



Report No. J1338/TS
Oct 2021

**PROPOSED RESIDENTIAL
DEVELOPMENT BROWN ST, LITTLEBOROUGH
TRANSPORT STATEMENT**

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TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

DTPC has been appointed by Casey Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential scheme Brown Street, Littleborough.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the planning application.

It deals solely with the proposals as provided.

The scope discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Accessibility
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. **Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.**

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

105. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community considering their location.

The proposed development will incorporate uses with linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

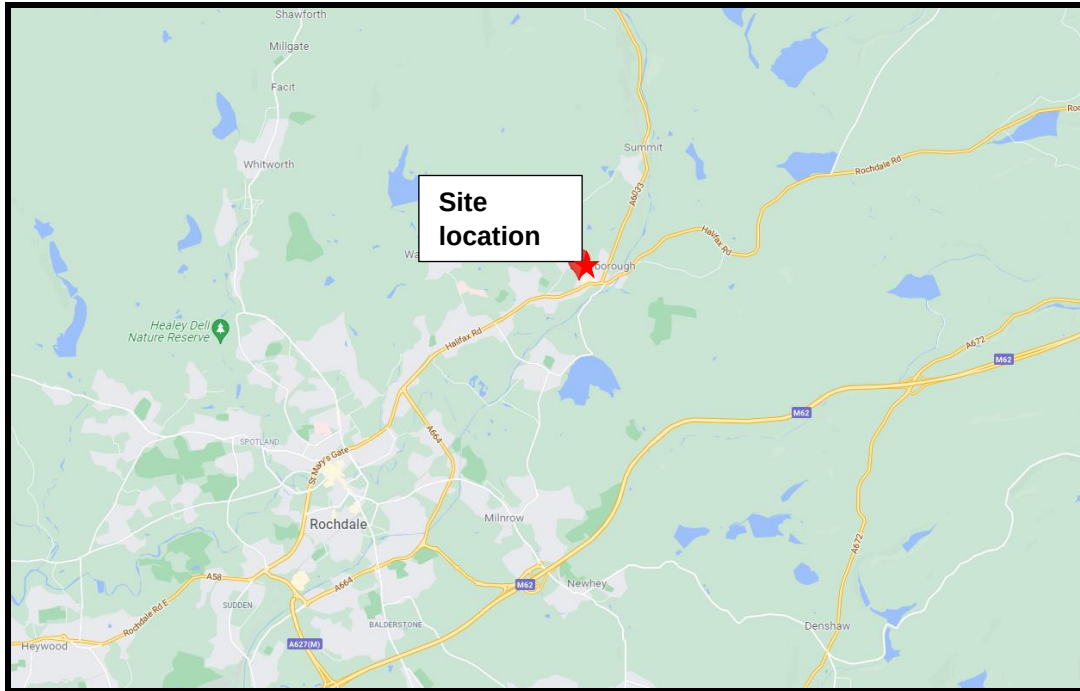
Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, public transport services with a short walk linking to other centres and interchanges, and the proposed parking provision all ensure that this development is as sustainable, as required in local and national policy for an urban location.

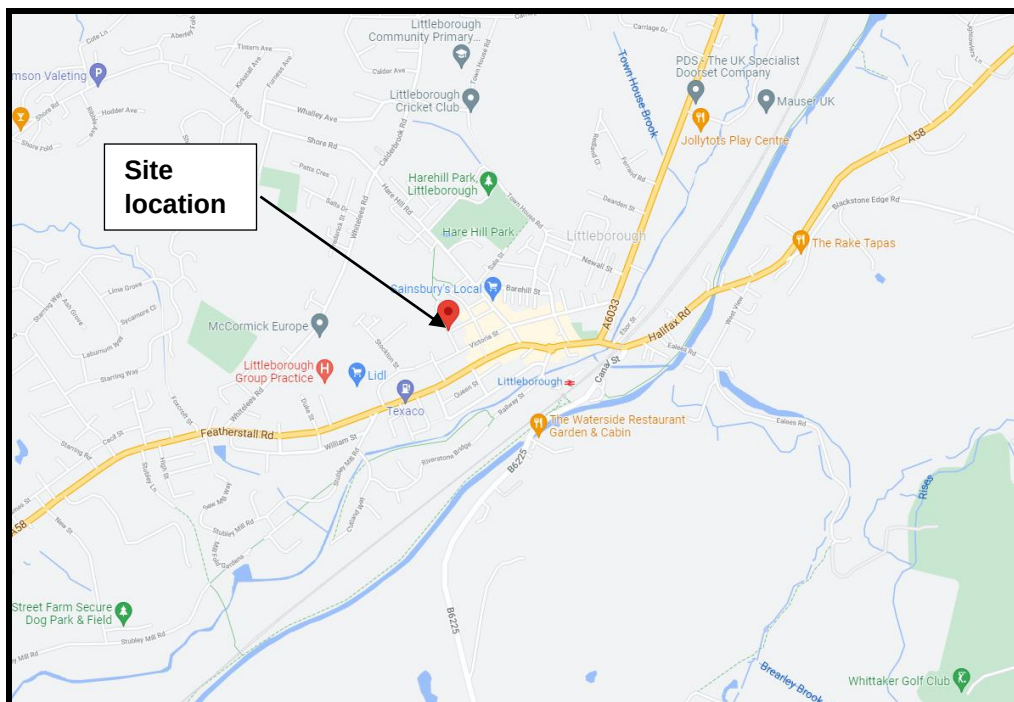
3. SITE DESCRIPTION

Site location context

The site is in the NW Littleborough area 250m from the centre. It is a main urban location on the mapping below. Brown Street runs north one way from Victoria Street that runs east west between Albert Steet and Hares Hill Road. The A58 runs east west some 75m south from the centre to Roachdale.



Location in the wider and Littleborough Area





Location in the local area.

The redevelopment will be accessed off Brown Street via a new access.

Local Highway Provision

The local streets are subject to a 20mph speed limit and are subject to one way routes. They have footways on both sides of the carriageway and are street lit.

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

A detailed photographic record of the local access and setting is provided below for future reference.



View into Albert Street one way in route from A58



View along Victoria Street heading east.



