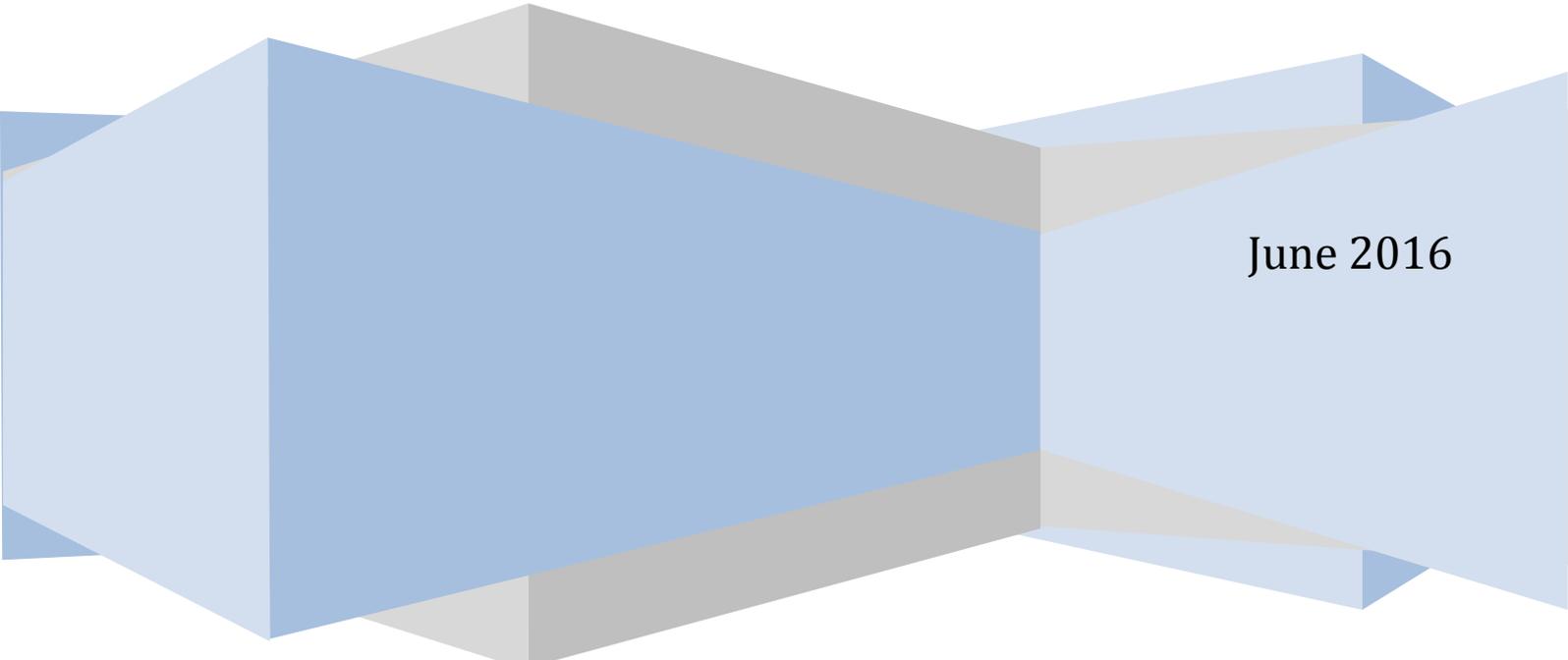


**BSL STRATEGIC LTD.**

**Proposed Residential Development  
Land at Church Stile Farm  
Cradley, Herefordshire**  
**Transport Statement**

June 2016



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# 1 Introduction

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## Background

Savoy Consulting, a specialist transport planning consultancy, has been instructed by their client BSL Strategic Ltd. to prepare a Transport Statement (TS) to accompany a planning application for a residential development of 29 dwellings comprising one, two, three and four bedroom houses in Cradley, Herefordshire.

Access to the site will be by means of a new simple priority T-junctions on an unnamed road in the village that leads directly from the A4103.

The site is located in the administrative area of Herefordshire Council.

