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M-EC
Mewies Engineering Consultants Ltd

29th January 2010

Your Ref:
Our Ref: TR/20010

Mr. R. Gough
Gough Planning Services
The Malthouse
Water Street
Stafford
ST16 2AG

10/00062/FUL 1 FEB 2010 SMP

Dear Richard,

PROPOSED NEW POLICE STATION, CHAPEL STREET, CHEADLE, STAFFORDSHIRE TRANSPORT STATEMENT

I am writing to provide you with a Transport Statement that provides further information to support a planning application that is to be submitted for a proposed new Police Station at land previously occupied by the Department of Work and Pensions building, Chapel Street, Cheadle.

The development proposals comprise a new Police Station at Chapel Street, Cheadle adjacent to the Tape Street Car Park with all facilities transferring to the Chapel Street site from the existing Cheadle Police Station on High Street. The previous building at the site has been unoccupied since April 2006 and has since been demolished and the site is now boarded up. This statement will provide further information relating to the proposed future operations at the site, likely trip generation and patterns of travel, and an analysis of the proposed access to the site.

Existing Conditions

The existing Cheadle Police Station is located along High Street to the north of the Tape Street Car Park. The station has been determined as not fit for purpose following a previous survey undertaken at the site and officers have been working from behind the main station in a separate building. A site visit was undertaken by M-EC on Tuesday 26th January and a number of key observations were made.

The station is accessed directly from High Street which is approximately 3.5m wide and operates a one-way system travelling in an eastbound direction. On-site observations show High Street is heavily trafficked with significant pedestrian movements noted on both footways to access all the amenities and facilities along High Street. There are a number of pedestrian crossings provided on High Street however it was observed that some pedestrians ignore the crossing facilities and cross the road in various other locations.

It was determined that the existing vehicular access to the station is substandard in both geometry and width. The access road into the site is only wide enough for one vehicle which creates problems for vehicles exiting the site on an emergency call and another vehicle is driving into the station. This results in vehicles having to reverse out onto High Street in order to allow the emergency vehicle to exit the site.

Pedestrian visibility at the site is also substandard to the east due to the adjacent Boots building. This presents difficulties for all vehicles exiting the station as pedestrians cannot be seen from vehicles without edging forward slightly onto the footway. This increases the risk of pedestrian/vehicle conflicts in this location as pedestrian activity on this footway has been observed to be high with a number of pushchairs and wheelchairs also noted using the footway.

The narrow width of High Street provides further difficulties for emergency vehicles as the carriageway is only wide enough to accommodate one vehicle (one way street – 3.5m wide) and therefore some delay is caused to emergency vehicles trying to pass safely through traffic along High Street when on an emergency call.

Photographs were taken at the police station access to highlight the problems detailed above. Photograph 1 below shows the narrow existing vehicular access to Cheadle Police Station and the presence of parked cars creates problems for emergency vehicles exiting the site. Photograph 2 shows the access onto High Street and the Boots building to the east of the access which significantly reduces pedestrian visibility to the east.



Photograph 1 – Existing Vehicular Access looking into site



Photograph 2 - Existing Vehicular Access onto High Street

Overall it is considered the existing access to the Cheadle Police Station is substandard and although it is understood there have been no recent accidents at the access following discussions with the enquiries officer, there are safety concerns and the possibility for vehicle/pedestrian conflicts at the existing access.

Proposed Development

Trip Generation

The proposed development comprises a transfer of all facilities from the existing Cheadle Police Station to the new site on Chapel Street. This therefore means there will be no additional trips generated by the proposed development. Trip generation figures have been provided by Staffordshire Police (see data attached) and Table 1 below provides a summary of the data provided.

Table 1: Trip rates provided by Staffordshire Police

			Vehicles				**Trips (including in and out)**
	Staff Levels	Parking	Private	Marked	Unmarked	Total	
Regular Day Staff	5	1 van	5	0	1	6	**12**
Specials Commandant	1	-	1	0	0	1	**2**
IMU (Instant Management Unit)	20	4	4	4	0	8	**16**
Neighbourhood Police Officers	4	3	4	1	1	6	**12**
Police Community Support Officers	4	-	4	0	0	4	**8**
2 x Parking Wardens, 2 x Local authority proactive NHW, 1 x Local authority Community Safety partnership desk	5	No parking	0	0	0	0	**0**

Specials	6	No parking	0	0	0	0	**0**
Totals	45	-	18	5	2	25	**50**

Table 1 above shows there are approximately 50 daily trips (25 arrivals, 25 departures) however these do not take into account additional trips during the day for emergency call outs. The number of additional trips from emergency calls fluctuates on a daily basis and therefore it is difficult to estimate these trips. For example, a fatal road accident would require significant police involvement and therefore a number of additional trips, however a minor road accident would normally only require 1 vehicle (therefore 1 arrival and 1 departure trip).

It is considered the numbers of trips generated by the site is not significant and are existing trips on the highway network and so no additional impact will occur. It is also considered the removal of these trips from High Street would create significant betterment to this area and would reduce the potential risk of pedestrian/vehicle conflicts along High Street.

Access

The proposed site will be accessed from the access road into Tape Street Car Park off Chapel Street which is approximately 5.5m wide in the vicinity of the site. The Chapel Street/Tape Street Car Park junction has good visibility (see photographs 3 and 4 below) and is therefore considered sufficient in terms of geometry to accommodate any increase in vehicle movements in this location. The proposed access into the site from the car park access will provide good visibility splays with a minimum 'x' distance of 2.5m achievable which allows a good 'y' distance (visibility to the junction with Chapel Street is achievable). This will enable safe access and egress to the site particularly during emergency call outs and will ensure reduced conflict with users of the car parl.

The previous use at the site (DWP) is likely to have generated a similar trip numbers when operational to the Police Station although it should be noted most of the trips will be shift based and so will occur outside of peak highway periods. It is generally not considered the transfer of all trips to this location will not create any problems at the Tate Street Car Park access.

The relocation of facilities to Chapel Street would also provide emergency vehicles with better access to the wider highway network with Chapel Street extending east to the Chapel Street/Tape Street roundabout where access north or south along the A522 Tape Street can be sought, along with routes to the east along the B5032 Ashbourne Road. Chapel Street also extends to the west towards the A521 to the west of the town centre and overall it is considered Chapel Street site would provide an improvement for emergency vehicles on call.



Photograph 3 – Chapel Street/Tape Street Car park junction



Photograph 4 – View from Chapel St. into Tape St. Car Park

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Summary
In summary it is considered the relocation of Cheadle Police Station to the former DWP site off Chapel Street would create significant betterment in terms of access and highway safety over the existing arrangement off High Street. The existing access to Cheadle Police Station is substandard in terms of width and visibility along High Street and therefore the removal of trips from High Street should be welcomed.

It is considered the site at Chapel Street would provide better access for this use with a better access provided in terms of the Tape Car Park access and the new access into the facility. The trips numbers which will be generated by the development are not significant and are unlikely to cause issues in terms of interaction with users of the Tape Car Park. The siting of the development will also provide better general access for emergency vehicles travelling around and away from Cheadle with better access to the wider highway network available.

We trust the enclosed information is sufficient for your needs but should you have any queries please do not hesitate to contact me.

Yours Sincerely,

Tim Rose, BA(Hons) AMIHT
Transportation Engineer
tim.rose@m-ec.co.uk

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