BUXTON ROAD,

LEEK

TRANSPORT STATEMENT

March 2017

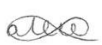
McCarthy & Stone

RETIREMENT LIVING
BUXTON ROAD
LEEK

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

PB-Associates Document No:	500.0017/TS2		
Status:	Original	*Copy No:*	

	Name	*Signature*	*Date*
Prepared by:	Alexandra Kimble		March 2017
Checked:	James Rand		March 2017
PBA Approved:	Jon Huggett		March 2017

Revision Record					
Rev.	*Date*	*By*	*Summary of Changes*	*Chkd*	*Aprvd*
A	09.03.17	AK	Client Comments	VT	JH

McCarthy & Stone Retirement Lifestyles Ltd,
Orion House
Orion Way
Kettering
NN15 6PE

Paul Basham Associates Ltd
Cranbrook House
287-291 Banbury Road
Oxford
Oxfordshire
OX2 7JQ

RETIREMENT LIVING
BUXTON ROAD
LEEK

TRANSPORT STATEMENT

Contents

Figures

Tables

Appendices

1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone to support a planning application for 49 Retirement Living units on the site of a former silk mill on Buxton Road, Leek. The proposed development comprises 49 Retirement Living units. The location of the application site is shown on **Figure 1**, whilst the layout is attached as **Appendix A**.

1.2 The scope of this TS includes a review of site accessibility, Personal Injury Accident (PIA) data, car and cycle parking requirements, visibility and access arrangements, servicing arrangements, trip assessments and traffic impact on the local road network.