## Scope of Report

The TS has been prepared using the Department for Transport's (DfT) document "Guidance on Transport Assessment" 2007.

This TS will therefore cover the following matters:

- ❖ An assessment of the existing conditions on the surrounding highway network.
- ❖ A review of the relevant policy guidance applicable to the site.
- ❖ Analysis of the proposed development, including the means of access.
- ❖ Review of transport links available and assessment of sustainable travel options.
- ❖ Assessment of the personal injury collisions (PICs) recorded on the local highway network within the latest five year period.
- ❖ Assessment of the traffic impact from the proposed development.
- ❖ Overall conclusions from the technical work undertaken.

Following the introduction, the report is structured as follows:

- ❖ Chapter 2 describes existing conditions and analyses the PIC data supplied.
- ❖ Chapter 3 examines relevant transport and planning policies in relation to the proposed development.
- ❖ Chapter 4 considers the proposed development and proposed means of access.
- ❖ Chapter 5 assesses the existing sustainable modes of transport in Cradley.
- ❖ Chapter 6 examines the traffic impact of the development on the local highway network.
- ❖ Chapter 7 summaries the work undertaken to prepare the transport statement and presents the overall conclusions of the work carried out.

## 2 Existing Conditions

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This Chapter considers the location of the site with respect to the existing highway, pedestrian, cycle and public transport links in the area.

The application site is currently agricultural land located on the south side of Vinesend Lane. The precise location of the proposed development is shown on the plans accompanying the planning application.

The parish of Cradley, including Storridge and Ridgeway Cross, according to the 2011 census, has a population of 1,667.

The main road running through Cradley is a single carriageway road running generally north to south, providing a link between the A4103 to the north and Mathon to the south.

In the vicinity of the site, the main road has an overall carriageway width of approximately 6 metres with a footway on the northern side of the road and is subject to a 30 mph speed limit.

### Accident Records

Paragraph 4.23 of the DfT document entitled "Guidance on Transport Assessment" (2007) indicates that the transport statement should *"identify any significant highway safety issues and provide an analysis of the recent accident history of the study area"*.

An analysis of the personal injury collision (PIC) data has therefore been undertaken to establish whether there are any existing road safety concerns in the local area which potentially could require mitigation measures as a result of the proposed development. The data obtained covers the most recent five year period available.

The area of the study extended from the junction with the A4103 into the village of Cradley and all the approach roads leading to the village.

From examination of the accident data available no PICs were recorded in the study area during the most recent five year period.

The analysis therefore confirms that there is no evidence of any existing road safety problem in the vicinity of the proposed development in the village of Cradley. It is not anticipated that there will be an increase in frequency or severity of PICs resulting from the proposed development. Therefore no safety mitigation measures are proposed.

## 3 Policy Background

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### National Planning Policy Framework

In March 2012 the government launched "National Planning Policy Framework" (NPPF). The framework sets out the government's planning policies for England and explains how they expect them to be applied.

As part of a major shakeup of the planning system, the NPPF indicated that the framework allows local people and their accountable councils to produce their own distinct local and neighbourhood plans which reflect the needs and priorities of the communities.

In promoting sustainable transport the government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

The new framework states that all applications should be supported by an appropriate transport statement or transport assessment and planning decisions should take account of whether improvements can be undertaken within the transport network that effectively limit the significant impacts of developments.

In Section 4 "Promoting Sustainable Transport" the NPPF states that transport policies have an important role to play in facilitating sustainable development. It indicates that smarter use of technologies can also reduce the need to travel and the transport system needs to be balanced in favour of sustainable transport modes thus giving people a real choice about how they travel.

The NPPF goes on to say that encouragement should be given to solutions which support reduction in greenhouse gas emissions and reduce congestion. Local authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

It also states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure to support sustainable development.

At paragraph 32 it says that all developments that generate significant amounts of movement should be supported by a transport assessment. Decisions made by the relevant authorities should take account of whether the opportunities for sustainable transport modes have been taken up and depending on the nature and location of the site, and whether efforts have been made to reduce the need for major transport infrastructure.