View into Brown Street from Victoria Street



View towards site access



View to and away from site



Regent Street one way to Hares Hill Road



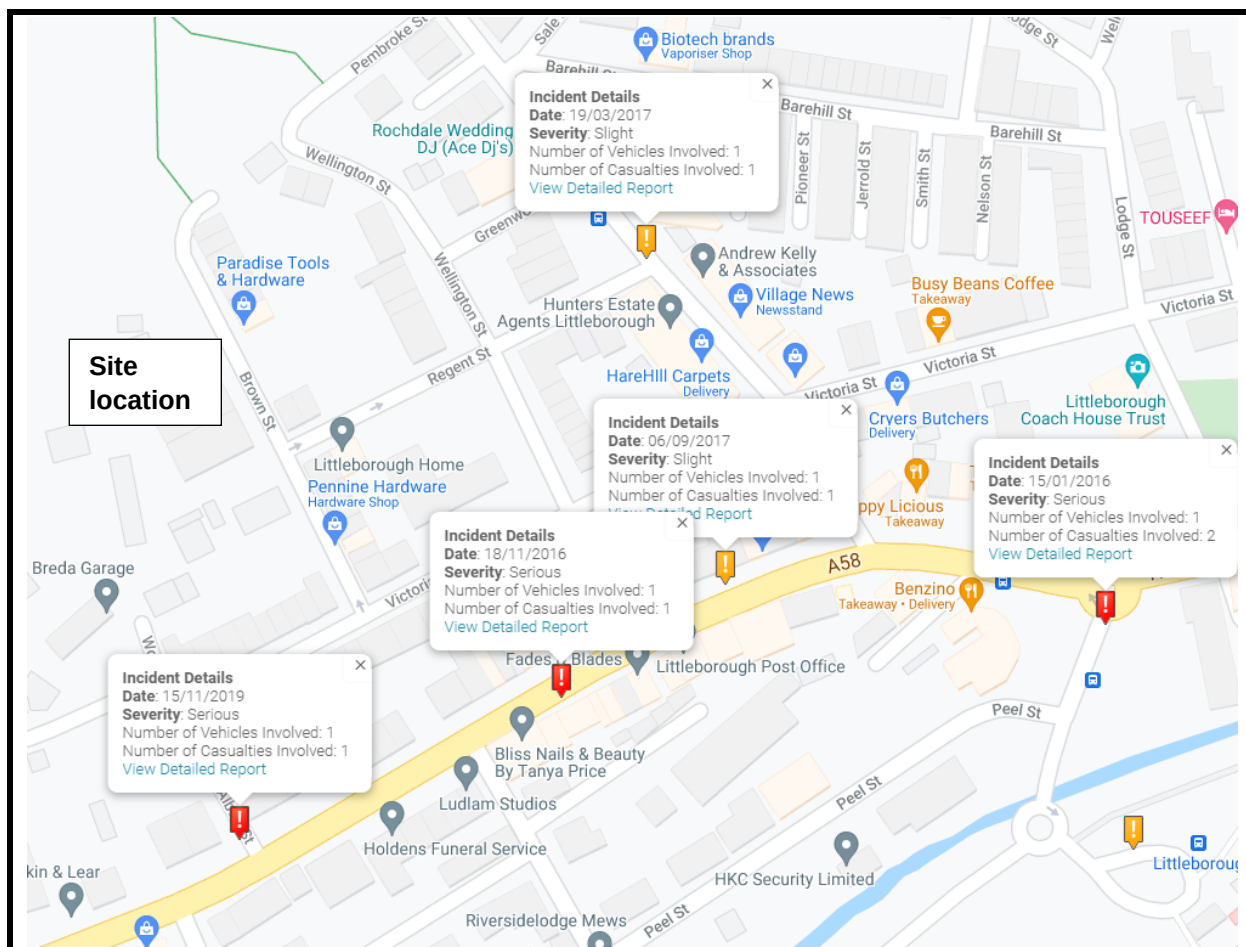
View left and right from junction on Hares Hill Road

Accident Review.

The Crashmap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

This site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together.

Access to the national data base has been undertaken and the resultant mapping provided for reference.



Accident information

The A58 has 4 records shown 2016/2016/2017 and 2019 in past 5 years, in 3 years 1 record. None in 2020 or 2021 to date in provisional list.

Whilst any accident is regrettable there is nothing about the road environment that would suggest that the additional traffic resulting from the development of the site will have an adverse effect on the highway safety in this area.

Summary

The local area has a good standard of carriageway, on street parking, and footway provision, with no local observed capacity or safety issues that would have a material impact on a scheme coming forward.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking

The proposed development site is located in the urban area with an acknowledged high range of local land uses, services and facilities.

The residential design guide “Manual for Streets” (MfS) advises that “*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “*the greatest potential to replace short car trips, particularly those under 2km*”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document “Providing for Journeys on Foot”

The CIHT provides about guidance journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

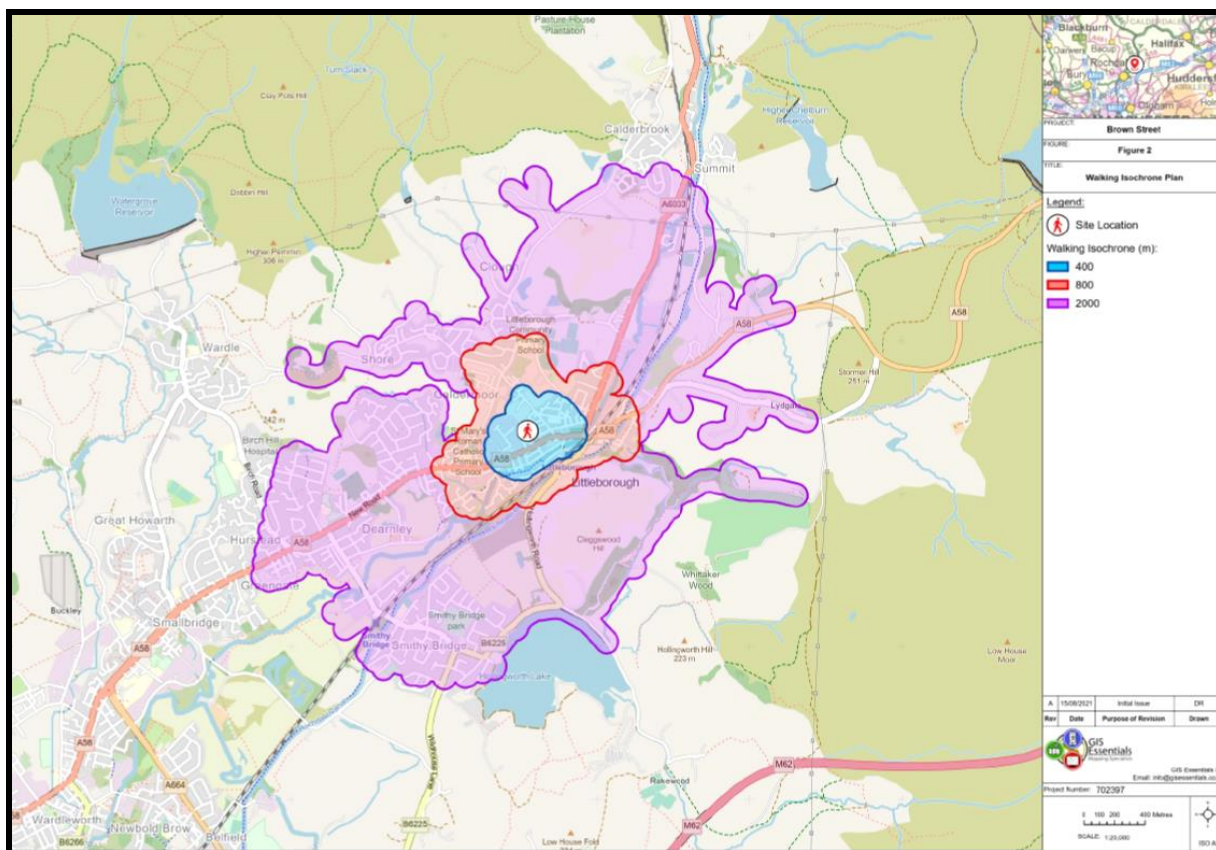
Acceptable walking distances are indicated in the table below.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km. Accepted guidance states that walking is the most important mode of travel at the local level, supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).