1.3 This TS has been informed by pre-application discussions with Staffordshire County Council (SCC).

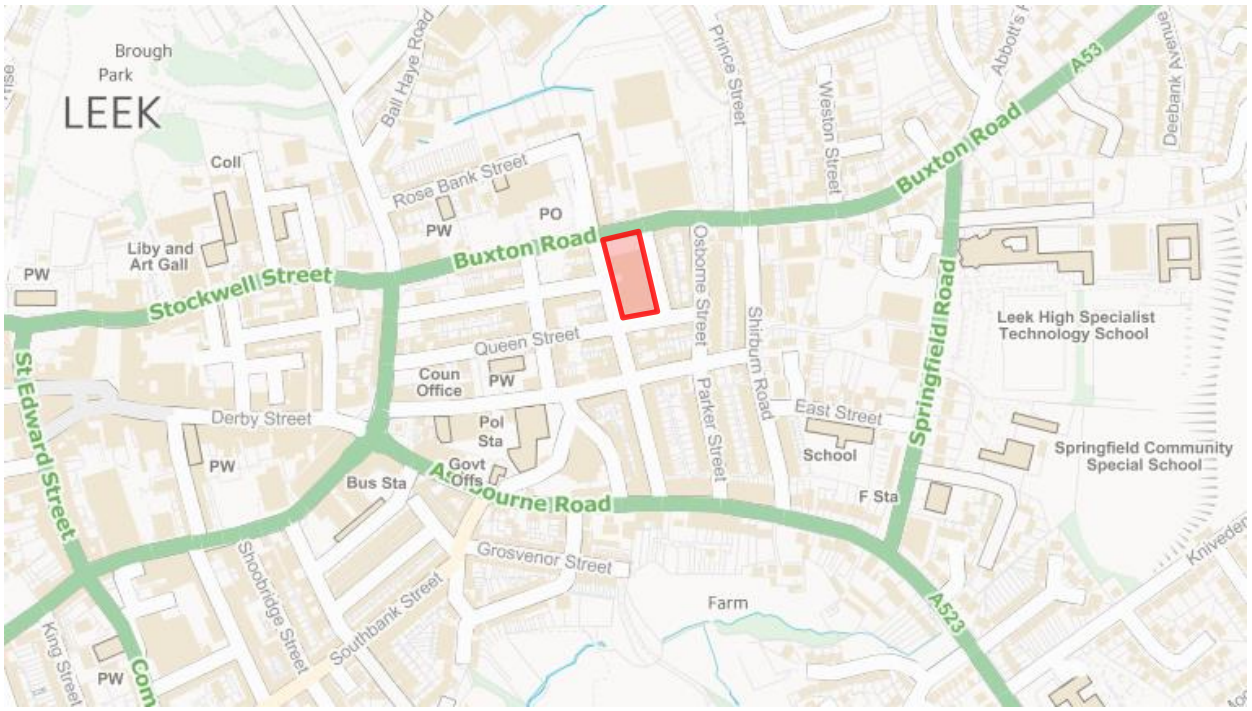


Figure 1: Application Site Location

2. EXISTING SITE CONDITIONS

Site and Surroundings

2.1 Currently the development site contains a number of buildings that constitute the former silk mill located on Portland Street, immediately south of the A523 (Buxton Road). Whilst most of the site is currently vacant, a small area is currently occupied by Star hand car-wash, which operates 7 days a week. It is important to note that the bridge linking Portland Street and Queen Street is not within the applicant's ownership.

2.2 The site is bounded by the local road network, with Brunswick Street to the east, Portland Street to the west and Queen Street to the south. Whilst the surrounding area is predominantly residential, the town centre is also in close proximity as is Leek Bus Station. There is also a Waitrose supermarket and post office 175m north west of the site access.

2.3 The site currently has two vehicular access points, with vehicle crossovers on both Portland Street and Brunswick Street (**Photographs 1** and **2**).

Photograph 1: Site Access from Portland Street

Photograph 2: Brunswick Street Access

Local Road Network

Portland Street

2.4 Portland Street is a straight road, that connects with the A523 north of the site, and is subject to a speed limit of 30mph across the site frontage, although vehicle speeds on a recent site visit were observed to be considerably lower than this.

2.5 Recent observations found a number of vehicles parked informally and both sides of the carriageway with several vehicles mounting the kerb. This in turn, reduces the available width of the carriageway. This was also found to be the case on Queen Street and Brunswick Street.

Buxton Road

2.6 The A523 is a relatively straight road that runs north of the site as Buxton Road.

2.7 In the vicinity of the site, Buxton Road is subject to a speed limit of 30mph. The speed limit increases to 40mph at the junction of Buxton Road and Woodfield Crescent, 500m east of the junction with Buxton Road and Portland Street. There are continuous double yellow lines on both sides of the carriageway.

2.8 Approximately 35m west of the junction of Buxton Road and Portland Street, Buxton Road widens to accommodate a signalised right-turn lane into Waitrose.

Pedestrian Infrastructure

2.9 Pedestrian infrastructure surrounding the site is supported by continuous, well-lit footways that measure approximately 1.5m in width, available along both sides of Portland Street. These provide access to Buxton Road and towards Leek town centre.

2.10 There is a signalised pedestrian crossing, featuring dropped kerbs and tactile paving, 60m west of the junction between Buxton Road and Portland Street. This provides safe pedestrian access across Buxton Road towards the Waitrose supermarket. Travelling further west along Buxton Road, there are also pedestrian crossings with dropped kerbs and tactile paving over each arm of the Buxton Road/ Ball Haye Road crossroads.

2.11 Another pedestrian crossing with a refuge island, dropped kerbs and tactile paving is located 140m east of the junction between Buxton Road and Portland Street. This allows for safe pedestrian movement across Buxton Road.

Bus Links

2.12 A pair of bus stops along Buxton Road, providing connections to Leek Town Centre and the surrounding areas. These bus stops are within 160m of the site, and can be accessed via continuous footways located on Buxton Road. A summary of these local bus services is provided in **Table 1**.

Service	Route	Operator	Frequency		
			M-F	Sa	Su
16	Hanley – Werrington – Cheddleton	D&G Coach & Bus	Every 30 minutes	Every 30 minutes	Every 2 hours
108	Leek – Ashbourne	Aimee's	Every 2 hours	Every 2 hours	No Service
MC1	Ilam – Longnor – Leek	Ashbourne Community Transport	2 daily services on Wednesday	No Service	No Service

Table 1: Bus Service Summary

2.13 In addition, Leek bus station situated in the town centre provides a wide variety of routes to destinations further afield.

Personal Injury Accident Data

2.14 Personal Injury Accident (PIA) data has been assessed to consider the existing safety situation on the local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in depth consideration. The PIA data has been collected for a period of three years from 2014 to 2016 and is summarised in **Figure 2**.

