



Pendragon Estate Developments Ltd

GLOSSOP ROAD, GAMESLEY

Transport Assessment





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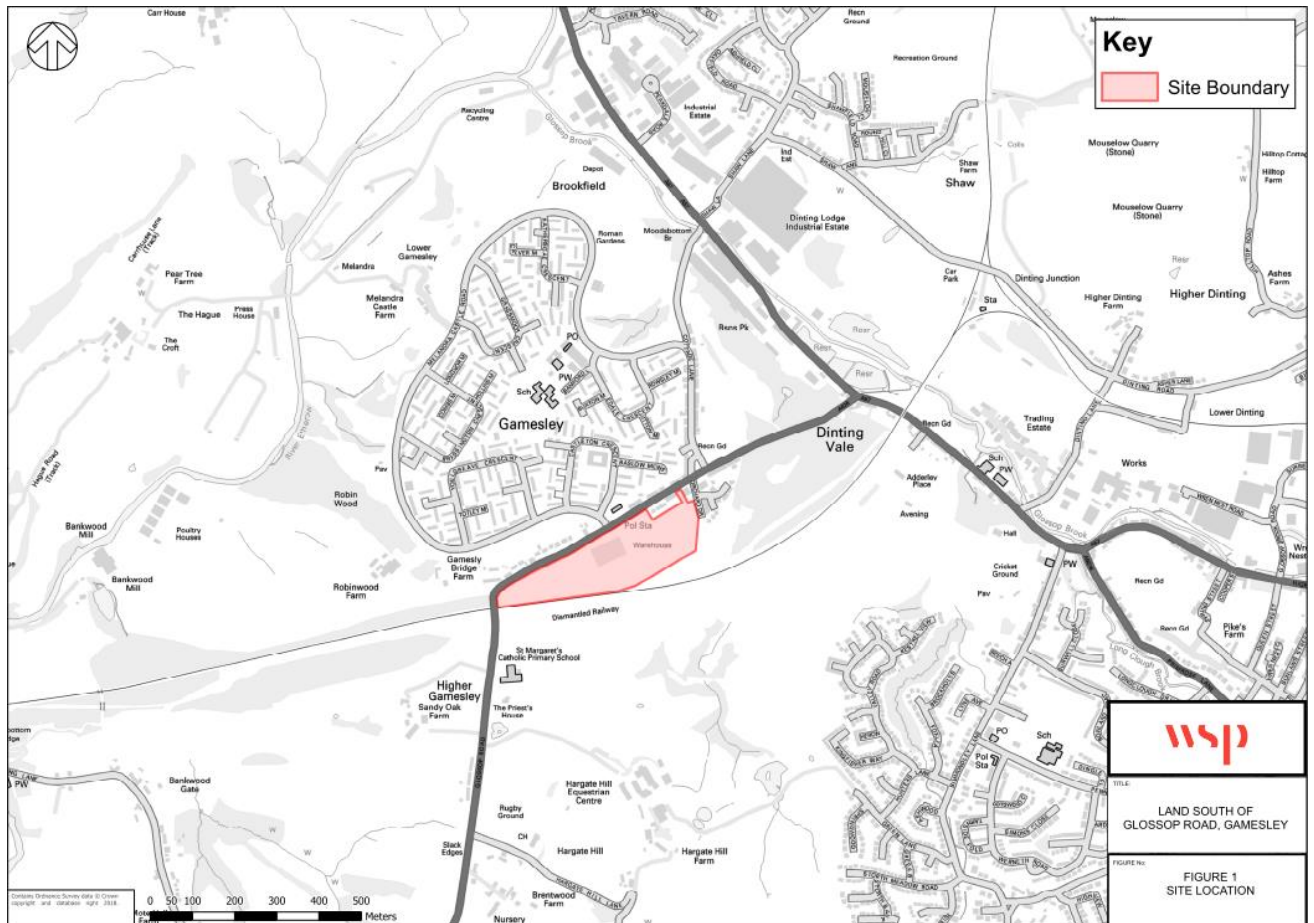
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1 INTRODUCTION

- 1.1.1. WSP have been appointed by Pendragon Estate Developments Ltd to provide highways and transportation planning support with respect to their planning application for residential development at Glossop Road, Gamesley (High Peak, Derbyshire).
- 1.1.2. The site is located approximately 20km east of Manchester City Centre. As shown by **Figure 1** it is south of Glossop Road, adjacent to the Hadfield – Glossop railway line.