Walking times and distances from the site

The walk catchment extends to cover the local residential areas thus useable by a wide catchment area.

Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey via the bus services.

There are, therefore, opportunities for residents to access a wide range of shopping, employment, leisure, and service facilities on foot.

The 2km walk catchment extends to cover a substantial part of NW Halifax and some smaller surrounding settlements. There are, therefore, opportunities for residents to access a range of shopping, leisure, and service facilities on foot.

Clearly, there is also potential for walking to form part of a longer journey for workers via bus services.

In conclusion, the proposed application site can be considered as being reasonably accessible on foot.

Cycling

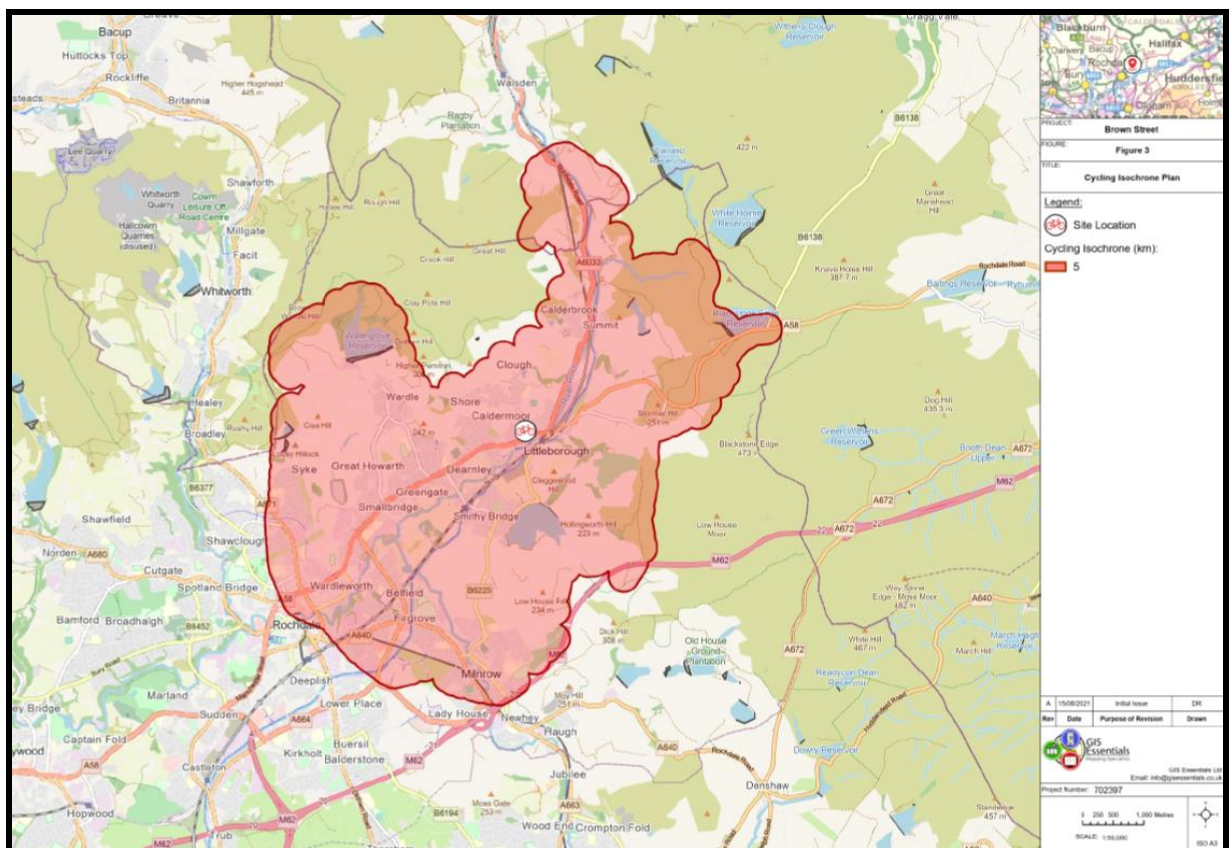
Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace.