Authorities will also need to make sure that safe and suitable access to the site can be achieved for all people; and that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

NPPF concludes by advising local authorities that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

At paragraph 34 it states that plans and designs should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in the Framework, particularly in the case of rural areas.

At paragraph 35 the NPPF indicates that Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Development should therefore be located and designed where practical to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

It also notes that it is important to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and to incorporate facilities for charging plug-ins and other ultra low emission vehicles, whilst considering the needs of people with disabilities using all modes of transport.

The key tool to facilitate this is identified as a travel plan. The NPPF indicates that all developments which generate significant amounts of travel should therefore be required to provide a travel plan.

It goes on to say that planning policies should aim for a balance of land uses within the local authority area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

At paragraph 39, the new Policy Framework states that, when setting local parking standards for residential development, local planning authorities should take into account the accessibility of the development, the type, impacts and use of the development, the viability and opportunities for public transport and local car ownership levels. It also indicates there is an overall need to reduce the use of high emission vehicles.

The government also sees that advanced high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks are also seen to play a vital role in enhancing the provision of local and community facilities and services.

At section 6 "Delivering a Wide Choice of High Quality Homes" the NPPF states that to boost significantly the supply of housing, local authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period.

At paragraph 55, NPPF states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of local communities. Local planning authorities should therefore avoid permitting new isolated homes in the countryside unless there are special circumstances to do so.

Paragraph 69 goes on to say that the planning system can play an important role in facilitating social interaction and creating healthy inclusive communities. Local authorities should therefore create a shared vision with communities of the residential environment and facilities they wish to see.

To support this vision local authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions.

The new policy is quite clear, however, in stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

### **Transport White Paper – The Future of Transport: A Network for 2030**

The thrust of the White Paper is one of sustainability and the integration of transport systems and modes. The main aim of the White Paper is to increase choice by improving sustainable transport alternatives. This recognises that building more roads is not the only solution to accommodate growth. The White Paper stresses the responsibility for reducing congestion, providing safer streets, improving air quality, giving real transport choice and raising the quality of life for all.

Achieving these goals means some people using their cars less often, more people walking, cycling and using public transport, and everybody thinking more about their transport choices.

### **Smarter Choices**

The publication of the "Smarter Choices – Changing the Way We Travel" report by the DfT in July 2004 has further reinforced the stature of soft measures within the overall context of transport planning. These soft measures encompass workplace and school travel plans, as well as other initiatives such as car sharing schemes, car clubs, personalised journey planning, teleworking, teleconferencing, information and marketing, and home shopping.

These measures are becoming increasingly important issues for the DfT, and the provision of targeted information, marketing and incentives are receiving much higher priority. The research into 'soft' measures that was published in the report has been viewed as a significant milestone. As such, soft measures have a role in their own right in raising awareness of the available journey options and as a support measure for other more traditional interventions in the transport arena, such as mobility management schemes, infrastructure and service-related measures.

### **National Planning Policy Guidance**

In March 2014 the government launched the Planning Practice Guidance (PPG) website. The guidance is a significant step forward in making planning guidance easier and simpler for practitioners and the public. The publication of the guidance gives greater certainty to planners and communities which will help both deliver the high quality development and sustainable growth that England needs, reinforcing the aims of NPPF as discussed above.

The guidance provides advice on when transport assessments and transport statements are required, and what they should contain. Included within this guidance is the following relevant section:

*“Travel Plans, Transport Assessments and Statements should be:*

- ❖ *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- ❖ *established at the earliest practicable possible stage of a development proposal;*
- ❖ *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- ❖ *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

## Herefordshire Local Plan

The Herefordshire Local Plan was adopted by the Council at its meeting on 16 October 2015. The relevant transport policy is Policy SS4 – "Movement and Transportation", which states:

*"New developments should be designed and located to minimise the impacts on the transport network; ensuring that journey times and the efficient and safe operation of the network are not detrimentally impacted.*

*Furthermore, where practicable, development proposals should be accessible by and facilitate a genuine choice of modes of travel including walking, cycling and public transport. Development proposals that will generate high journey numbers should be in sustainable locations, accessible by means other than private car. Alternatively, such developments will be required to demonstrate that they can be made sustainable by reducing unsustainable transport patterns and promoting travel by walking, cycling and public transport "Proposals to provide new and improved existing public transport, walking and cycling infrastructure will be supported.*

*Where appropriate, land and routes will be safeguarded as required in future local or neighbourhood development plans and developer contributions, which meet the statutory tests, sought to assist with the delivery of new sustainable transport infrastructure, including that required for alternative energy cars."*

## Herefordshire Local Transport Plan 3

The latest Local Transport Plan (LTP) was formally adopted on 11 September 2014.