Figure 1 – Site Location Plan



- 1.1.3. The site currently comprises open fields and agricultural land, and industrial units of the former Samas Roneo warehouse vacated in 2002.
- 1.1.4. It is proposed that the plot be developed to comprise approximately 155 dwellings (119 houses and 36 apartments) with vehicular access via a priority junction with Glossop Road, approximately 75m west of Melandra Castle Road.
- 1.1.5. This Transport Assessment (TA) has been prepared to assess the development in terms of transport and highways. A Framework Travel Plan (FTP) has also been prepared in support of the development proposals.
- 1.1.6. Notably the site was granted planning permission in 2011 for 93 dwellings on the eastern 2.81ha of the site (including the industrial units).

1.2 SCOPING

- 1.2.1. Scoping discussions have been undertaken with the Local Highway Authority, Derbyshire County Council (DCC) and Local Planning Authority, High Peak Borough Council (HPBC) with regard of the content of the TA and FTP.

- 1.2.2. The Scoping Note of 30th January 2018, included at **Appendix A**, was submitted to DCC to provide highways officers with the intended approach that will be adopted in the highways and transport assessment with respect to the development proposals. The scope was further discussed within the emails included at **Appendix A**.
- 1.2.3. As a result of the scoping discussions, this report comprises:
- An overview of the relevant local and national policies;
 - A summary of the site with respect to location, existing usage and sustainable travel opportunities;
 - Details of the highway network surrounding the site including a review of Personal Injury Accident (PIA) data;
 - An overview of the development proposals, including the quantum of development and means of access; and
 - A trip generation and highway network assessment.

1.3 REPORT STRUCTURE

- 1.3.1. Following this introduction:
- **Chapter 2** provides an overview of the relevant local and national policies;
 - **Chapter 3** summarises the site with respect to location, existing site usage and the local highway network (including PIA analysis);
 - **Chapter 4** sets out the development proposals;
 - **Chapter 5** details the traffic flow analysis undertaken, including the trip generation, distribution and assignment analyses;
 - **Chapter 6** sets out the junction capacity analyses undertaken; and
 - **Chapter 7** summarises the report.

2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. This chapter sets out an overview of the local and national transport policy to provide context for the Glossop Road development proposals.

2.2 LOCAL POLICY AND GUIDANCE HIGH PEAK LOCAL PLAN (HPBC, 2016)

- 2.2.1. The *High Peak Local Plan*, adopted April 2016, aims to guide the development within the High Peak Borough for the period up to 2031, providing a strategic framework against which land use planning decisions can be made. It identifies land use and development issues facing High Peak Borough and considers social, economic, and environmental characteristics, as well as providing links to the adjacent boundary areas of Derbyshire and Tameside (as part of the Greater Manchester Spatial area).

- 2.2.2. There is a focus on the relation between continued growth and development of the major market towns while also retaining the characteristics and communities of the Peak District. From this, 12 strategic objectives have been developed, and provide the framework for the development of the strategy. The relevant strategic objectives are outlined below:

- **SO1** – Protect, create, and enhance the Green Infrastructure Network;
- **SO3** – Ensure new development is well designed, promoted local distinctiveness and integrates effectively with its setting;
- **SO6** – Welcome development that supports the sustainable growth and diversification of the local economy, including the mixed-use development of industrial legacy sites;
- **SO9** – Provide an appropriate mix of housing types, sizes and tenures in sustainable and accessible locations that meets the needs of all residents in the Borough;
- **SO10** – Protect existing, and support the delivery of new services, facilities and infrastructure that improve accessibility and connectivity;
- **SO11** – Promote opportunities for healthy lifestyles and support developments that minimise risks to health; and
- **SO12** – Encourage the efficient use of previously developed land and buildings whilst minimising the use of Greenfield land.

