

Phil Jones Associates

Transport Planning Consultants



Morston Western Region Properties Ltd

Springfield Road, Biddulph

Transport Statement

January 2009

Project Code 571

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Appendix A: Trip Generation from TRICS

Morston Western Region Properties Ltd

Springfield Road, Biddulph

Transport Statement

1 INTRODUCTION

1.1 This Transport Statement is in support of an outline planning application for development of land adjacent to Springfield Road in Biddulph, Staffordshire.

1.2 Following discussions with Staffordshire County Council, it has been established that due to the small-scale nature of the development, a Transport Assessment is not required. Staffordshire are guided by the indicative thresholds in Appendix B of the Department of Transport's Guidance on Transport Assessment. For residential developments, the guidance advises that no assessment is required for less than 50 dwellings, a Transport Statement for 50 to 80 dwellings, and a full Transport Assessment for more than 80 dwellings.

1.3 Therefore, it would be generally expected from Staffordshire that comments are made within the Design and Access Statement. However, to allow for a robust assessment, the transport issues are covered within this short Transport Statement. This report details the site location, proposed redevelopment and site access, trip generation and Sustainable Transport provision.

2 SITE LOCATION

2.1 The site is located approximately 1 mile to the south-east of Biddulph town-centre, in Staffordshire. Biddulph is approximately 7 miles to the north of Stoke-on-Trent, with road access via the A527. To the north of Biddulph, Congleton is approximately 4.5 miles via the A527. In terms of access to the wider road network, the M6 can be accessed from either J16 to the south or J17 to the north from where connections can be made to either Birmingham or Greater Manchester.



Figure 1a: Site Location

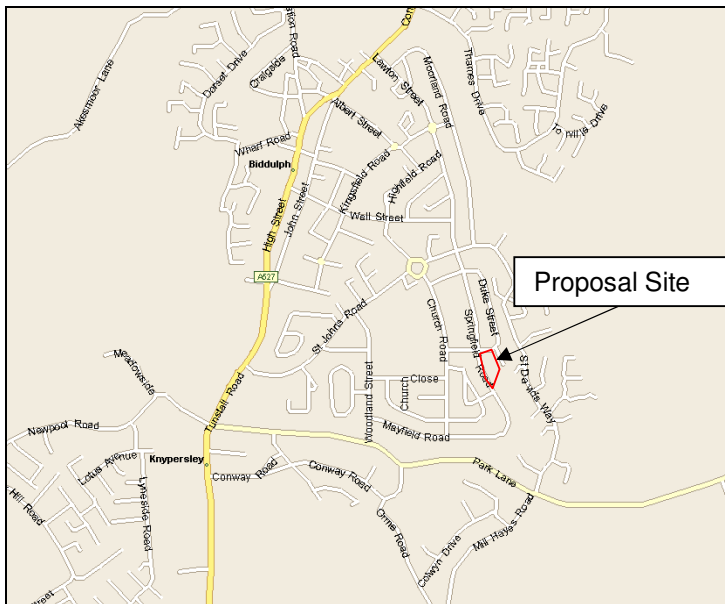


Figure 1b: Site Location

2.2 The current site is unused, with an electricity sub-station fenced off in the centre of the site. The total area of the site is approximately 5.8 hectares, and is at present covered by overgrown grass and scrubland with evidence of fly-tipping. Therefore the area is not attractive, and although openly accessible, does not provide a useable amenity for the residents. There are other areas of more formal open space nearby within the residential development, for example, to the west of the site on Church Road there is a playing field including a playground.



Plate 1: View - from the south looking north towards Edgeley Road (development area to the right)



Plate 2: View -from the north looking south (development area to the left)

2.3 Springfield Road is lightly trafficked at present, acting as a link road within the estate. The road is covered by street lighting, and there is also some traffic calming on Springfield Road within the 30 mph speed-limit. On-street parking for the existing properties does take place on Springfield Road, as shown on Plate 1 and Plate 2 above.