Figure 2: PIA Data for Site Vicinity (2014-2016)

2.15 The PIA investigation identified 1 incident within the vicinity of the site.

2.16 The incident recorded on Queen Street occurred in 2014 under damp conditions, involving a motorcycle colliding with the car in front. This incident resulted in slight injury to the motorcyclist.

2.17 The data indicates that the accident was the result of human error. The PIA data therefore does not indicate any specific highways concern that would worsen as a result of the development, or pose a highways safety concern for future site users.

3. PROPOSED DEVELOPMENT

3.1 The proposed development consists of 49 Retirement Living apartments and associated car parking, with access taken from Portland Street. There will be 20 x 1 bedroom apartments, with the remaining 29 units designated as 2 bedroom apartments. The site layout is attached as **Appendix A**.

Existing Trip Generation

3.2 Based on information provided by the current site occupiers, it has been estimated that the car wash that currently occupies part of the site generates approximately 80 trips per day, 7 days a week, although this varies across the seasons.

3.3 Although the rest of the site is vacant, it is worth noting that the site is likely to have produced a far greater number of trips in the past.

Proposed Trip Generation

3.4 To understand vehicular trip generation of the proposed development, an assessment has been undertaken using trip rates from the TRICS database.

3.5 The TRICS (V 7.3.4) database has been consulted to provide an indication of the likely traffic generation of the proposed site. The TRICS database has been interrogated as follows;

- Under land-use class 'residential' and sub category 'retirement flats';
- Sites in England and Wales (Excluding Greater London);
- Weekdays only;
- Sites in town centre and edge of town centre; and
- Parameter of 28 to 70 units.

3.6 The proposed development will generate 134 daily vehicle trips, with 9 trips in the AM peak and 7 in the PM peak as illustrated in **Table 2**. The full TRICS outputs are attached as **Appendix C**.

TRICS (V 7.3.4)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per unit	0.112	0.074	0.186	0.061	0.074	0.135	2.74
Trip Rate (49 units)	5	4	9	3	4	7	134

Table 2: Proposed Development Trip Generation (TRICS V.7.3.4)

3.7 However, McCarthy & Stone developments are not directly comparable to traditional retirement flats. Independent research into other McCarthy & Stone developments has therefore been undertaken, which should provide more representative trip rates than TRICS. McCarthy & Stone trip rates and associated trip generation are summarised within **Table 3**. The relevant extract from McCarthy & Stone's independent research is attached within **Appendix C**.

	Retirement Living Trip Rate	Assisted Living Trip Generation (49 Units)
AM	0.10	5
PM	0.10	5
12H	1.66	83

Table 3: Development Trip Generation (based on Dr Allan Burn's Research)

Net impact

3.8 The net trip generation has been calculated using the above trip rates and the results are shown in **Table 3**. The number of trips generated will be broadly comparable to those generated by the car wash at peak times. Even if it is assumed that the site currently generates no trips, and a worst-case scenario is to use the TRICS data, a maximum of 9 trips will be generated in the traditional network peaks, which will have a negligible impact upon the operation of the local road network.

	AM	PM	Daily Total		AM	PM	Daily Total
TRICS	9	7	134	McCarthy & Stone Research	5	5	83
Car Wash	8	8	80	Car Wash	8	8	80
Net Impact	1	-1	54	Net Impact	-3	-3	3

Table 4: Net Impact

Access Arrangement and Internal Layout

3.9 The access to the site will use an existing access point on Portland Street, slightly relocated. The proposed access onto the site will measure approximately 8m in width, with gates set back approximately 5m from the carriageway. This will allow cars to wait to enter the site without causing any obstruction to Portland Street.

3.10 Visibility splays of 2.4m x 43m have been shown in accordance with Manual for Streets design requirements for a 30mph road, although vehicle speeds were observed to be substantially lower than this. Both visibility splays are demonstrated within **Appendix D.** Although on-street parking currently occurs in the vicinity of the proposed access point, this is considered to at least be in part a result of the vacant nature of the site.

3.11 The creation of an access will discourage parking in the vicinity of the access. McCarthy & Stone will monitor parking behaviour and apply for a traffic regulation order if necessary.

Parking

3.12 In the absence of specific guidelines for parking requirements at new developments within Staffordshire Moorlands District Council (SMDC), guidelines have been used from East Staffordshire District Council (ESDC).

