

TRANSPORT STATEMENT

1.0 INTRODUCTION

1.1 Singleton Clamp and Partners Ltd are instructed by W & G Tankers Ltd to investigate and report upon the anticipated transport issues associated with the proposal to create a garage / workshop facility on the former Boydens Garage at Wink Hill, Staffordshire. Boydens Garage was last used as a coach depot.

1.2 It is proposed to relocate the existing garage / workshop facilities for W & G Tankers Ltd from Waterhouses to the application site.

1.3 The base year for assessment purposes is taken as 2008 and a further assessment has been undertaken in 2023. In line with current guidance we have applied central NRTF growth factors adjusted with Tempro local factors to the base flows

1.4 The proposal includes a garage building of around 1370 m² GFA, a two storey office/ store of 314.m² GFA per floor, parking for 33 No. tankers and 17 No. car parking spaces at the front of the site including 2 No. spaces for disabled drivers, and 8 No. parking spaces at the rear of the site.

1.5 The existing access arrangements are to be retained and include a segregated ingress and egress onto the A523. Security gates would be set some 25 m into the site.

1.6 Traffic and accident data has been obtained from the highway authority and has been assessed.

1.7 The report concludes that there would be no material impact upon the A523 and the site access arrangements would be anticipated to operate in a safe manner.

2.0 EXISTING CONDITIONS

2.1 The location of the application site is illustrated on SCP1. The aerial photograph illustrates a number of coaches on the site associated with the last known use of the site.

2.2 SCP2 illustrates the current layout of the application sit in relation to the local highway network. The plan also illustrates existing features such as the locations of the speed limit, signs and speed cameras.

2.3 The A523 through Winkhill is subject to a mandatory 40mph speed limit which is enforced by speed cameras.

2.4 The photographs below illustrate the A523 in the vicinity of the site and demonstrate the level of visibility available at the site accesses.

PHOTO 1
Visibility in leading direction

PHOTO 2
Visibility in non leading direction

PHOTO 3
Location of East bound speed camera in relation to site

PHOTO 4
Road Marking across site frontage

2.5 It can be seen that in a west bound direction overtaking is prohibited across the site frontage.

2.6 We have researched personal injury road traffic accident data along the A523 at Winkhill covering a period from 1/9/02 to 31/8/07. The search was carried out by the Highway Authority and revealed that there have been no recorded personal injury road traffic accidents over the period. Hence, the road is operating in a safe manner.

2.7 Traffic flow data has been obtained from the highway authority. The data was collected by the automatic traffic counter and covers the period 29/6/06 to 6/7/06. The data is attached at Appendix 2.

2.8 In 2006 the A523 carried 418vph (total two-way) during the AM peak hour, and 447vph (total two-way) during the PM peak hour. On a daily basis the road on average (Monday to Friday) carried 4748 vehicles (total two-way).

3.0 BASE AND DESIGN FLOWS

3.1 The site is likely to be constructed in 2008, and therefore 2008 be assumed to be the base year for assessment. Appendix 3 illustrates the assessed peak hour flows in 2008 which has been calculated using Central growth NRTF adjusted with local Tempro factors.

3.2 A further assessment has been carried out in 2023, 15 years after the opening of the scheme. Appendix 4 illustrates the peak hour base flows in 2023 calculated using Central growth NRTF adjusted with local Tempro factors.

4.0 DEVELOPMENTS PROPOSALS

4.1 The development proposals are illustrated on SCP3 and include a garage building (1370m² GFA, and office/store (314m² GFA) over 2 floors, parking space for 32 No. tankers, and 18 cars (including 2 spaces for disabled drivers). It should be noted that the office element would employ up to10 staff.

4.2 The access arrangements include a segregated ingress and egress using the existing access arrangements. A security gate will be provided and locate some 25 m into the site.

4.3 In order to access the anticipate impacts of the proposals we have interrogated the nationally used TRICS database for general industrial units. The office/storage element is considered to be ancillary to the main use on site.

4.4 In order to produce a robust assessment we have utilised the highest trip rates in relation to the peak hour trip attraction. The data is illustrated at Appendix 5 and is summarised below:-

TRIP RATE / 100m² GFA	ARRIVALS	DEPARTURES
AM peak	0.467	0.163
PM peak	0.104	0.453

4.5 Using the above trip rates the proposals would be anticipated to attract the following trips:

	ARRIVALS	DEPARTURES	TWO WAY
AM peak	9vph	3vph	12vph
PM peak	2vph	9vph	11vph

4.6 The assumed trip distribution of the site attracted flow has been assessed based upon the existing tidality of flow along the A523 during the peak hours (i.e. 50% to the west and 50% to the east). The anticipated peak hour turning movements are illustrated at Appendix 6.

4.7 The anticipate design flows in 2008 and 2023 are illustrated at Appendices 7 and 8 respectively.

5.0 ANTICIPATED IMPACTS

5.1 The anticipated impacts of the proposals are considered to be limited to the proposed site access along as the proposals are a relocation of existing facilities along the A523.

5.2 The anticipated increases in flow on the A524 on either side of the site access are illustrated below:

2008						
TOTAL TWO-WAY FLOWS	**AM PEAK**			**PM PEAK**		
	Without	**With**	**% inc**	**Without**	**With**	**% inc**
A523 east of access	435 vph	440 vph	+1.15%	463 vph	468 vph	+1.08%
A523 west of access	435 vph	442 vph	+1.61%	463 vph	469 vph	+1.29%

2023						
TOTAL TWO-WAY FLOWS	**AM PEAK**			**PM PEAK**		
	Without	**With**	**% inc**	**Without**	**With**	**% inc**
A523 east of access	502 vph	507 vph	+1.00%	534 vph	539 vph	+0.94%
A523 west of access	502 vph	509 vph	+1.39%	534 vph	540 vph	+1.12%

5.3 It can be seen that the proposals would lead to very limited increase in flow on the A523 and such cannot be considered to be material.

5.4 Even in 2023 the A523 would be anticipated to operate with significant spare capacity with the proposals.

5.5 The capacity of the access has been assessed using the computer programme PICADY and the results are summarised below with the full printout detailed at Appendices 9, 10, 11 and 12.

		2008		2023	
		AM	PM	AM	PM
TURN OUT From Site	RFC	0.012	0.037	0.012	0.038
	Q	0	0	0	0
RIGHT TURN Into Site	RFC	0.022	0.004	0.023	0.005
	Q	0	0	0	0

RFC – demand to capacity ratio – maximum achieved
Q – queue in vehicles

5.6 It should be noted that in order to provide a robust assessment we have assumed all vehicle movements at the site access are performed by HGV's. The assessment therefore provides an under estimate of the capacity of the junction. The junction however will operate with significant spare capacity in 2008 and 2023.

5.7 The proposed site access is illustrated on SCP3 and provides visibility splays as detailed below:

- 4.5 m x 120 m in the leading direction
- 4.5 m x 120 m in the non leading direction

5.8 The available visibility is in line with the mandatory speed limit of 40 mph for the A523 through Winkhill.

5.9 The proposed security gates would be located well into the site and therefore be situated in order to allow larger HGV's to wait off the highway if required to do so.

6.0 CONCLUSIONS

6.1 Our investigations lead us to conclude that the proposals can be accessed in a safe and suitable manner.

6.2 We therefore consider that there can be no overriding highways objections to the proposals.

William Booker
Singleton Clamp and Partners Ltd
18th February 2008.