The LTP Policy Statement document details the Council's policies to support the delivery of the transport plans identified in the LTP. The LTP has two main focuses:

- ❖ Reducing congestion in Hereford City and increasing accessibility by less polluting and healthier forms of transport than the private car.
- ❖ Maintaining access for rural residents and people without access to a car.

The Council aim to achieve the second main focus by ensuring that the existing extensive highway network remains fit for purpose and safe for the travelling public. It will also review public transport services to ensure that the Council can continue to provide access for those most in need and to provide alternatives for longer distance commuters so they too can also reduce their car use and adopt healthier life styles.

## 4 Proposed Development

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### Introduction

The proposed residential development is designed to accommodate 29 dwellings comprising 18 open market houses and 11 affordable. The indicative masterplan layout produced by our client's architect is included as part of the planning application. The development will also provide a community store, café, community orchard and vineyard. A small car park is proposed for the orchard and vineyard with access from Vinesend Lane.

The drawing illustrates the proposed means of access to the site, location of the proposed dwellings, the community shop and café and the layout of the internal access road and the parking provision for the individual houses. As part of the proposals the existing access into the site will be closed to vehicular traffic but will be available to pedestrians and cyclists.

### Site Access Arrangements

It is proposed to provide vehicular access by means of the construction of a simple T-junctions on the main road through the village. The site access will be designed to provide a carriageway width of 4.8 metres, 6 metre junction radii and two 2 metre footways.

When considering the speed of traffic through the village and applying the advice set out in Manual for Streets, Savoy Consulting has advised the project architect that the visibility splays should be 2.4 metres x 33 metres in either direction. The construction of the visibility splays is shown on the indicative site layout plan. The proposed vehicular site access will also provide access for pedestrians and cyclists and access to the community shop.

### Parking Provision

Car and cycle parking for the proposed development would be provided in accordance with local guidance.

**Table 4.1: Herefordshire Parking Standards (C3 Dwellings for areas outside Hereford City Central Area)**

Land Use	Car Parking	Notes
Units with 1 bedroom where group parking	Max 1 car space per unit	One cycle locker per unit
Units with 1 bedroom where individual parking	Max 1 space per unit	One cycle locker per unit
Units with 2 or 3 bedrooms where grouped or individual parking	Max 2 spaces per unit	One cycle locker per unit

## 5 Sustainability

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This chapter of the report examines the availability of local amenities and sustainable modes of transport in the area, i.e. public transport, walking and cycling.

### Local Amenities

An analysis has been carried out of the local amenities in the area and in the village at the current time there is a primary school and on two mornings a week, there is a post office counter available in the village hall offering all the usual post office services.

### Walking Links

The topography of the site is quite flat in the vicinity of the application site. There are also a number of public footpaths in close proximity to the site that can be used for leisure purposes.

The use of alternative modes of transport such as walking can be seen as a viable option for shorter journeys, for example to the nearby primary school, thus helping to encourage sustainable modes of transport

There is a pedestrian footway along the northern side of the main road which provides access to the local primary school and the bus stop to the west of the site access.

For pedestrians from the new development contemplating walking to local destinations walking speeds are based on the guidance given in paragraph 3.30 in the IHT's publication "Guidelines for Providing for Journeys on Foot" which states that when adopting an average walking speed of 1.4m/second it can be assumed that it is possible to walk approximately 400 metres in five minutes or three miles in an hour.

It has been calculated therefore that it is possible to walk 840 metres in 10 minutes, 1260 metres in 15 minutes and 1680 metres in 20 minutes.

