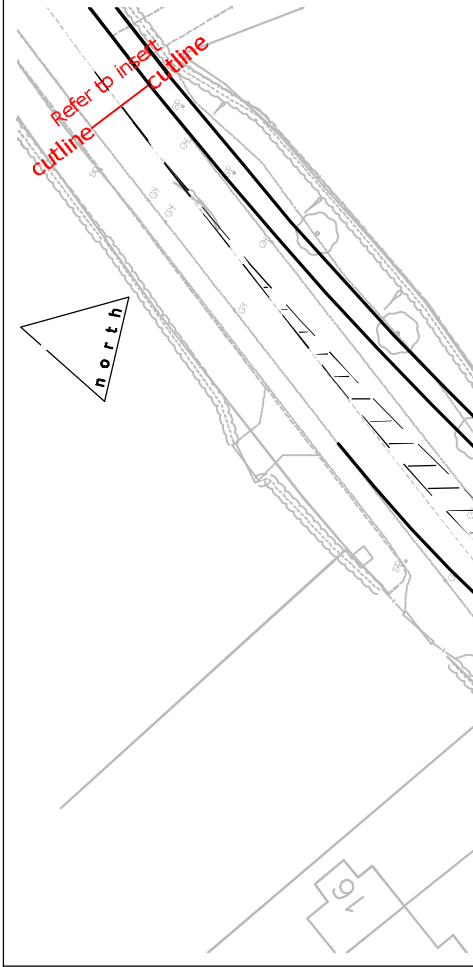
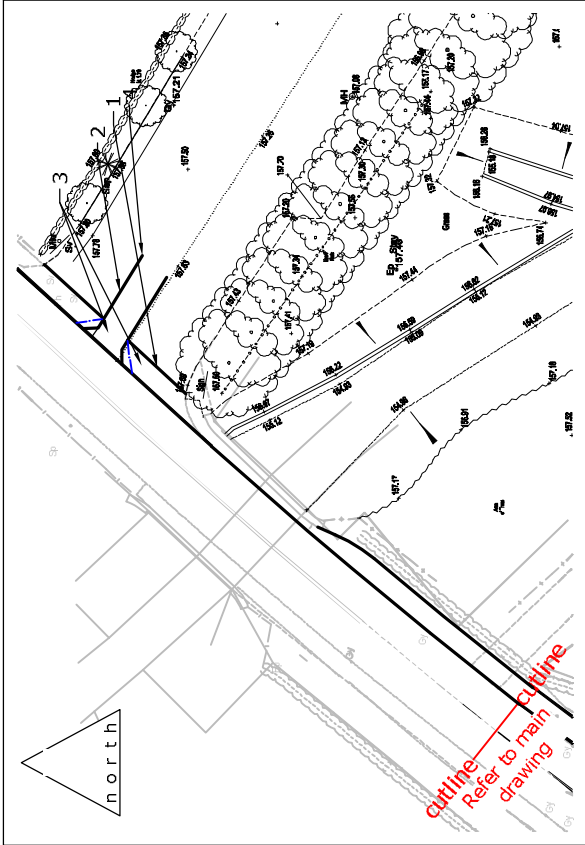
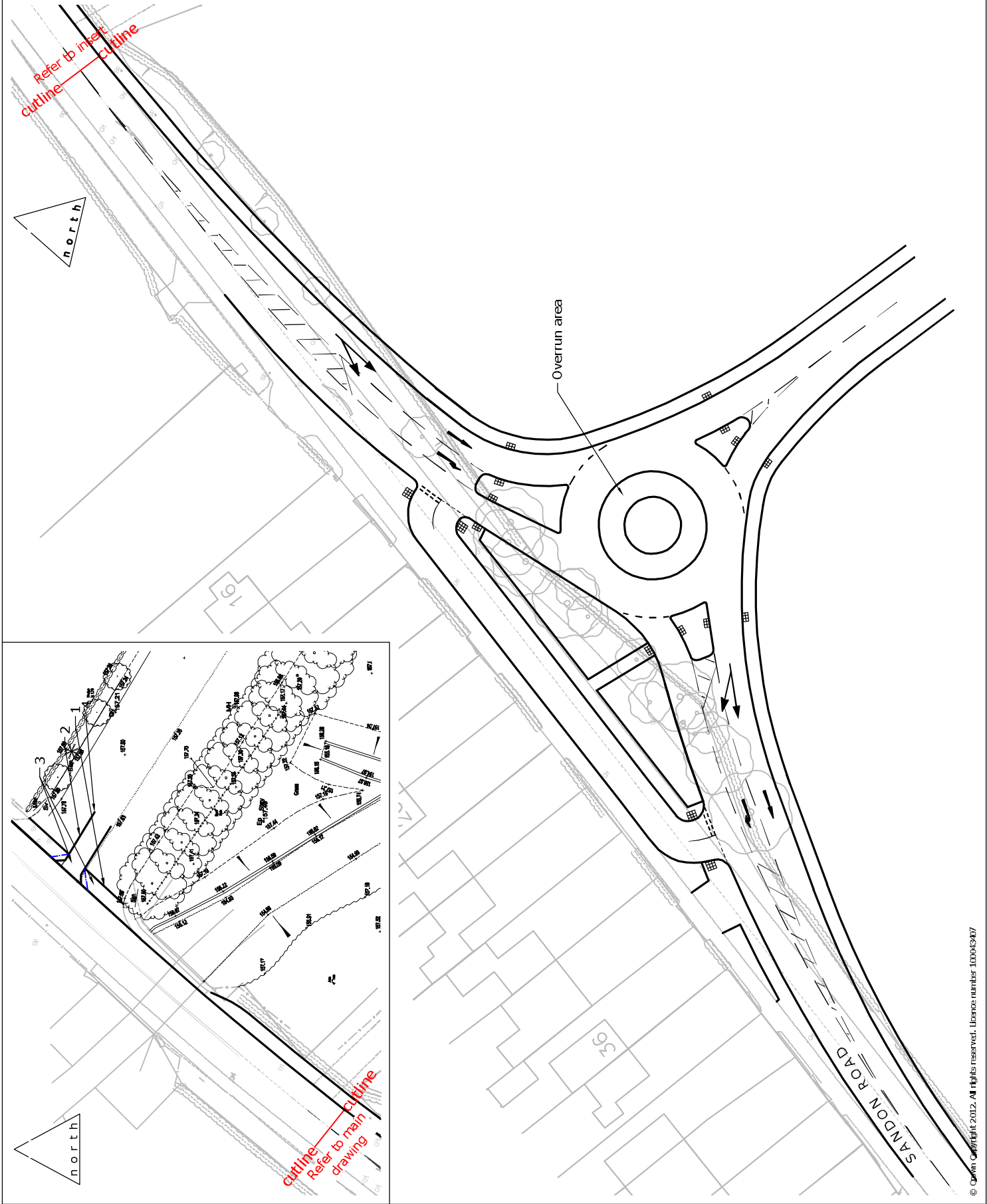


Appendix H

Proposed Access Strategy



Notes	
1)	Existing access to be closed.
2)	Proposed pedestrian/cycle link and emergency access.
3)	Pedestrian visibility splay 2m x 2m.
4)	Extent of route to be finalised at reserved matters stage.
 229 High Street Guildford Surrey GU1 3JF T: 01483 531 300 www.motion-jk.co.uk	
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Project: Blyth Industrial Estate	
Title: Suggested Roundabout Arrangement	
Scale: 1:500 (@ A3)	
Drawing: 120314-04	
Revision: C	

Legend

Highway
Boundary



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Surrey
GU1 3JF
T: 01483 531 300

25 Finsell Street
Covent Garden
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Project:

Blythe Industrial Estate

Title:

Cresswell Road Footway and
Localised Highway Widening

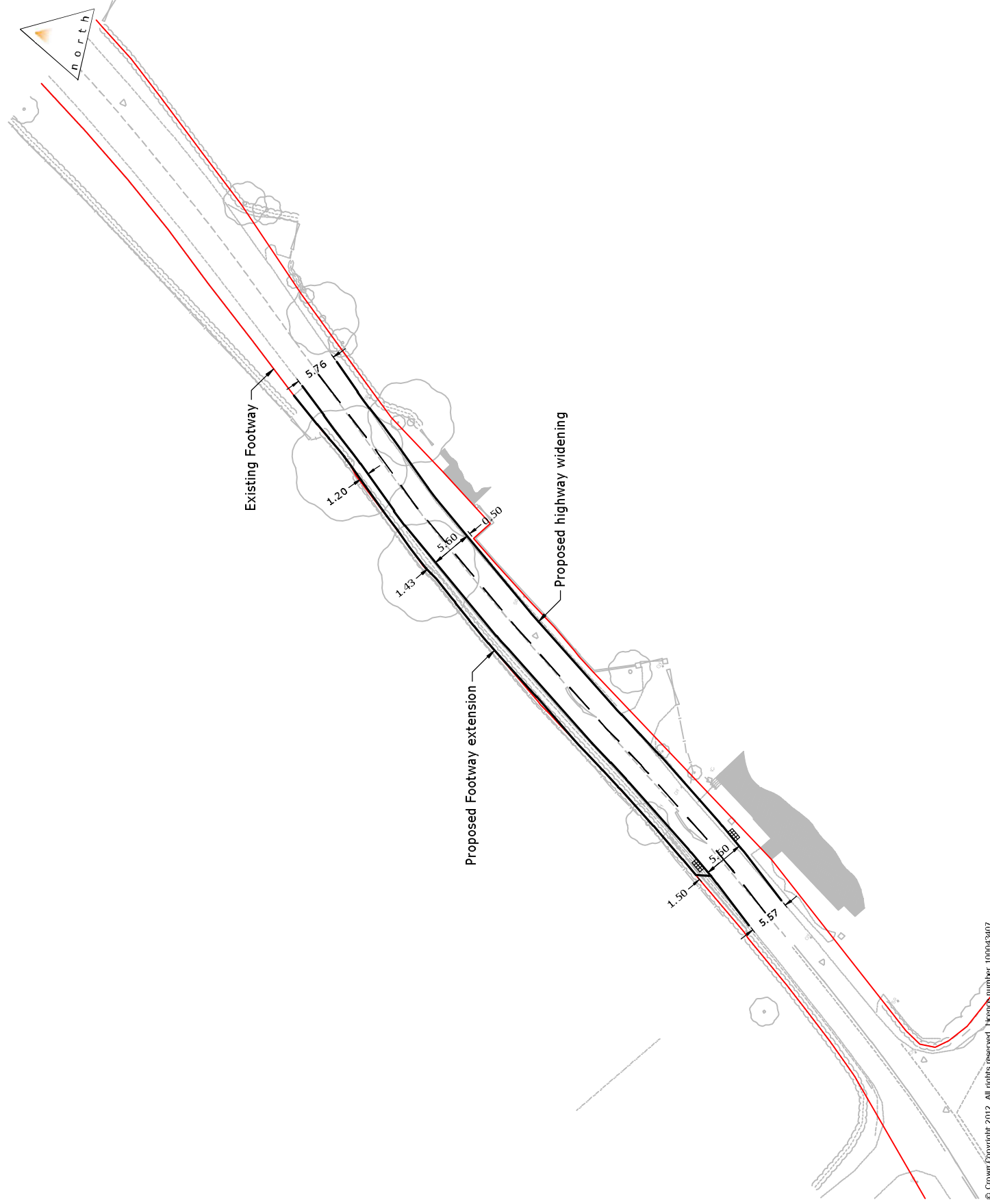
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Drawing:

120314-06

Revision:

A



Appendix I

Stage 1 Road Safety Audit and Designers Response

**BLYTHE INDUSTRIAL ESTATE,
CRESWELL, STAFFORDSHIRE**

Proposed Highway Works

**Stage 1 Road Safety Audit
Requested by Motion**

April 2014



Project: Blythe Industrial Estate, Creswell, Staffordshire
Proposed Highway Works

Client: Motion

Document: Stage 1 Road Safety Audit

Gateway TSP ref: SG/VP/14-0402 RSA1 DR

Issue date: 1st July 2014

Status: 1st issue - DR agreed

Authorised by: SG

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Transport Planning & Design

Surrey Technology Centre
40 Occam Road
Guildford
GU2 7YG

01483 685220
admin@gateway-tsp.co.uk
www.gateway-tsp.co.uk

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2	Items Considered by this Stage 1 RSA.....	6
3	Items Raised at This Stage 1 Audit	7
4	Other Matters	14
5	Audit Team Statement.....	15

Appendices

Appendix A:	Location Plan(s)
Appendix B:	Designer's Response

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works proposed in association with a redevelopment of the Blythe Bridge Industrial Estate in Cresswell, Staffordshire.

1.2 The proposed highway works have been developed in conjunction with the Staffordshire County Council and relate to a mixed use development comprising of circa 30,000 sqm of employment floor space and 150 residential dwellings. The proposed highway works examined as a part of this Stage 1 RSA include the following:

- i) A new three arm roundabout to serve the proposed mixed-use development;
- ii) The provision of a new footway along Creswell Road; and
- iii) Conversion of an existing priority junction to a three arm roundabout.

- 1.3** Uttoxeter Road is a wide single carriageway, two-way road with a central median which is predominantly marked out with hatch markings and a right turning lane at Cresswell Road. The road is subject to a 40mph speed limit, is lit and has pedestrian footpaths on both sides of the road, which are set back by a grass verge in places. Residential properties are located on the northern side of the road and a bus stop is located on the southern side west of Cresswell Road junction.
- 1.4** Cresswell Road is a single carriageway, two-way road that is lit and subject to a 40mph speed limit. A railway level crossing and a bridge are located south of the proposed roundabout and there are pedestrian facilities in the form of narrow footways located intermittently along both sides of the road.
- 1.5** This Stage 1 RSA was carried out by Steve Giles and Vimal Patel between 4th and 14th April 2014. The Audit consisted of a desktop study and a site visit, which was carried out on Thursday 10th April, when the weather was fine and the road surface was dry. There were no reported incidents and traffic flows were light.

1.6 The Audit Team is independent of the project design team and has had no involvement in the design process. This RSA considers only the road safety implications of the highway works.

1.7 This Stage 1 RSA has been undertaken in accordance with the relevant sections of HD19/03, part of the Design Manual for Roads and Bridges (DMRB). The Safety Audit Team has examined only the road safety implications of the scheme and has not verified compliance of the design to any other criteria. Problems identified in this report are considered by the Audit Team to merit action in order to improve the safety of the scheme and to minimise accident risks for all users.

1.8 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design and no attempt is made to justify the scheme or the appropriateness of the design.

- 1.9** Recommendations contained within this report are aimed at addressing potential road safety problems. However there may be other acceptable ways to overcome a particular problem, taking into account wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS STAGE 1 RSA

Document ref.	Rev.	Originator	Title
120314-04	-	Motion Transport Planning	Suggested Roundabout Arrangement (New Site Access Junction)
120314-06	A	Motion Transport Planning	Cresswell Road Footway and Localised Highway Widening
120314-08	A	Motion Transport Planning	Suggested Roundabout Arrangement (Uttoxeter Rd/Cresswell Road junction)

Additional/background material provided to the Audit Team

- Personal Injury Accident (PIA) data
- Automatic Traffic Count (ATC) data for Cresswell Road

3 ITEMS RAISED AT THIS STAGE 1 AUDIT

Item No.	Audit Team Comments	Audit Team Recommendation(s)
Checklist A1 – General Matters		
3.1	Comment: Interface between existing and proposed surfaces Location: <i>Proposed road interface at Uttoxeter Road roundabout</i> Description: Sections have not been provided and it is therefore not possible for the Audit team to ascertain whether or not there will be any safety issues associated with the vertical alignments. A vertical level difference exists between the proposed roundabout and the access road serving the residential properties on the northern side of Uttoxeter Road. Poor vertical alignment may increase the risk of vehicular collisions as vehicles exiting from the service road may inadvertently enter Uttoxeter Road.	Provide longitudinal and cross sections as part of detailed design, for the purposes of Stage 2 RSA.