3 PROPOSED REDEVELOPMENT AND SITE ACCESS

3.1 The proposals for the development are for residential dwellings, with the development in the northern section of the site, nearest to the junction with Duke Street. The proposal is that the remainder of the land would be offered for ownership to the Council, which could be an area of official Public Open Space (around 1.3 hectares). The open green areas would act as a focal point for the new houses as well as for the local residents of in the adjoining streets, and would represent an improvement compared to the current poor condition of the land.

3.2 Due to the small number of houses, there will be no access road from either Springfield Road or Duke Street. The access to the properties will be via direct frontage from Springfield Road, as is the case for the existing houses on Springfield Road and the adjoining streets. The constraints of the site, including the need to retain Visual Open-space and the road alignment, will influence the detailed design of the property accesses which will be submitted as part of a later detailed planning application.

3.3 The design of the direct frontage drives will be in accordance with current national guidance, as detailed in Manual for Streets. A 2-metre footway will be provided in front of the new properties on Springfield Road, which will link directly to the Open Space to the north of the site and the existing footpath network in the local area.

4 TRIP GENERATION

4.1 To predict the maximum level of traffic generation, figures are provided in Tables 4.1 and 4.2 below. Trip rates have been taken from the nationally recognised TRICS trip generation database and represents trip rates for appropriate terraced and semi-detached, privately owned houses.

4.2 Trip rates have been taken for privately owned dwellings, although it is likely that some of the properties may be shared ownership or social housing, and therefore could generate a lower number of trips than those shown below. For these calculations, it has been assumed that there would be a maximum of 12 dwellings on the land.

	Trip Rate (trips per dwelling)		
	Arrivals	Departures	Total
AM Peak (08:00 to 09:00)	0.15	0.37	0.52
PM Peak (17:00 to 18:00)	0.39	0.22	0.61

Table 4.1: Trip Rates from TRICS

	Total Trips – Proposed Development		
	Arrivals	Departures	Total trips
AM Peak (08:00 to 09:00)	2	4	6
PM Peak (17:00 to 18:00)	5	2	7

Table 4.2: Predicted Trips for the development – 12 dwellings

4.3 The results show that the new dwellings would generate a very low number of new trips on to the network, approximately one every ten minutes during the peak morning and evening periods. Therefore, it is clear that this level of trip generation has no material impact on the local highway network, and therefore no further junction assessments are provided as part of this report.

5 SUSTAINABLE TRANSPORT

5.1 The area is a good location to promote travel by modes other than the private car. There are local facilities within the estate, including shops and schools which could be accessed on foot or by cycle.

5.2 In terms of bus facilities, there are a number of services which connect from the estate to Biddulph town centre and other local destinations. Bus stops are located on Church Road, approximately 150 metres from the proposal site. The two main services (although there are other services) are summarised in Table 5.1 below;

Service	Route	Via	Daytime Frequency
6a	Biddulph to Blythe Bridge	Chell, Hanley, Longton and Meir.	Every 20 minutes
94a	Biddulph to Newcastle-under-Lyme	Tunstall, Wolstanton	Every 30 minutes

Table 5.1: Summary of Bus Services

6 CONCLUSIONS

6.1 This Transport Statement is submitted in support of an outline planning application for development on land adjacent to Springfield Road, Biddulph.

6.2 The assessment undertaken has demonstrated that the traffic generation of the site will be very low and that the site is well located in terms of access to both local services and public transport links, and has the potential to promote trips on foot and by cycle.