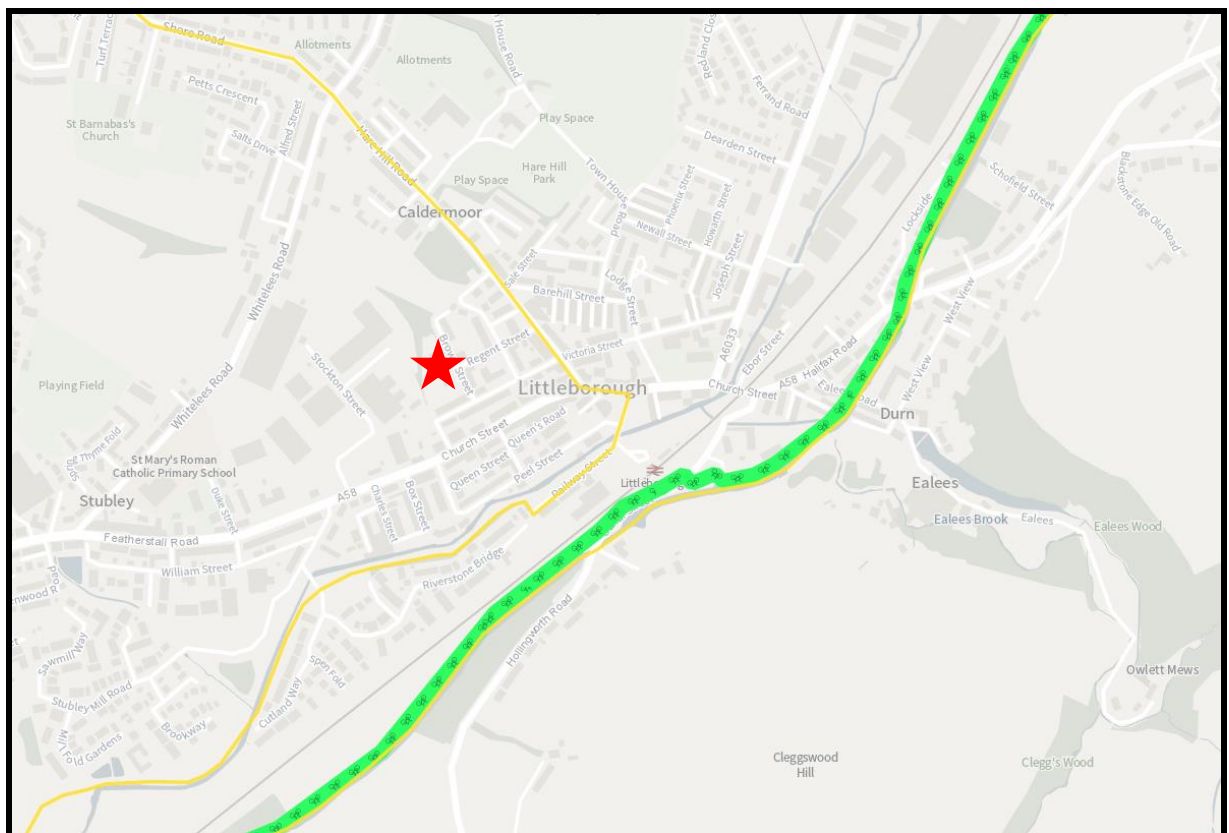
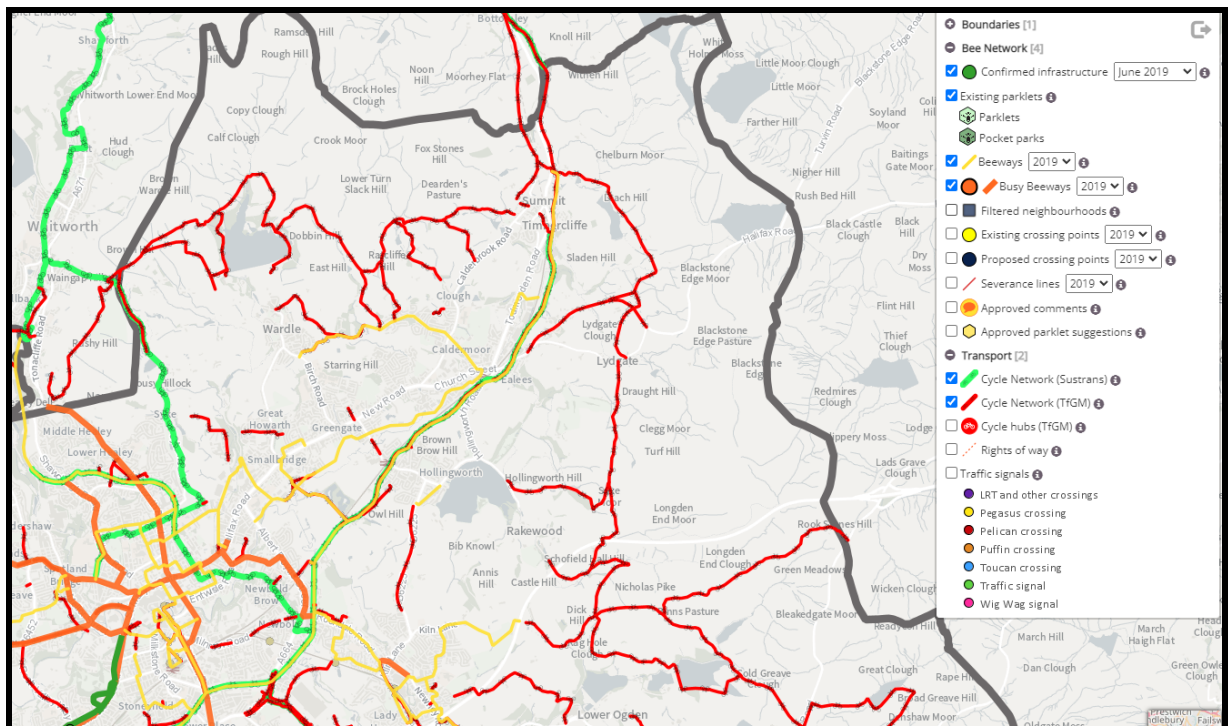
An acceptable and comfortable distance for general cycling trips of all types is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km as the maximum a commuter would cycle to work there other employment destinations available from the site but it is our judgment that commuter trips of this length would only be undertaken by cyclists who are confident enough to mix with other road users. Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance).

As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area.



Journey times and distances by cycle from the site

The plan displays journey distances of 5km from the site. These represent reasonable journey distances by cycle for the purposes of commuting. It can be seen that within a reasonable travel distance for cycling the whole of NE along with other local areas can be reached.



In conclusion, the proposed application site can be considered as being accessible by cycle.