Item No.	Audit Team Comments	Audit Team Recommendation(s)
3.2	Comment: <i>Location:</i> Surface water drainage and other services details <i>Throughout</i> Description: No details have been provided in respect of surface water drainage and other services and it is therefore not possible at Stage 1 RSA to ascertain whether or not there will be any safety implications. Existing gullies and manholes observed during the site inspection may need to be relocated. In addition a telephone box located within the layby at the proposed Cresswell Road/Sandon Road/Site Access roundabout will need to be relocated or removed.	Provide surface water drainage and any service diversion proposals as part of detailed design, for the purposes of Stage 2 RSA.

Item No.		Audit Team Recommendation(s)	
Checklist A2 – Local Alignment			
3.3	Comment: Potential vehicle conflicts due to horizontal alignment <i>Cresswell Road/Sandon Road roundabout</i> Description: The southbound and northbound horizontal alignments through the proposed roundabout result in a sharp route deviation, which may increase the risk of loss of control collisions if drivers attempt to negotiate it at inappropriate speeds.	Provide adequate advance warning of the roundabout junction to encourage appropriate vehicle speeds, including map-type advance directions signs as appropriate.	
3.4	Comment: Potential conflicts due to restricted visibility <i>Uttoxeter Road/Cresswell Road roundabout</i> Description: The realignment of Uttoxeter Road to facilitate the proposed roundabout results in the give way line on Cresswell Road being set back. It is not entirely clear whether or not adequate visibility from Cresswell Road will be available. Inadequate visibility may lead to collisions between vehicles entering the roundabout from Cresswell Road and those entering from Uttoxeter Road.	Confirm that the existing foliage along Uttoxeter Road southern verge on its approach to the roundabout will be removed or cut back in order to maximise visibility from Cresswell Road.	

Item No.	Audit Team Comments	Audit Team Recommendation(s)
3.5	Comment: Potential conflicts due to restricted visibility Location: <i>Cresswell Road/ Sandon Road/Proposed Site Access roundabout</i> Description: The proposed roundabout results in the realignment of Cresswell Road and Sandon Road to facilitate the proposed site access. Existing foliage along the eastern side of Cresswell Road and Sandon Road adjacent to the proposed site access may restrict visibility. Inadequate visibility could lead to collisions between vehicles entering the roundabout from the proposed site access and those entering from Cresswell Road and Sandon Road.	Confirm that the existing foliage along the eastern verge of Cresswell Road will be removed or cut back in order to maximise visibility for traffic entering the roundabout from the proposed roundabout.

Item No.	Audit Team Comments	Audit Team Recommendation(s)
Checklist A3 – Junctions		
3.6	Comment: Potential for vehicles to strike kerbs Location: <i>Proposed roundabouts</i> Description: Vehicle swept paths have not been provided and it is not clear whether or not vehicles would be able to negotiate the proposed roundabout without striking the refuge islands or central roundabout island. Inadequate provision may increase the risk of a loss of control type collision.	Provide swept path analysis demonstrating that vehicles will safely be able to negotiate the proposed roundabouts without striking kerbs or central islands.

Item No.	Audit Team Comments	Audit Team Recommendation(s)
Checklist A4 – Non-motorized User Provision		
3.7	Comment: Provision for pedestrians Location: <i>Proposed roundabouts</i> Description: No details have been provided relating to pedestrian crossing facilities at the proposed roundabout. The absence of pedestrian crossing facilities may encourage pedestrians to cross the roundabout at locations where it is unsafe, thereby increasing the risk of collisions with passing vehicles.	Pedestrian crossing facilities should be provided at the proposed roundabouts, including dropped kerbs and tactile paving.

Item No.	Audit Team Comments	Audit Team Recommendation(s)
Checklist A5 – Road Signs, Carriageway Markings and Lighting		
3.8	Comment: The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting, other than as identified above. Full details should be provided at Stage 2 RSA, following detailed design.	Provide full details of road signs, carriageway markings and lighting as part of detailed design, for the purposes of Stage 2 RSA.

4 OTHER MATTERS

4.1 In the course of the site inspection the Audit Team noted the following additional points:

- None

5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with document HD 19/03, its sole purpose being to identify features of the scheme that could be modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Stephen Giles BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT
Senior Road Safety Consultant