6.3 There are no transportation reasons why the proposed development should not be granted planning permission.

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APPENDIX A: Trip Generation from TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

Main parameter selection:

Parameter: Number of households
 Range: 12 to 100 (units:)

Date Range: 01/01/01 to 11/05/08

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	10
No Sub Category	2

Optional parameter selection:

Use Class:

C3	12 days
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Optional parameter selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	7 days

Travel Plan:

Not Known	1 days
No	11 days

LIST OF SITES relevant to selection parameters

1	CB-03-A-02	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Total Number of households: 40 Survey date: MONDAY 20/06/05	Survey Type: MANUAL
2	CW-03-A-01	TERRACED, PENZANCE ALVERTON ROAD	CORNWALL
		PENZANCE Total Number of households: 13 Survey date: THURSDAY 30/06/05	Survey Type: MANUAL
3	CW-03-A-02	SEMI D./DETACHED, TRURO BOSVEAN GARDENS	CORNWALL
		TRURO Total Number of households: 73 Survey date: TUESDAY 18/09/07	Survey Type: MANUAL
4	DS-03-A-01	SEMI D./TERRACED, DRONFIELD THE AVENUE HOLMESDALE DRONFIELD	DERBYSHIRE
		Total Number of households: 20 Survey date: THURSDAY 22/06/06	Survey Type: MANUAL
5	GS-03-A-01	SEMI D./TERRACED, GLOUCESTER KINGSHOLM ROAD KINGSHOLM GLOUCESTER	GLOUCESTERSHIRE
		Total Number of households: 73 Survey date: TUESDAY 25/05/04	Survey Type: MANUAL
6	SF-03-A-01	SEMI DETACHED, IPSWICH A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH	SUFFOLK
		Total Number of households: 77 Survey date: WEDNESDAY 23/05/07	Survey Type: MANUAL
7	TW-03-A-01	SEMI DETACHED, SUNDERLAND LEECHMERE ROAD HILLVIEW SUNDERLAND	TYNE & WEAR
		Total Number of households: 81 Survey date: WEDNESDAY 18/09/02	Survey Type: MANUAL
8	WL-03-A-01	SEMI D./TERRACED W. BASSETT MAPLE DRIVE	WILTSHIRE
		WOOTTON BASSETT Total Number of households: 99 Survey date: MONDAY 02/10/06	Survey Type: MANUAL
9	WM-03-A-01	TERRACED, COVENTRY FOLESHILL ROAD FOLESHILL COVENTRY	WEST MIDLANDS
		Total Number of households: 79 Survey date: FRIDAY 03/02/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WM-03-A-02 HEATH STREET	DETACHED/SEMI D., STRBRIDGE	WEST MIDLANDS
	STOURBRIDGE		
	Total Number of households:	12	
	Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL
11	WM-03-A-03 BASELEY WAY ROWLEYS GREEN COVENTRY	MIXED HOUSING, COVENTRY	WEST MIDLANDS
	Total Number of households:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL
12	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED, REDDITCH	WORCESTERSHIRE
	REDDITCH		
	Total Number of households:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	12	58	0.060	12	58	0.278	12	58	0.338
08:00 - 09:00	12	58	0.153	12	58	0.368	12	58	0.521
09:00 - 10:00	12	58	0.185	12	58	0.243	12	58	0.428
10:00 - 11:00	12	58	0.153	12	58	0.186	12	58	0.339
11:00 - 12:00	12	58	0.205	12	58	0.156	12	58	0.361
12:00 - 13:00	12	58	0.240	12	58	0.177	12	58	0.417
13:00 - 14:00	12	58	0.200	12	58	0.216	12	58	0.416
14:00 - 15:00	12	58	0.185	12	58	0.195	12	58	0.380
15:00 - 16:00	12	58	0.278	12	58	0.240	12	58	0.518
16:00 - 17:00	12	58	0.325	12	58	0.229	12	58	0.554
17:00 - 18:00	12	58	0.386	12	58	0.225	12	58	0.611
18:00 - 19:00	12	58	0.285	12	58	0.225	12	58	0.510
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.655			2.738			5.393

Parameter summary

Trip rate parameter range selected: 12 - 100 (units:)
 Survey date date range: 01/01/01 - 11/05/08
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 6