3.13 As set out in their 'Parking Guidance, Supplementary Planning Guidance' (2004) the most relevant parking standard to this development is for 'Care and Nursing Homes' which are considered residential institutions. These standards stipulate a need for 1 parking space per 3 beds. The proposed development is formed of 75 bedrooms across 49 apartments, therefore 25 parking spaces are required on site. However, Retirement Living developments do not correlate with 'Care and Nursing Homes' as do not fall neatly within typical retirement or elderly residential sites in terms of trends and requirements for such highways considerations as traffic impact and parking provision.

3.14 Accordingly, McCarthy & Stone schemes have been subject to independent research to gain an accurate account of their specific requirements, including for parking demand against provision. McCarthy & Stone commissioned independent research by Dr Allan J. Burns of their Retirement Living schemes in 2011, culminating in 'Category II Fact Files' which details individual associated topics in a 'note' form for extraction/copy and submission to a local authority or a planning inspector when further information is requested.

3.15 The proposed development accommodates 33 parking spaces at a ratio of 0.66 spaces per apartment. McCarthy & Stone have previously commissioned independent research into their existing schemes to better inform future developments. Whilst the independent research is attached as **Appendix C,** it shows that residents typically own 0.35 cars per apartment, equating to 18 spaces for the proposed scheme. The provision of 33 parking spaces on the site should therefore be more than sufficient to accommodate all resident, visitor, and staff demand. Within the site, no additional parking is therefore anticipated on Portland Street or the surrounding local road network. In the unlikely event off-street parking occurs, a 41 space public car park is located approximately 50m to the west of the site on Earl Street.

3.16 The proposed development also incorporates an internal mobility buggy storage and charging area/cycle store located within the main building. Space for 6 buggies have been provided within the internal store, although it should be noted that the buildings are also designed to accommodate mobility storage within individual apartments. McCarthy & Stone's research indicates an average demand of 0.092 buggies per apartment and 0.0206 cycle spaces per apartment. This equates to a need for 5 buggy spaces, and 1 cycle space.

3.17 All parking spaces will measure 2.4 x 4.8m with a 6m aisle width, therefore according with Manual for Streets guidance.

Refuse Strategy

3.18 The proposed development will be serviced on site, by a refuse vehicle that measures 11m in length, in line with SMDC guidelines. To ensure that a refuse vehicle can enter and exit the site in a forward gear, a tracking exercise has been undertaken, and attached as **Appendix E**.

3.19 A waste management procedure will be put in place to ensure waste generated by the residents is taken to the bin store by staff.

4. SUMMARY

4.1 This Transport Statements (TS) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone Ltd to support a planning application on the site of a former silk mill on Portland Street, Leek.

4.2 The application site is within an accessible location with good sustainable travel opportunities available to future residents. A PIA data assessment does not indicate any relevant highways concern that would worsen as a result of the proposed development, or pose a highways safety concern for future site users.

4.3 Vehicular trip rates for the proposed development have been identified, taking into consideration the intended nature of use and lifestyles of the likely residents. Using McCarthy & Stone's independent research, the development will likely generate in the order of 83 vehicle trips a day. As a worst-case scenario, according to TRICS data, the development will generate in the order of 134 vehicle trips per day. This equates to an additional 5 two-way trips per hour across a 12-hour period.

4.4 The achievable visibility is in accordance with Manual for Streets design requirements for a 30mph road. Although on-street parking currently occurs in the vicinity of the proposed access, this is considered to at least be in part a result of the vacant nature of the site.

4.5 Parking for the development is provided within the site, with the level of parking provision for the site informed by ESDC's parking standards. A total of 33 spaces are proposed meeting Manual for Streets width dimension requirements with the aisle widths also meeting these standards. This is considered sufficient to ensure resident and visitor parking demand is met on site and no overspill parking would occur on Portland Street. In addition, nearby public parking is available.

4.6 A refuse store will be provided on site. This will allow refuse collection to be undertaken from the public highway, whilst meeting bin carry distances. A waste management procedure will be adopted to ensure that resident and kitchen waste is taken to the refuse store by staff.

4.7 This Transport Statement has demonstrated that the proposed development will not have a significant impact upon the local road network. We would therefore encourage SMDC/SCC to look favourably upon this application with regards to highways.