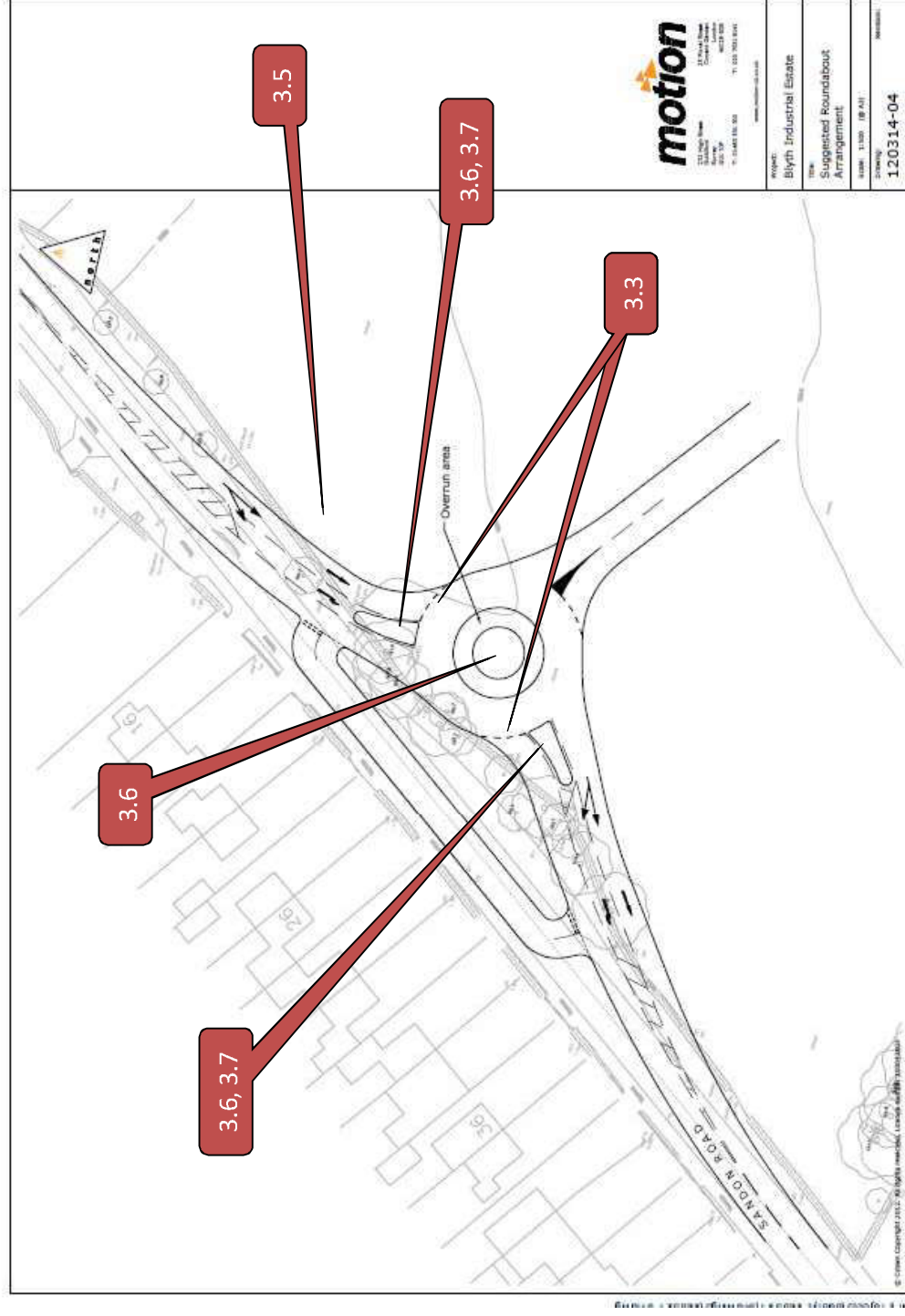
Signed 
Date: 14th April 2014

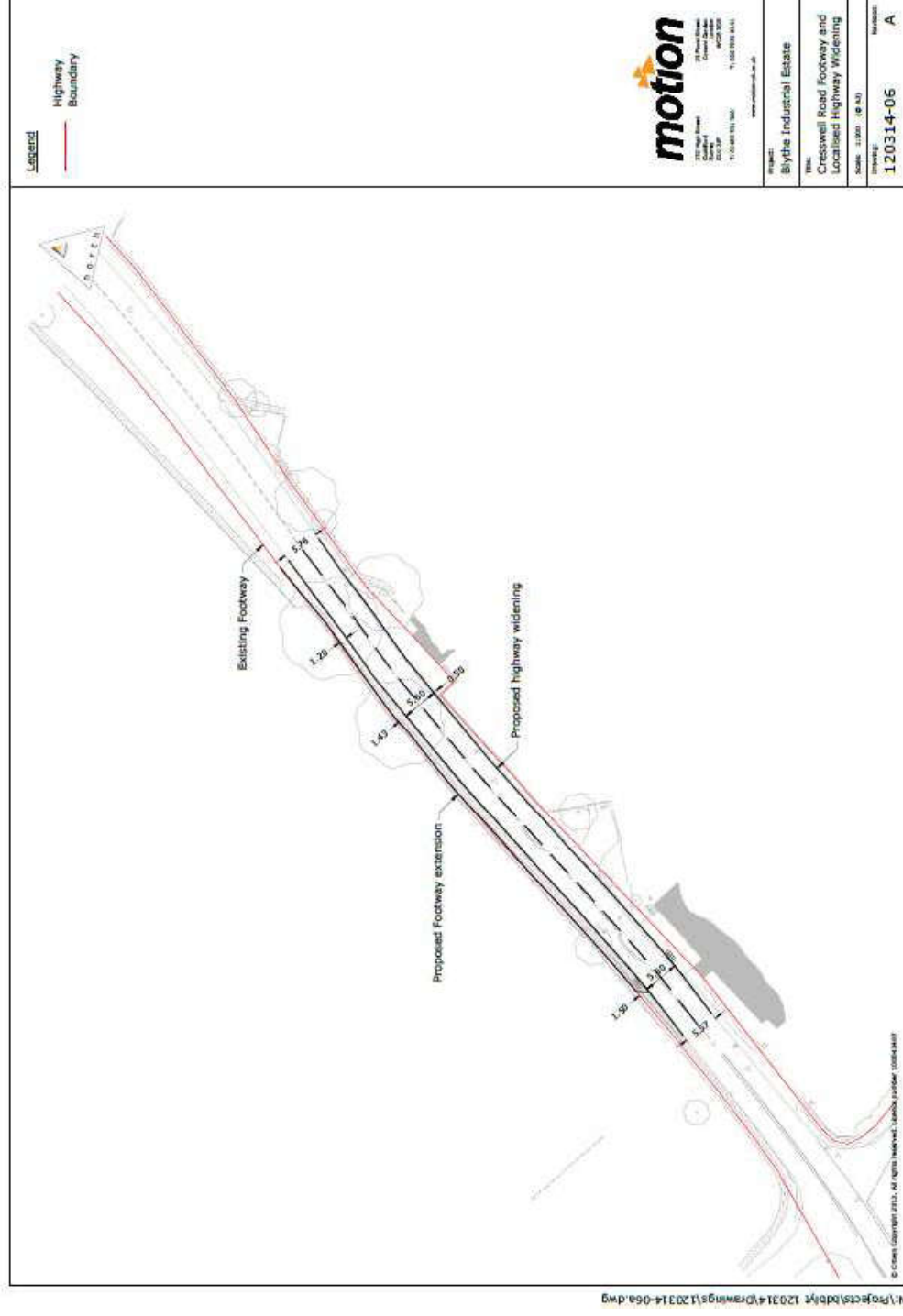
Audit Team Member

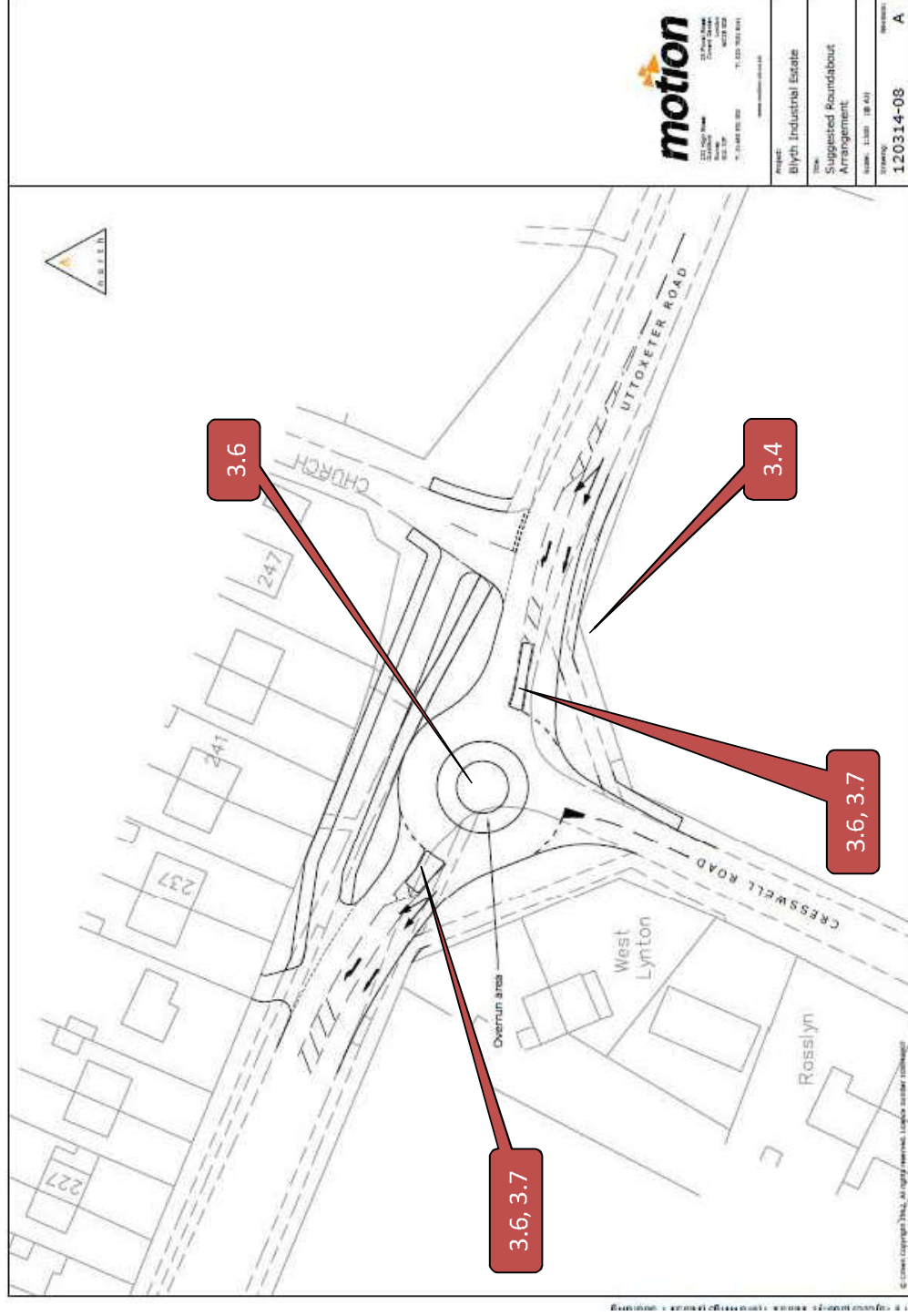
Vimal Patel BEng (Hons)
Senior Road Safety Consultant

Signed 
Date: 14th April 2014

APPENDIX A
Location Plan(s)







APPENDIX B
Designer's Response

Item No.	Audit Team Recommendation(s)	Designer's Response
3.1	Provide longitudinal and cross sections as part of detailed design, for the purposes of Stage 2 RSA.	Longitudinal and cross sections will be prepared in connection with the detailed design and considered as part of a Stage 2 Road Safety Audit.
3.2	Provide surface water drainage and any service diversion proposals as part of detailed design, for the purposes of Stage 2 RSA.	Surface water drainage and alterations to Statutory Undertakers' apparatus will be considered at the detailed design stage and subject to a Stage 2 Road Safety Audit.
3.3	Provide adequate advance warning of the roundabout junction to encourage appropriate vehicle speeds, including map-type advance directions signs as appropriate.	Road signs, carriageway markings and lighting will be considered at the detailed design stage and subject to a Stage 2 Road Safety Audit.
3.4	Confirm that the existing foliage along Uttoxeter Road southern verge on its approach to the roundabout will be removed or cut back in order to maximise visibility from Cresswell Road.	It is confirmed that existing vegetation within the public highway will be cut back/removed as necessary in order to maximise visibility.
3.5	Confirm that the existing foliage along the eastern verge of Cresswell Road will be removed or cut back in order to maximise visibility for traffic entering the roundabout from the proposed roundabout.	It is confirmed that existing vegetation within the public highway and/or the land that is controlled by the client will be cut back/removed as necessary in order to maximise visibility.

