

CO-OPERATIVE ESTATES

PROPOSED RESIDENTIAL DEVELOPMENT

HIGH STREET

BROUGHTON

NORTH LINCOLNSHIRE

Transport Statement

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Co-operative Estates to advise on the traffic and transportation issues relating to a proposed residential development on land off the High Street in the Broughton area of North Lincolnshire.

1.1.2 The report provides information on the traffic and transport aspects of the development proposals and will form supplementary information to assist in the determination of a forthcoming planning application on the site.

1.2 Scope of Report

1.2.1 Following this introduction the report will consider the development site, its location and details of the development, including the site access arrangements in Section 2. Section 3 considers the accessibility of the site by non-car modes and Section 4 provides a brief consideration of the traffic impact of the proposed development. The conclusions are then drawn together in Section 5.

2 DEVELOPMENT SITE AND IT'S LOCATION

2.1 Development Site and It's Location

2.1.1 The location of the site is shown in **Plan 1**. The site is located off the High Street in the centre of Broughton village.

2.1.2 The site is bound by the High Street to the south and by residential properties on all other sides. The area around the site is mainly residential in character.

2.1.3 The site is currently occupied by an existing but vacant Co-op store and an associated building.

2.2 Highway Provision

2.2.1 The B1207 High Street runs between its mini-roundabout junction with Ermine Street and Appleby Lane to the west and Wressle Road to the east of the site.

2.2.2 The High Street carriageway is around 6 metres wide in the vicinity of the site and has continuous footways along both sides of the carriageway.

2.2.3 The road is subject to a 30 mph speed limit.

2.2.4 The site frontage is around 20 metres long and incorporates the frontages of the two existing properties on the application site.

2.2.5 From on site observations the High Street is reasonably quiet and operates safely and efficiently.

2.3 Development Proposals

2.3.1 The applicant is seeking consent to develop the site for 2 residential dwellings with associated car parking to the rear.

2.4 Vehicular Access

- 2.4.1 Vehicular access into the proposed development will be provided via a new priority controlled access off the High Street. The vehicular access point will have formal kerbed radii of 4.5 metres with a carriageway width of 4.1 metres and a margin of 0.46 metres of either side of the access.
- 2.4.2 The access width is sufficient for two cars to pass each other safely and efficiently in particular with the 0.46 metre wide margin on either side.
- 2.4.3 The visibility requirements along the High Street would be based on Manual for Streets and therefore a 2.4 metre by 40 metres splay in both directions would be suitable. Given the topography of the High Street this visibility can be achieved satisfactorily within the limits of the site and the adopted highway.
- 2.4.4 The site access junction is located around 10 metres west of the existing High Street junction with Sterne Avenue and as such will not cause any material conflict with the traffic movements into or out of the site access off the High Street.
- 2.4.5 The illustrative layout is shown on **Plan 2**.
- 2.4.6 The existing site serves a number of informal car parking spaces along the frontage of the Co-op store and its associated building and could potentially accommodate around 6 cars in front of the two existing buildings.

3 ACCESS BY A CHOICE OF MODE OF TRANSPORT

3.1 Introduction

3.1.1 Within the recently released National Planning Policy Framework (NPPF), there is a presumption in favour of sustainable development. Transport is recognised as having an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF therefore advises that decisions should take account of the opportunities for travel by sustainable transport modes.

3.1.2 New proposals should therefore be located and designed where practical to have access to high quality public transport facilities and to give priority to pedestrian and cycle movements. Planning policies are also to aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment and other activities.

3.1.3 Having regard to this, the accessibility of the site has been considered by the following modes of transport.

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

3.2 Accessibility on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

- 3.2.2 Pedestrian footways with widths of 2 metres are provided on both sides of the High Street.
- 3.2.3 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2006 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.4 There are a number of amenities within a short walk of the site including Broughton Post Office, two restaurants, a convenience store, the Red Lion and Dog and Rat public houses, a newsagents, a fish and chip shop, a hairdressers and Broughton Infants and Junior Schools.
- 3.2.5 All these amenities are within a 10 minute walk of the site and indeed most are within a 5 minute walk.
- 3.2.6 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle. The former PPG13 states that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres.'
- 3.3.2 A 5 kilometre distance would encompass the whole of Broughton, Scawby and Brigg. The area surrounding the site lends itself to both cycling and walking as it's broadly flat and ideal for trips by cycle.
- 3.3.3 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 The nearest bus stops to the site are located on the High Street and Estate Avenue. These are around 230 metres and 140 metres from the site, respectively.