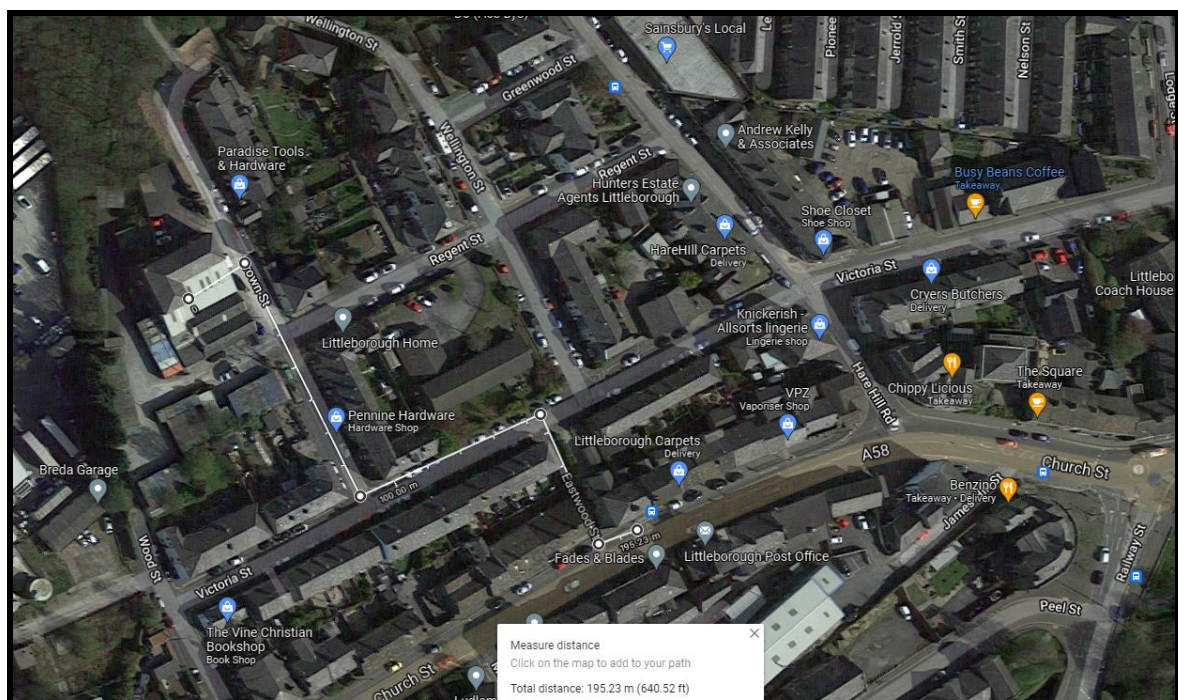
Travel by public transport

An effective public transport system is essential in providing good accessibility to opportunities for work and leisure for large parts of the population.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

- What is the existing situation with respect to public transport provision in and around the development?
- What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?
- Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved? (para 4.18).

There are a number of bus stops within 200m from the site entrance and the town square services in 400m.