Item No.	Audit Team Recommendation(s)	Designer's Response
3.6	Provide swept path analysis demonstrating that vehicles will safely be able to negotiate the proposed roundabouts without striking kerbs or central islands.	It should be noted that the design of the proposed roundabouts have taken into consideration the outcome of swept path analysis in conjunction with comments raised by Staffordshire County Council. Copies of the correspondence exchanged with Staffordshire County Council, which confirms the design of the roundabouts accommodate the types of vehicles that are likely to pass through the proposed site access junction on a regular basis, is attached to the designers response for completeness.
3.7	Pedestrian crossing facilities should be provided at the proposed roundabouts, including dropped kerbs and tactile paving.	Agreed. Drawing 130104-04 has been amended to show pedestrian crossing points and to illustrate a continuous footway on the south side of Cresswell Road between the proposed vehicular access and the existing bridge that cross the River Blithe. A new pedestrian/cycle/emergency access is now also shown in the existing access. Please refer to Drawing 130104-04c. Drawing 130104-08a has also been updated to show pedestrian facilities. The updated drawings are attached to this Designer's Response. Please refer to Drawing 130104-08b.
3.8	Provide full details of road signs, carriageway markings and lighting as part of detailed design, for the purposes of Stage 2 RSA.	As noted above, road signs, carriageway markings and lighting will be considered at the detailed design stage and subject to a Stage 2 Road Safety Audit.

Designer's Statement:

I confirm that I have considered the items that have arisen in the Stage 1/2 Road Safety Audit Report and my response to its recommendations are set out above.



Date: 30th June 2014

Designer: James Bancroft

Audit Team Statement:

I agree/~~do not agree~~ with the Designer's Response *(delete and/or add comments as appropriate)*



Date: 1st July 2014

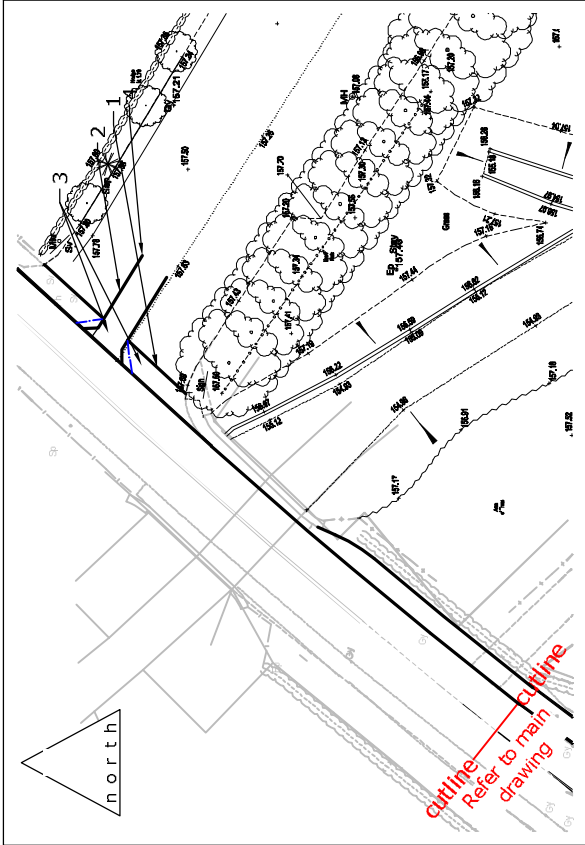
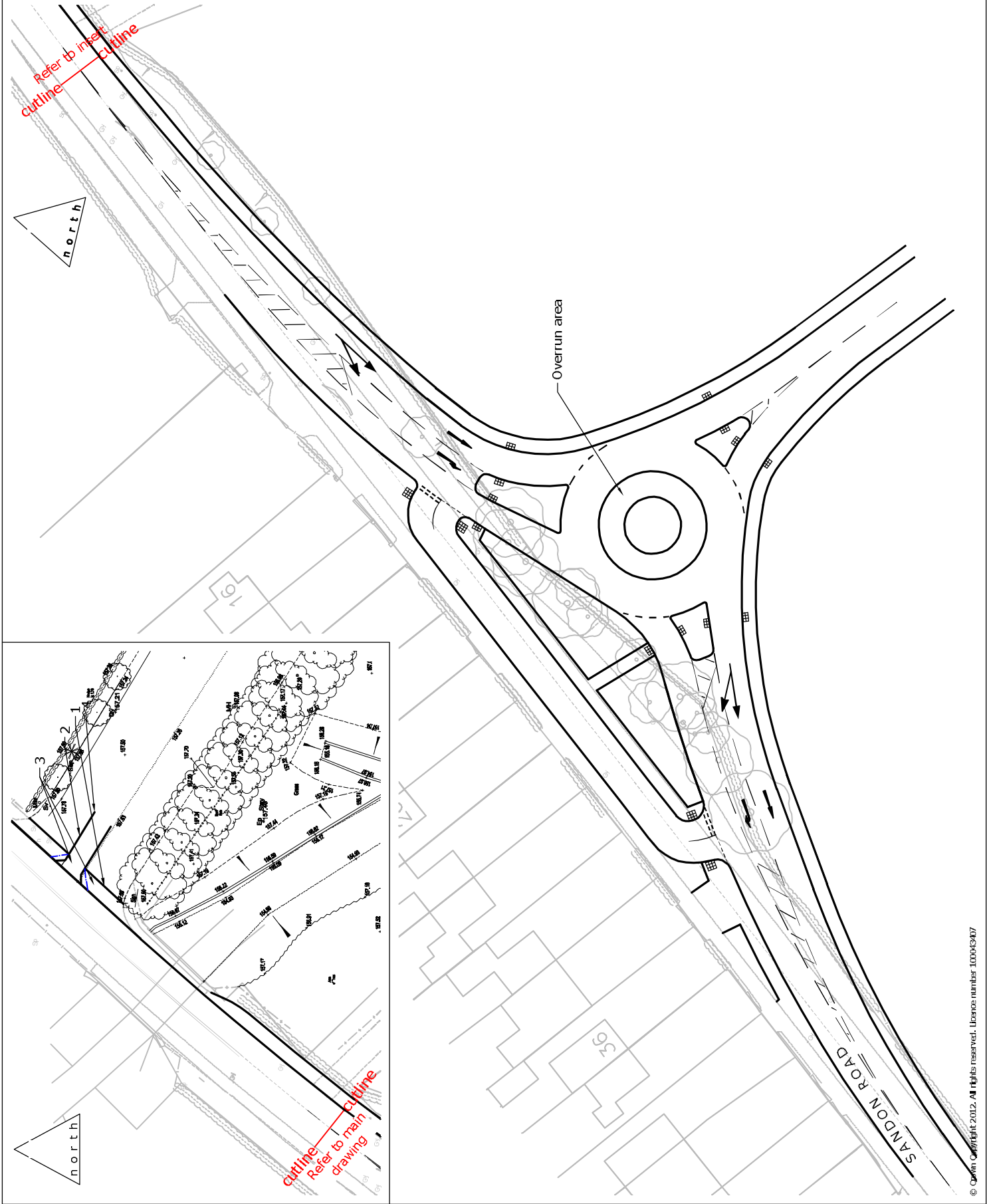
On behalf of Audit Team