### Cycling Links

Cycling is becoming an increasingly popular mode of transport in Herefordshire for leisure trips. Extensive cycle facilities in Herefordshire have helped to make cycling a viable alternative to the private car for many people.

There are no formal cycle facilities provided in Cradley, onsite observations would suggest that along with other local roads in Cradley the local roads do provide suitable routes for cyclists due to the very low levels of motorised traffic.

In order to identify facilities that are within a reasonable cycling distance of the development site an accessibility exercise has been carried out based on a cycling speed of 4.4 metres/second. This has been taken from Sustrans Information Sheet FF11 which states that a five mile (eight kilometres) journey can be comfortably cycled by an adult in 30 minutes.

Traffic flows in Cradley are very light, even at peak times, which means cycling can form a viable alternative means of travel to the private car.

It has been calculated that it is possible therefore to cycle approximately 1,300 metres in five minutes, 2.6 kilometres in 10 minutes and up to eight kilometres in 30 minutes.

### Public Transport

There are regular bus services operating from Cradley linking the village with Ledbury and Worcester on a regular basis. There is also a weekly service to Bromyard and Hereford. A summary of the services is set out below.

### Local Bus Service Summary

Number and Operator	Route	Monday-Friday	Saturday
405 Astons Coaches	Hereford- Bromyard- Cradley	Wednesday only. Departs Cradley for Hereford at 0903, returns 1449.	-
417 Astons Coaches	Worcester-Cradley- Ledbury	To Ledbury (Depart) 0907,1129,1529,1732 From Ledbury (Arrive) 0958,1224,1623,1823 To Worcester (Depart) 0748,0958,1224,1409,1623 From Worcester (Arrive) 0904,1129,1410,1529, 1732	To Ledbury (Depart) 0907,1129,1519,1729. From Ledbury (Arrive) 1012,1224,1409,1623,1818 To Worcester (Depart) 0801,1012,1224,1409,1623 From Worcester (Arrive) 0904,1129,1410,1519, 1729

Source: Traveline - information correct as of February 2016

## 6. Traffic Impact

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To estimate the trips likely to be generated by the development, previously agreed trip rates for a similar scale of development in rural areas have been utilised.

**Table 6.1: Trip Rate Information**

Peak Period	Trip Rates (per dwelling)			Traffic Generation (29 dwellings)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.14	0.58	0.72	4	16	20
PM Peak	0.56	0.19	0.75	16	5	21

It is believed that the community store and café will not generate material levels of traffic in their own right, with the peak times coinciding with the time guardians are picking up their children from the primary school. These will of course be 'linked trips'.

When taking into account the very low number of new vehicles trips on to the main road through Cradley generated as a result of building 29 new dwellings on the application site, and the low background flows on the existing highway network, it is clear that there will not be a material traffic impact as a result of this development.

## 7 Summary and Conclusions

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Savoy Consulting has been instructed by their client BSL Strategic to prepare a Transport Statement to accompany a planning application for a residential development comprising 29 dwellings in the village of Cradley. As part of the development a community shop and café will also be provided.

This Transport Statement has been prepared in accordance with both national and local guidance.

Access to the site will be by means of a simple T-junction on the south side of the main road through Cradley.

To support the planning application there has been a review of relevant transport planning policy guidance and it is concluded the proposed development generally accords with the relevant transport related policies.

The Transport Statement has assessed existing conditions on the surrounding highway network and an analysis has been carried out of the proposed development, including the means of access to the site.

As part of preparing the Transport Statement, the personal injury collision records for Cradley in the vicinity of the site have been examined but no collisions have been recorded in the latest five years for which data is available. The analysis shows that there is no evidence of any existing road safety problems in Cradley and in the opinion of Savoy Consulting this situation will not change as a result of the proposed development.

An assessment has been carried out of the predicted traffic impact in Cradley as a result of this development and it has been demonstrated that the impact in both the morning and evening peak hours will be very modest. Therefore the traffic impact cannot be considered to be material, particularly when bearing in mind the road operates nowhere near its full capacity.

Savoy Consulting has therefore demonstrated there are no material or overriding highway or transport reasons why the proposed development should not be granted planning permission.