Bus stops on Hares Hill Road

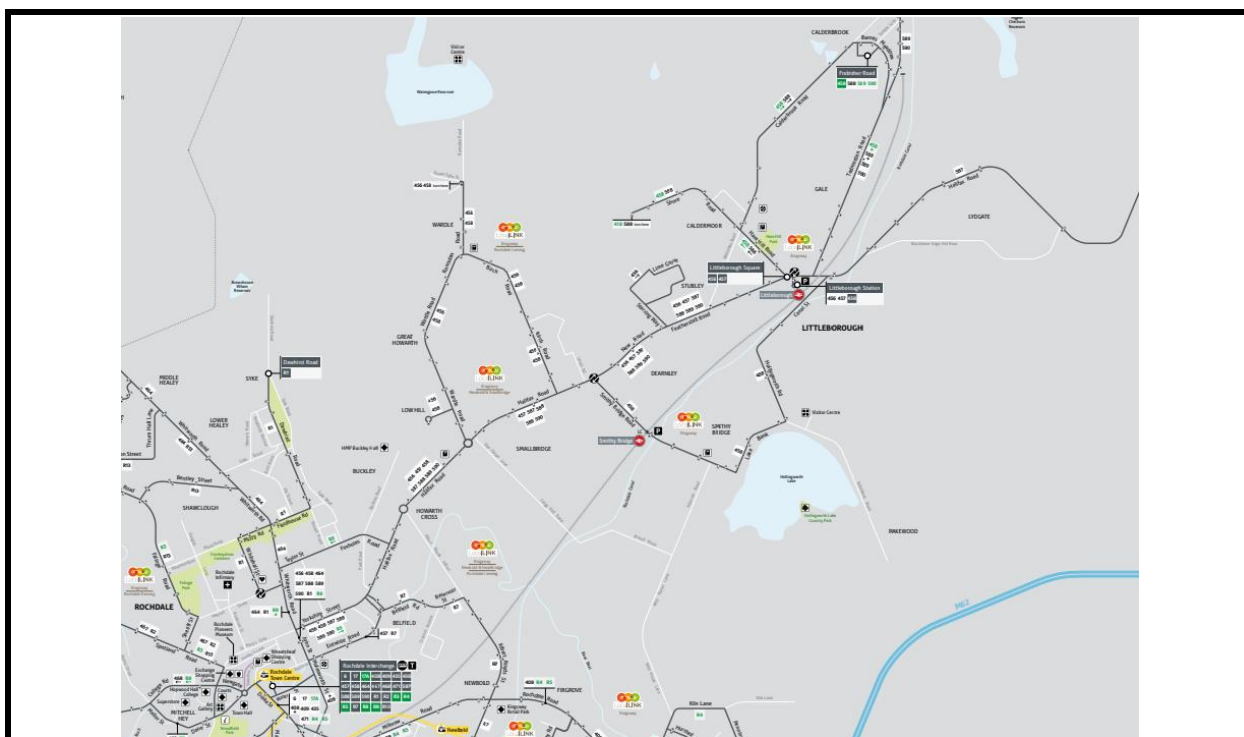
Buses	
457	458 Lakeline

Time table

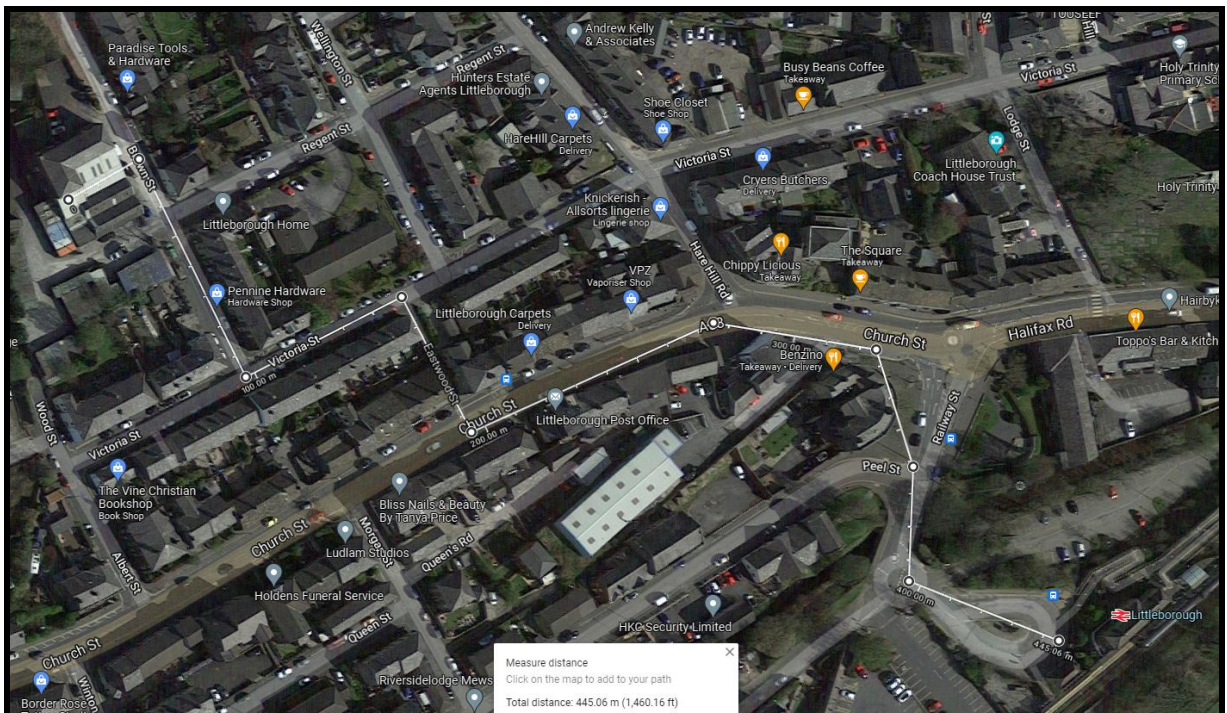
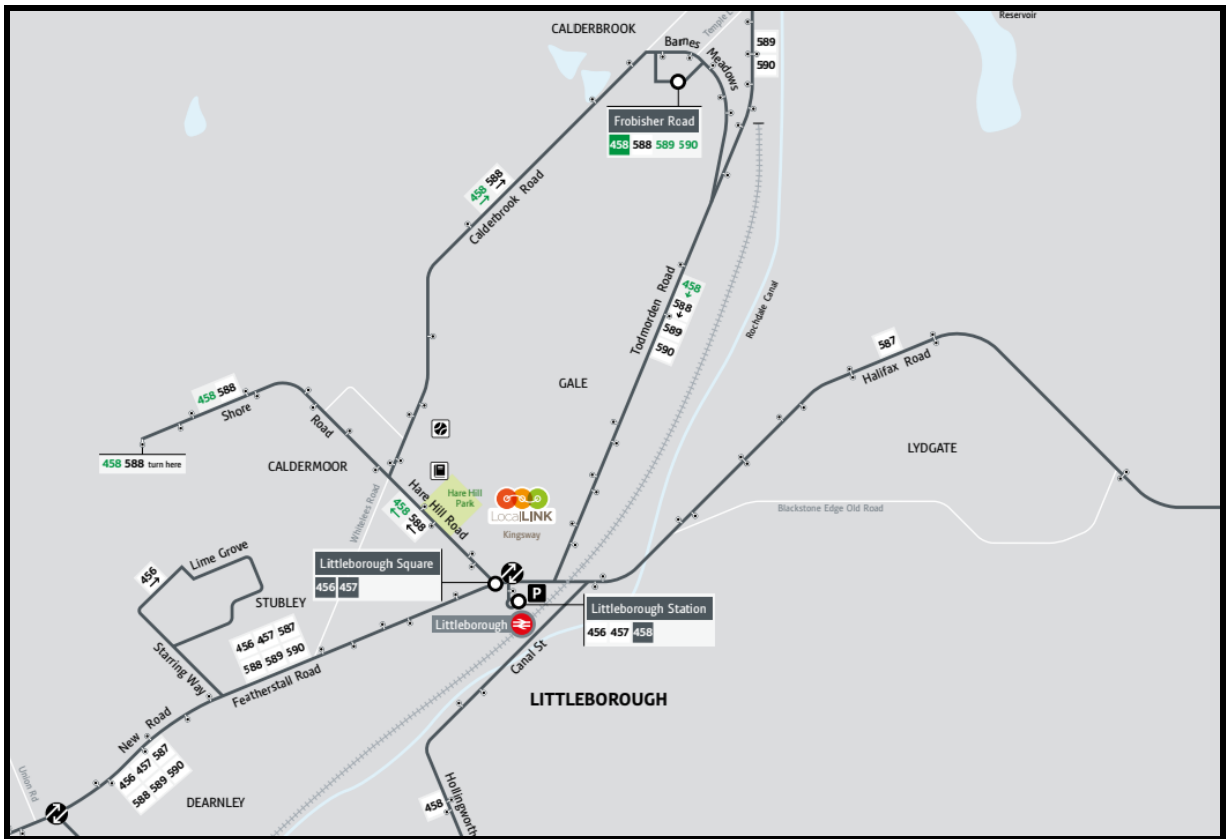