Highway Authority/Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response *(delete as appropriate)*

.....
On behalf of Highway Authority/Project Sponsor/Client Organisation
(delete as appropriate)

Date:



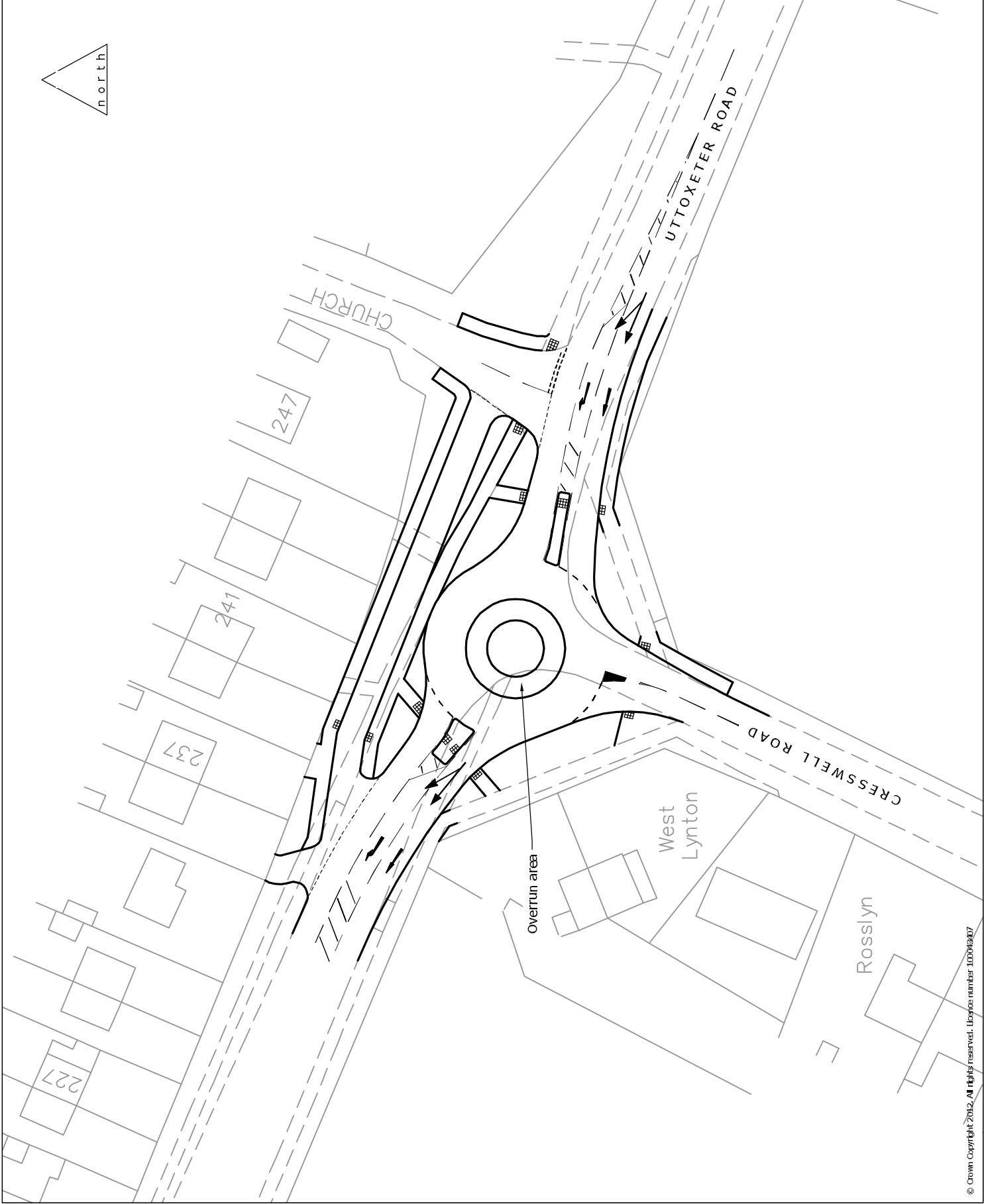
- Notes
- 1) Existing access to be closed.
 - 2) Proposed pedestrian/cycle link and emergency access.
 - 3) Pedestrian visibility splay 2m x 2m.
 - 4) Extent of route to be finalised at reserved matters stage.

motion

229 High Street
Guildford
Surrey
GU1 3JF
T: 01483 531 300
www.motion-jk.co.uk

25 Fford Street
Covent Garden
London
WC2E 9DS
T: 020 7038 8646

Project:	Blyth Industrial Estate
Title:	Suggested Roundabout Arrangement
Scale:	1:500 (@ A3)
Drawing:	120314-04
Revision:	C



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Surrey
GU1 3JF
T: 01483 531 300

25 Floral Street
Covent Garden
London
WC2E 9DS
T: 020 7038 8844

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Project:	Blyth Industrial Estate
Title:	Suggested Roundabout Arrangement
Scale:	1:500 (@ A3)
Drawing:	120314-08
Revision:	B

Laura Fitzgerald

From: Hurdus, Paul (Place) <paul.hurdus@staffordshire.gov.uk>
Sent: 31 March 2014 16:11
To: James Bancroft
Subject: RE: Blythe Bridge Industrial Estate Cresswell Pre-app ref: 103529

Hi James,

I've received confirmation that a 16.5m articulated HGV can be accommodated by the two roundabout proposals.

In relation to the 15.5m HGV that should be used it is detailed in TRL662 as a 15.5m single rear axle HGV rather than the FTA 1983 version which you are referring; the use of the TRL662 version is confirmed as appropriate in TD16/07 para 7.15.

However given the likelihood of this type of vehicle utilising these roundabouts I'm happy for them to be designed to accommodate the 16.5m articulated vehicle.

Regards,

Paul

Paul Hurdus

Senior Engineer (DC)
Staffordshire West Area
Local Development Projects
Staffordshire County Council
Office Location: Third Floor, No. 1 Staffordshire Place, Stafford, ST16 2LP
Postal Address: Wedgwood Building, Tipping Street, Stafford, ST16 2DH
Tel: 01785 276728
Mobile: 07964 119812
paul.hurdus@staffordshire.gov.uk
www.staffordshire.gov.uk

From: James Bancroft [mailto:JBancroft@motion-uk.co.uk]
Sent: 27 March 2014 11:04
To: Hurdus, Paul (Place)
Subject: RE: Blythe Bridge Industrial Estate Cresswell Pre-app ref: 103529 (Email 1 of 3)

Hi Paul,

Further to our telephone conversation yesterday afternoon I have reviewed the swept paths we prepared for the site access roundabout. I have to admit that I am struggling to identify where the DMRB design vehicle encroaches over the kerb on the southbound approach to this junction. You will note from the attached word document that the wheels of this vehicle remain comfortably within the carriageway at the pinch points located at the nearside kerb and splitter island. In this regard, I do not propose to revisit the design of this junction.

As requested, I have re-attached the .pdf files of the tracking we have undertaken at the proposed roundabout located to the north of the site on Uttoxeter Road for your colleague to review. Please note I will be sending two further emails that contain the .dwg versions of these drawings to ensure that I do not overload your email account.

As explained yesterday, we are very keen to commission a Stage 1 Road Safety Audit by the end of next week. Whilst I understand you will be busy with other commitments, it would be much appreciated if you could ask your colleague to provide some feedback on the attached by Wednesday 2nd April at the very latest.

Should you have any questions about the above please do not hesitate to contact me to discuss.