3.4.2 Safe pedestrian access to these bus stops is provided for via the existing pedestrian footways located on High Street and Estate Avenue.

3.4.3 A summary of the services available from the bus stops within 400 metres of the development site is provided in Table 3.1 below

Serv No	Route	Mon-Fri Frequency Per Hour				Sat	Sun
		AM Peak	Mid-day	PM Peak	Eve		
4	Brigg-Broughton-Ashby-Scunthorpe-Normanby Ent Park	1	1	1	2 jnys	1	4 jnys
642	Redbourne-Scawby-Broughton-Scunthorpe Colleges	1 jny	0	1 jny	0	0	0

Table 3.1 - Existing Bus Services Operation in the Vicinity of the Site

3.4.4 As can be seen from Table 3.1, the bus stops located within 400 metres of the site provide up to 2 services per hour in the peak periods. These services provide access into Brigg, Scunthorpe and Scawby as well as direct access to the Normanby Enterprise Park and the Scunthorpe Colleges.

3.4.5 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Rail

3.5.1 Brigg railway station is located approximately 5 kilometres south-east of the site and clearly outside the distance that a person might normally walk to catch a train.

3.5.2 However, the number 4 bus service runs into Brigg town centre to allow a connection from the site by rail. Services from Brigg operate to destinations such as Gainsborough and Grimsby.

3.5.3 It is therefore concluded that the proposed development site is accessible by rail.

3.6 Summary

3.6.1 It has been demonstrated that pedestrian infrastructure in the vicinity of the site is good. The former PPG13 states that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres'. It has been demonstrated that cycle accessibility is good.

3.6.2 The pedestrian connections to the surrounding area and nearby local amenities are already good and will ensure that the site is accessible on foot.

3.6.3 The site is located close to the nearest bus stops on the High Street and Estate Avenue both within 400 metres of the site and so complies with the IHT publication entitled 'Providing for Journeys on Foot', which quotes 400 metres as being the 'desirable' walking distance to such facilities.

3.6.4 There are up to 2 bus services per hour during peak periods to destinations including Brigg, Scunthorpe and Scawby as well as direct access to the Normanby Enterprise Park and the Scunthorpe Colleges which provides good accessibility to the site by bus.

3.6.5 The number 4 bus service also runs close to Brigg railway station allowing this to be used as a viable alternative mode of travel to and from the site.

3.6.6 In light of the above, it is considered the site is accessible and will cater for needs of development's residents and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 This section of the report examines the traffic impact associated with the proposed residential development.

4.2 Existing Operation of the Local Highway Network

4.2.1 On site observations suggest that the High Street in the vicinity of the site operates with minimal congestion and delay. The existing site also clearly used to generate a reasonable level of traffic with its previous use as the Co-op store.

4.3 Proposed Development Traffic

4.3.1 To establish the traffic generation from the proposed residential development the TRICS version 2013(a) database has been used for 'private housing' for all sites up to 100 units excluding those sites located in Ireland or London.

4.3.2 These trip rates are summarised below in Table 4.1. The outputs in full are shown in **Appendix 1**.

Time Period	Trip Rates		Traffic Flows	
	Arr	Dep	Arr	Dep
Weekday AM Peak	0.171	0.386	0	1
Weekday PM Peak	0.366	0.221	1	0

Table 4.1 – Summary of Trip Generation for Proposed Residential Development (2 Units)

4.3.3 As can be seen, the proposed development is likely to generate extremely low levels of traffic onto the local highway network. These flows represent a traffic generation of one vehicle on the High Street every 30 minutes during even the peak hour periods which can be considered as imperceptible.

- 4.3.4 Furthermore, the previous Co-op store would have generated substantially more traffic than the proposed two houses.
- 4.3.5 As such, the proposed development is likely to generate less traffic than the existing but vacant Co-op store and there should be no issues on traffic impact grounds.

5 CONCLUSION

5.1.1 Croft have been instructed by Co-operative Estates to advise on the traffic and transportation issues relating to a proposed residential development on land off the High Street in the Broughton area of North Lincolnshire.

5.1.2 A number of conclusions can be drawn from this report, namely:

- The site is accessible by a range of sustainable modes of travel.
- The proposed Site Access arrangements can adequately cater for the proposed development traffic.
- The Site Access can be designed to accord with current design guidance.
- The proposals will not have an impact on the operation of the local highway network.

5.1.3 In conclusion, there is no reason to object to this planning application on highways and transport grounds.



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