A58 bus stops

Buses	
456 Lakeline	457
587	590
850	884



Bus services wider network above and local overleaf



Train station walk route

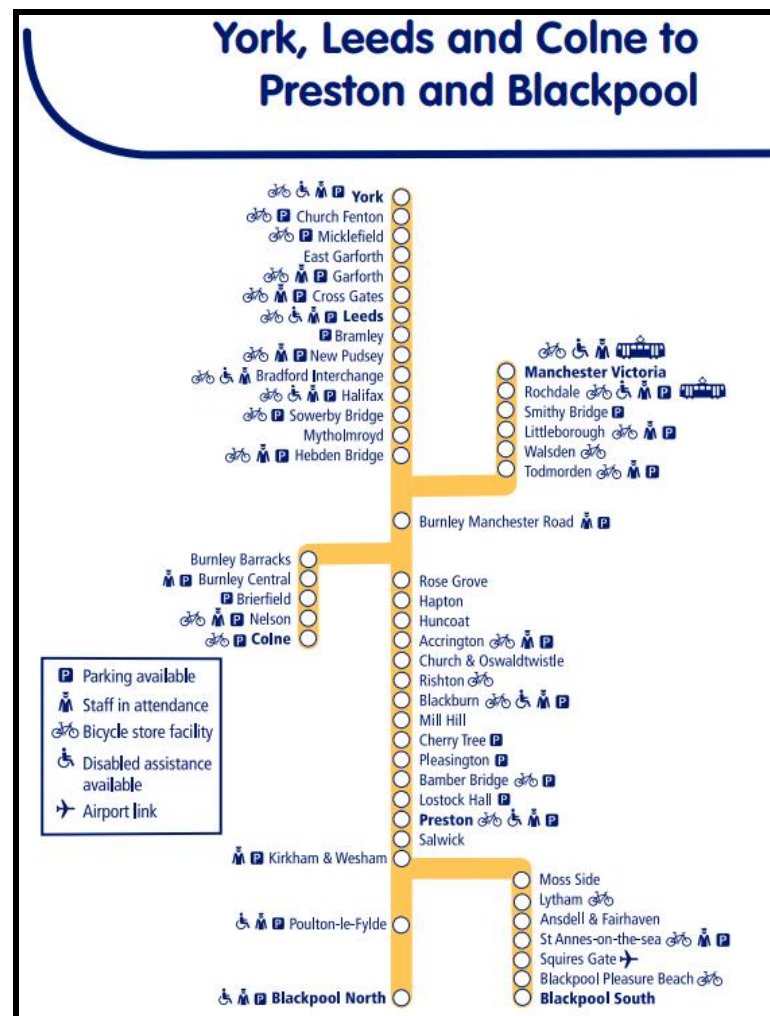


Station interchange

Ticket Machine	Yes
Penalty Fares	Applicable Operators: Northern
Left Luggage	No
Left luggage contact	https://www.nationalrail.co.uk/
Lost property contact	https://www.nationalrail.co.uk/
Toilets	No
Baby change facilities	No
Cycle storage	Spaces: 4 Shelter: No CTV: No Storage type: Stands
Car Park	Station Car Park Opening times: Monday-Friday 24h Saturday 24h Sunday 24h Spaces: 36 Operator: Northern Rail Tel: 0800 200 6060 Email: enquiries@northernrailway.co.uk Website: https://www.nationalrail.co.uk/
Taxi rank	Taxi rank 500 yards in town centre.

Train services

The Littleborough station connects to Manchester and West Yorkshire with a frequency of 15 minutes.



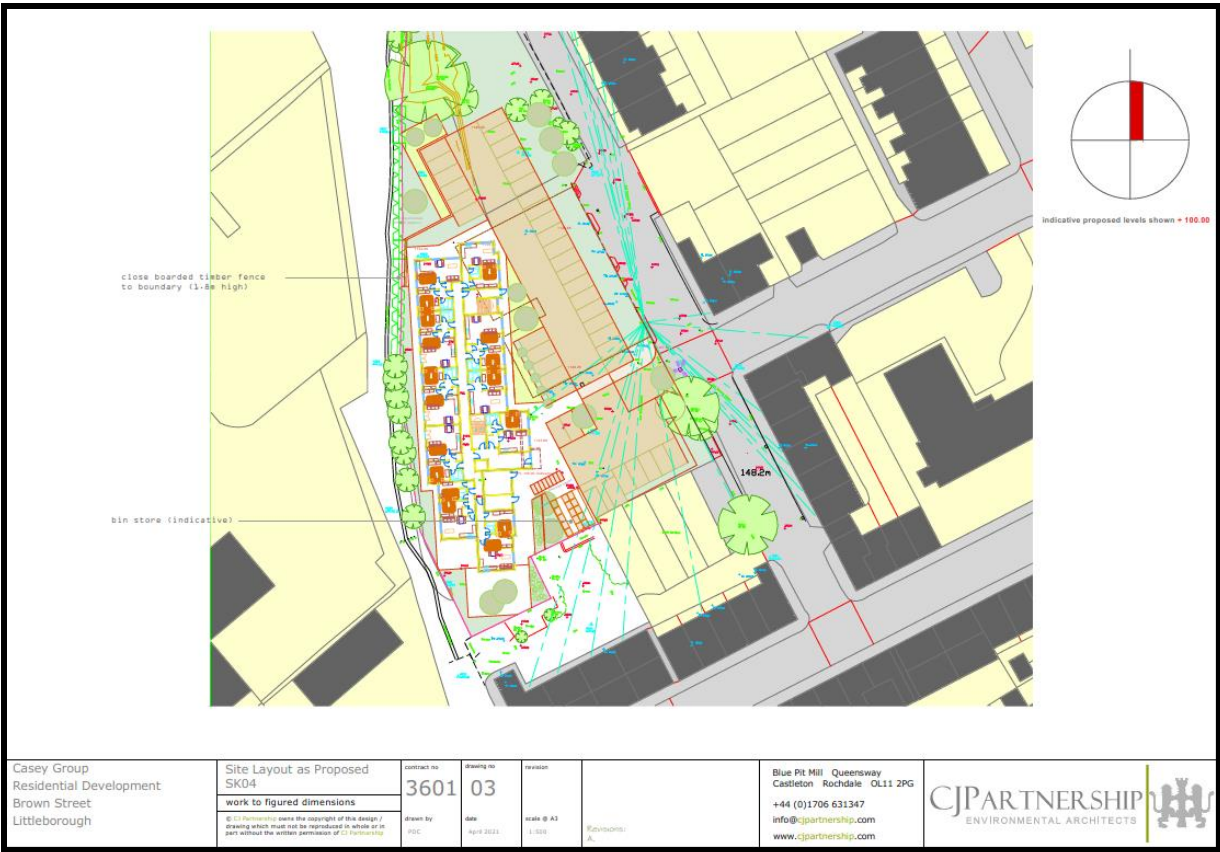
Summary

In summary, therefore, the application site can be considered as being accessible by public transport and has the potential for accessibility by sustainable travel modes, in accordance with planning policy guidance for urban areas.

5. PROPOSED DEVELOPMENT

Development

The proposed development is for 40 units with 100% parking spaces, and a revised access location.