Kind regards

James Bancroft
Motion
232 High Street
Guildford
Surrey
GU1 3JF

T 01483 531300
F 01483 531333
E jbancroft@motion-uk.co.uk
W www.motion-uk.co.uk

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Appendix J

Swept Path Analyses

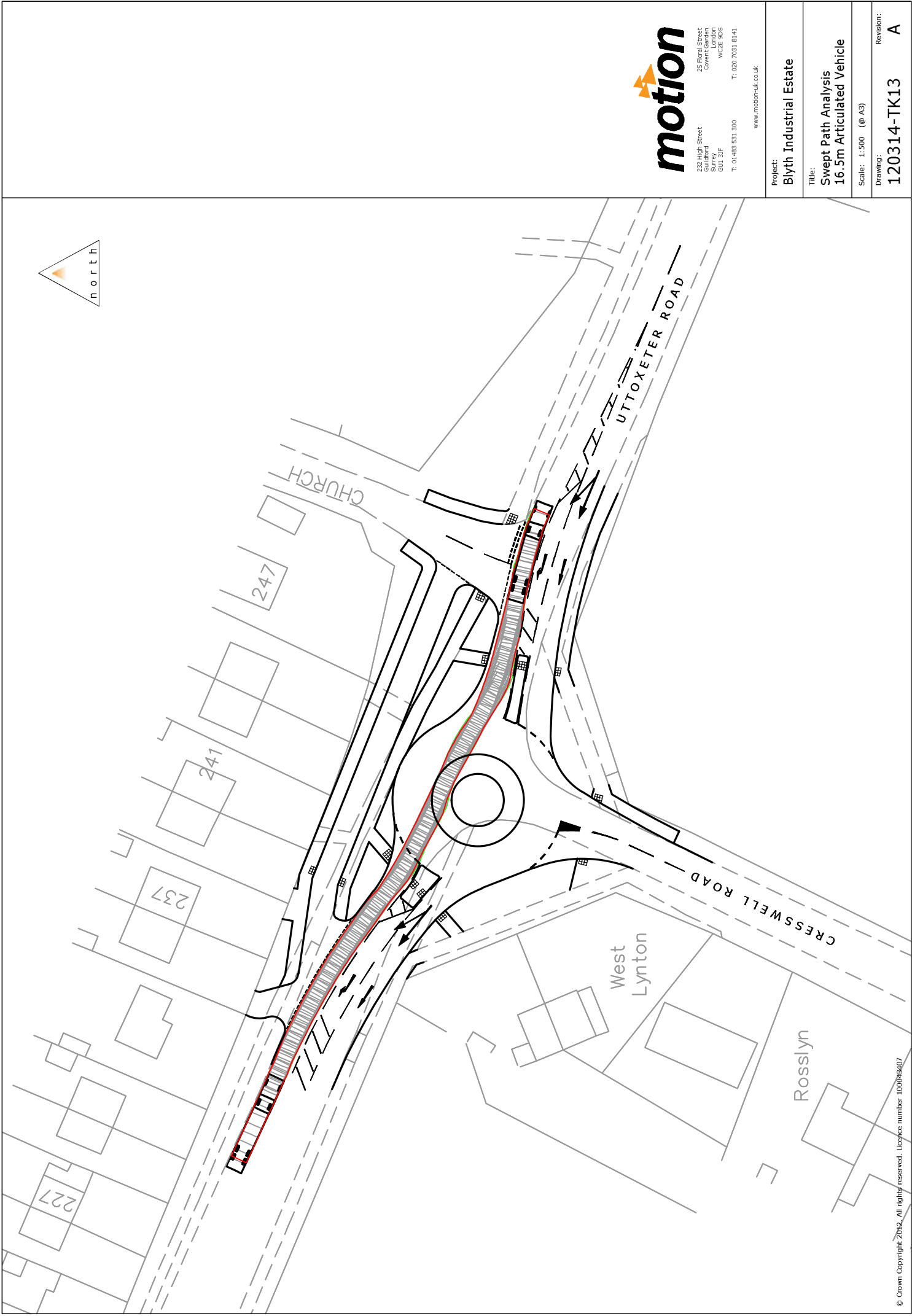


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Surrey
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WC2E 9DS
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Project: Blyth Industrial Estate	Revision: A
Title: Swept Path Analysis 16.5m Articulated Vehicle	
Scale: 1:500 (@ A3)	
Drawing: 120314-TK12	



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Project:

Blyth Industrial Estate

Title:

Swept Path Analysis
16.5m Articulated Vehicle

Scale: 1:500 (@ A3)

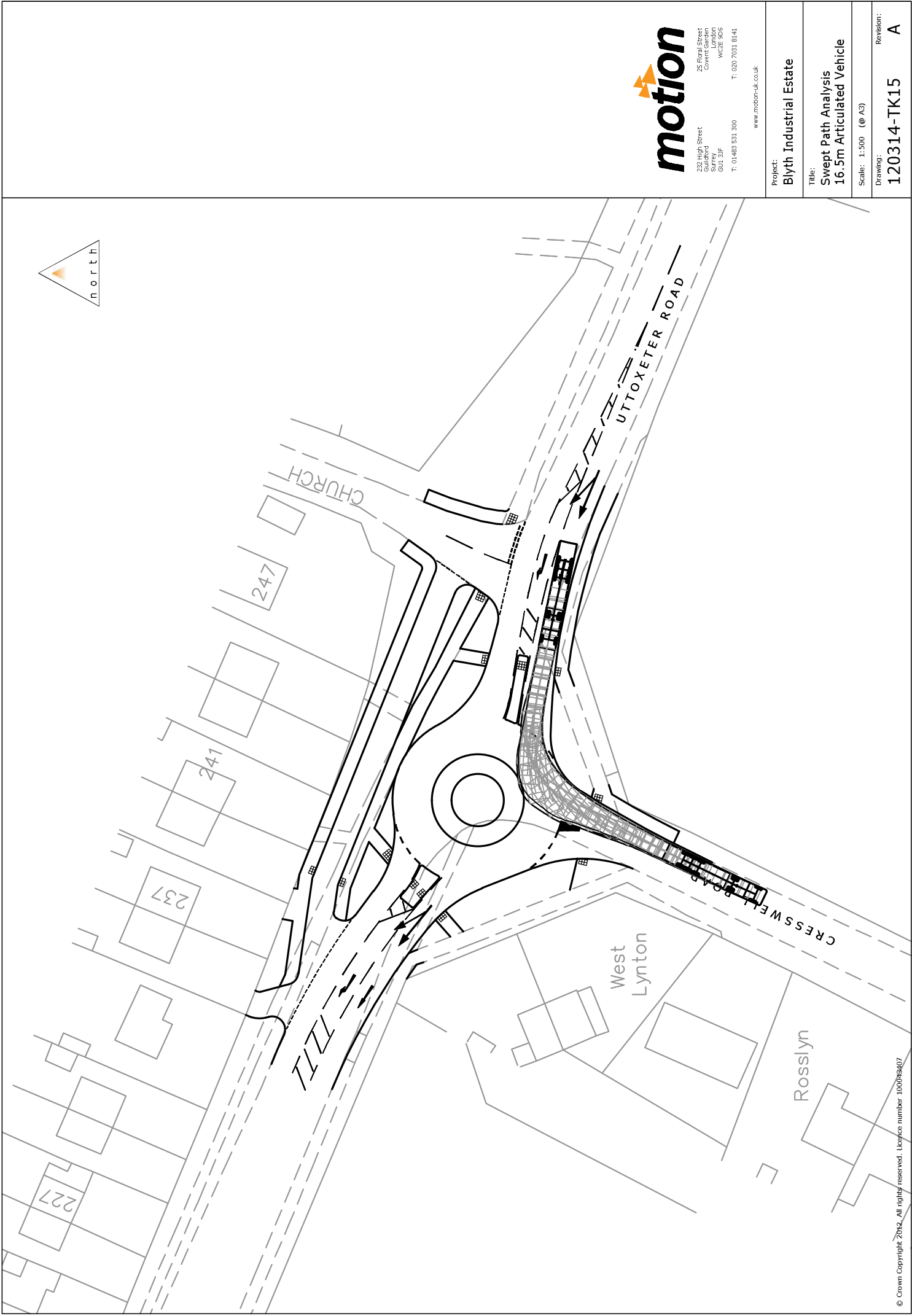
Drawing:

120314-TK13

Revision:

A





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GU1 3JF
T: 01483 531 300

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WC2E 9DS
T: 020 7031 8141

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Project:

Blyth Industrial Estate

Title:

Swept Path Analysis
16.5m Articulated Vehicle

Scale:

1:500 (@ A3)

Drawing:

120314-TK15

Revision:

A



232 High Street
Guildford
Surrey
GU1 3JF
T: 01483 531 300

25 Finsil Street
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WC2E 9DS
T: 020 7031 8141

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Project: Blyth Industrial Estate	Revision: A
Title: Swept Path Analysis 16.5m Articulated Vehicle	
Scale: 1:500 (@ A3)	
Drawing: 120314-TK16	



232 High Street
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Surrey
GU1 3JF
T: 01483 531 300
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Covent Garden
London
WC2E 9DS
T: 020 7031 8141

Project: Blyth Industrial Estate	
Title: Swept Path Analysis 16.5m Articulated Vehicle	
Scale: 1:500 (@ A3)	
Drawing: 120314-TK17	Revision: A



222 High Street
Guildford
Surrey
GU1 3JF
T: 01483 531 300 T: 020 7031 8141
www.mobon-uk.co.uk

Project:	Blyth Industrial Estate
Title:	Swept Path Analysis 16.5m Articulated Vehicle
Scale:	1:500 (@ A3)
Drawing:	120314-TK18
Revision:	A



232 High Street
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Surrey
GU1 3JF
T: 01483 531 300

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Project:	Blyth Industrial Estate
Title:	Swept Path Analysis 16.5m Articulated Vehicle
Scale:	1:500 (@ A3)
Drawing:	120314-TK19
Revision:	A



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Surrey
GU1 3JF
T: 01483 531 300

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Project:

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Title:

Swept Path Analysis
16.5m Articulated Vehicle

Scale: 1:500 (@ A3)

Drawing:

120314-TK20

Revision:

A



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Surrey
GU1 3JF
T: 01483 531 300

25 Finsil Street
Covent Garden
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WC2E 9DS
T: 020 7031 8141

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Project:

Blyth Industrial Estate

Title:

Swept Path Analysis
16.5m Articulated Vehicle

Scale: 1:500 (@ A3)

Drawing:

120314-TK21

Revision:

A

Appendix K

TEMPRO Output Reports

Blythe Bridge Growth Rates – TEMPRO

TEMPRO Planning Assumptions

Assessment Period	Base Households	Future Households	Base Jobs	Future Jobs
2013 to 2019	13,215	13,882 (+667)	14,200	14,425 (+225)
2013 to 2024	13,215	14,517 (+1,302)	14,200	14,571 (+371)

In recognition of the fact that the proposed development will provide 168 dwellings and circa 430 new jobs, the planning assumptions contained within the TEMPRO database have been revised to minimise the potential for double counting of development related traffic. The following table shows the revised assumptions, with the resulting growth rates provided below.

Assessment Period	Base Households	Future Households	Base Jobs	Future Jobs
2013 to 2019	13,215	13,714 (+499)	14,200	14,200 (-)
2013 to 2024	13,215	14,349 (+1,134)	14,200	14,200 (-)

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ rural (Staffordshire Moorlands) (41UH0)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
41UH0	rural (Staffordshire Moorlands)	1.0407

2013 to 2019 AM Peak

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ rural (Staffordshire Moorlands) (41UH0)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
41UH0	rural (Staffordshire Moorlands)	1.0465

2013 to 2019 PM Peak

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ rural (Staffordshire Moorlands) (41UH0)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
41UH0	rural (Staffordshire Moorlands)	1.0506

2013 to 2019 Daily

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ rural (Staffordshire Moorlands) (41UH0)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
41UH0	rural (Staffordshire Moorlands)	1.1061

2013 to 2024 AM Peak

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ rural (Staffordshire Moorlands) (41UH0)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
41UH0	rural (Staffordshire Moorlands)	1.1164

2013 to 2024 PM Peak

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ rural (Staffordshire Moorlands) (41UH0)

3. Select area type:

- ☐ Urban
☐ Rural
☒ All

4. Select road type:

- ☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

- ☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
41UH0	rural (Staffordshire Moorlands)	1.1233

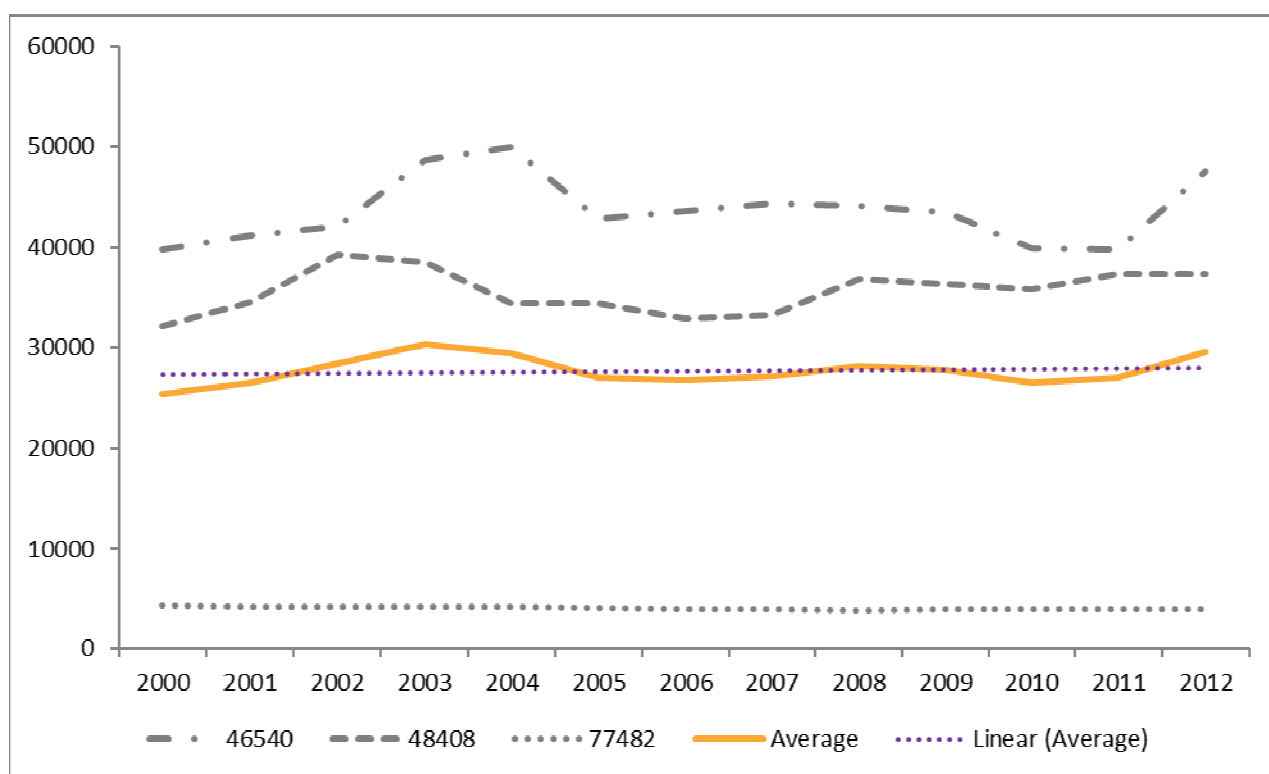
2013 to 2024 Daily

Appendix L

Department for Transport Traffic Flows

Department for Transport: Annual Average Daily Traffic Flows

Year	DfT AADT Count Point			Average	Variation
	46540	48408	77482		
2000	39720	32162	4194	25359	-8.57%
2001	41124	34542	4083	26583	-4.16%
2002	42080	39236	4161	28492	2.73%
2003	48683	38479	4073	30412	9.65%
2004	49958	34430	4115	29501	6.36%
2005	42790	34432	3975	27066	-2.42%
2006	43530	32954	3905	26796	-3.39%
2007	44304	33234	3863	27134	-2.17%
2008	44041	36793	3792	28209	1.71%
2009	43438	36278	3864	27860	0.45%
2010	39894	35858	3890	26547	-4.29%
2011	39759	37327	3936	27007	-2.63%
2012	47561	37387	3848	29599	6.72%
Average	43606	35624	3977	27736	



46540 A50 West
48408 A50 South
77482 A521