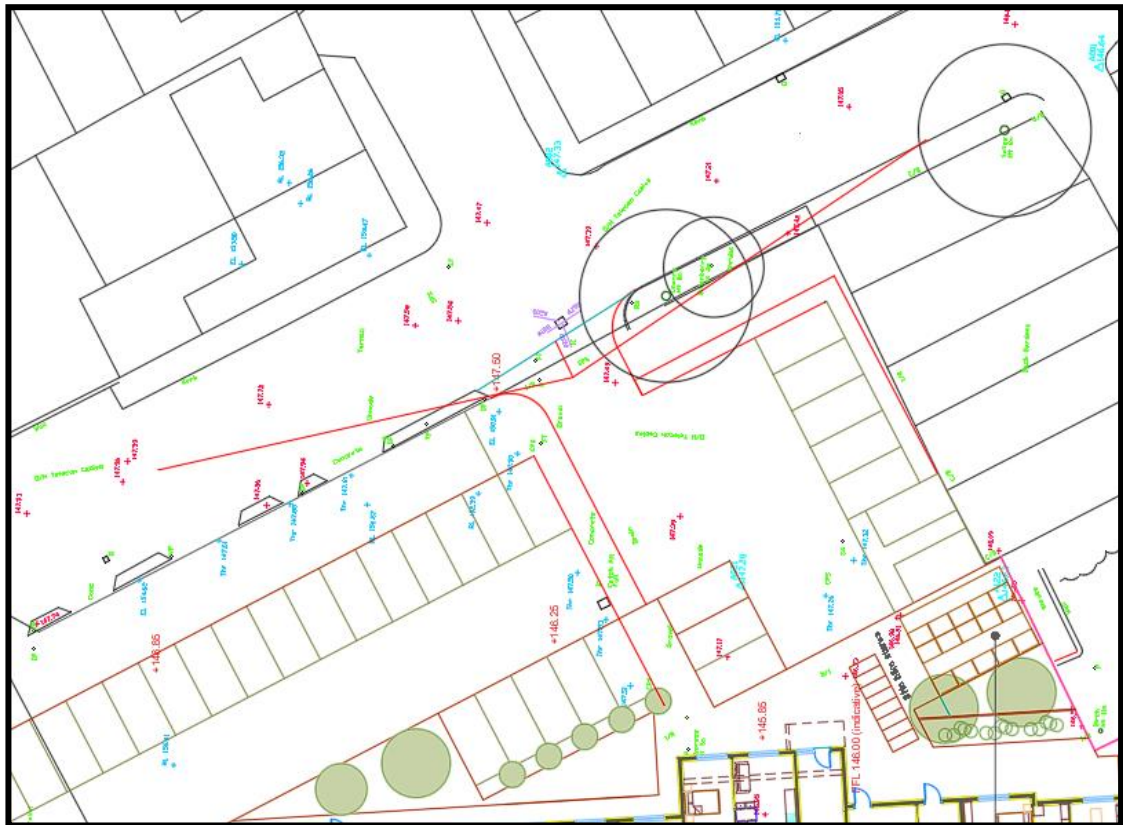
Layout

The design is a block of apartments with a front car park with a revised access.

Access

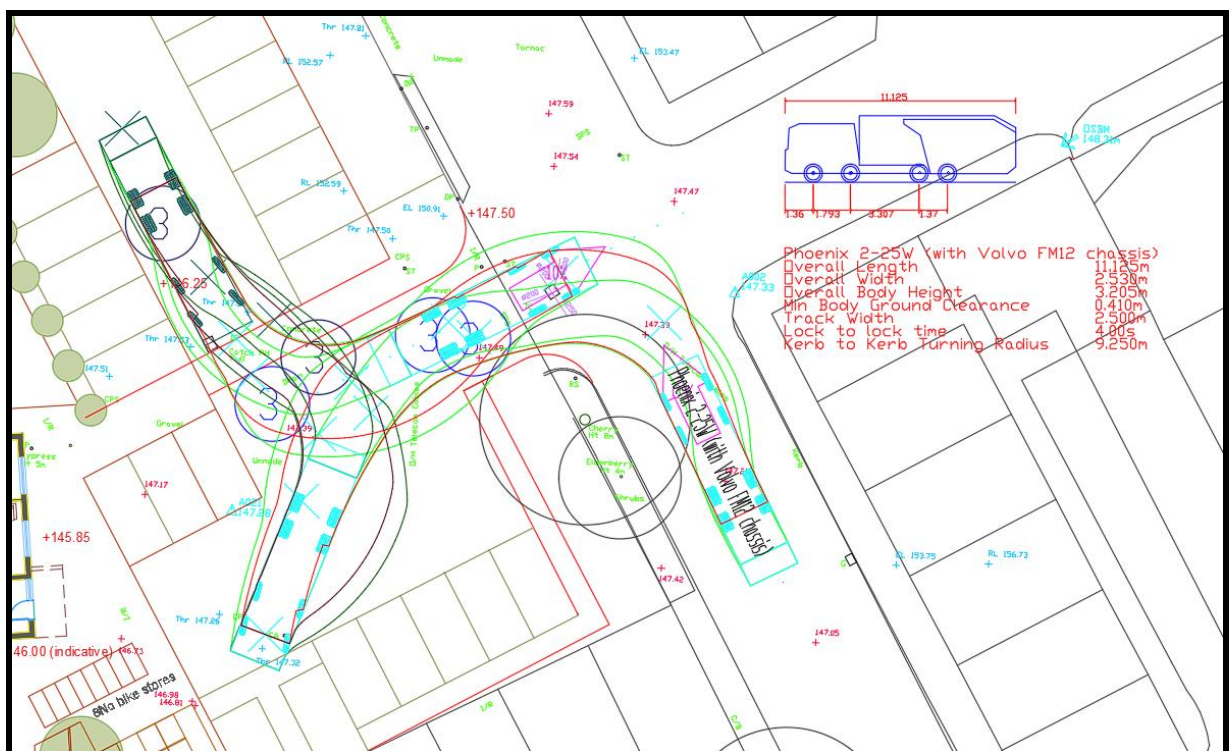
The improved access will be in the form of a T junction with a 5.5m road width and 2.5m radius to each side with footpath to north side and street lighting.

The road is traffic calmed to 20mph posted limit thus 25m for MFS requirements.



Swept paths

The new internal area has been tested for a large refuse 11.1m vehicle to ensure deliveries etc can be made.



Car parking

Local policy sets out:

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
C3:RESIDENTIAL DWELLING			
Single Bedroom Houses & Dwellings in Town Centres	1.25 spaces per dwelling	No Standard	No Standard
2+ Bedroomed Houses outside Town Centres	2 spaces per dwelling, (not including a garage)	No Standard	No Standard

NPPF states:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles

The parking Standards requires an appropriate level of parking to be provided. It outlines that developments shall provide car parking in accordance with maximum parking standards, as set out in the adopted parking standards.

The scheme provides 1 spaces for the units based on the highly sustainable location and complies with policy.

Cycle and Motor cycle parking

Cycles for out of centre flats etc 1 per 5 units. 40 units suggests 8 spaces, these are provided even though the site is town centre.

Motorcycle no guidance spaces can be provided if required.

6. TRIP GENERATION AND ASSESSMENT

Proposed Residential Development Trips

The generalised trip levels would suggest a trip rate of 0.6 two way for the area thus for 40 units thus 24 two way trips.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed.

Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The 24 in the peak is below the 30 two way trip threshold and equates to 1 per 2 minutes, a level that would not be noticed on a network even if the historic use of the area was ignored as a fall back.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area.

7. ASSESSMENT SUMMARY

The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.

The site has a highly sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network.

It is considered that there are no substantive reasons why the scheme should not be approved from a transportation point of view.