- 2.2.3. Glossopdale is noted as being one of the three major areas within High Peak, with the Local Plan **Policy S5** outlining the sustainability and growth of Glossop, including:

- Promoting and maintaining the distinct identity of the settlements which make up Glossopdale;
- Providing for the housing needs of the community by planning for sustainability housing and mixed use developments; and
- Supporting enhancements to key community services and infrastructure and connectivity to meet the needs of the local population and support growth.

- 2.2.4. **Chapter 3** of this TA demonstrates the accessibility of the site to sustainable modes. **Chapters 5** and **6** consider the impact of the proposed development on the surrounding highway network.

- 2.2.5. The Local Plan also contains the parking standards for High Peak, as presented in **Table 1**.

Table 1 - High Peak Parking Guidance

Dwelling Type	Standards
1 Bed Dwelling	1.5 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.
2 / 3 Bed Dwelling	2 bed – 1.5 spaces per unit; 3 bed – 2 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.
4+ Bed Dwellings	3 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

- 2.2.6. The proposed parking provision is detailed in **Chapter 4** in consideration of this guidance.

HIGH PEAK LOCAL PLAN TRANSPORT STUDY (DCC, 2014)

2.2.7. DCC assisted HPBC in preparing their local plan outside of the Peak District National Park, also identifying the location of local neighbourhood plans for the major towns in the region. It identifies five transport goals, including:

- Supporting a resilient local economy;
- Tackling Climate Change;
- Contributing to better safety, security and health;
- Promoting equality of opportunity; and
- Improving quality of life and promoting a healthy natural environment.

2.2.8. Within the Local Transport Study, one of the areas noted as being possibly affected by increased developments is within Gamesley, notably the junction of the A626 Glossop Road and Melandra Castle Road. This junction is highlighted due to the contemporaneous planning application for development on the adjacent site, for which this TA is now applicable. It is stated that, “*As part of a planning consent for this building, the junction access will be modified*”. Additionally;

“There is a considerable area of highway verge that would not constrain a significant improvement to this junction, or introduction of traffic signal control were it to be required. An initial indicative cost of introducing traffic signal control... would be estimated to be £200,000.”

2.2.9. In accordance with the above the Glossop Road / Melandra Castle Road has been assessed, as summarised in **Chapter 5**.

DERBYSHIRE LOCAL TRANSPORT PLAN 2011 – 2026 (DCC, 2011)

2.2.10. Due to the location of the site being within the borough of High Peak and within Derbyshire, the Derbyshire Local Transport Plan is applicable to development on the site. The Local Transport Plan states that its main goals and challenges facing the region include:

- Supporting a resilient local economy;
- Tackling climate change;
- Contributing to better safety, security and health;
- Promoting equality of opportunity; and
- Improving quality of life and promoting a healthy natural environment.

2.2.11. The Plan identifies major projects that “*must entail careful consideration of their relative performances in terms of the LTP outcomes in order to achieve value for money.*” The plan goes on to state its key transport and investment priorities are:

- Well maintained roads and rights of way:
 - Improving resilience to and reducing disruption caused by climate change; and
 - Carbon reduction.
- Efficient transport network management:
 - Reducing congestion and delays for all road users;
 - On street parking, loading and waiting control, and
 - Travel information.
- Improving local accessibility and achieving healthier travel habits:
 - Community transport services;
 - Rail, including community rail initiatives;
 - Minimising disruption from public transport service cuts;
 - Personalised travel advice for disadvantaged people;
 - Rural accessibility;
 - Independent travel training; and
 - Public transport (bus and rail) information.
- Better safety and security:
 - Reducing vulnerable road user casualties (child, pedestrians, pedal cyclists);
 - Reducing motorcyclist casualties; and

- Small-scale community safety improvements.
- A considered approach to new infrastructure:
 - Infrastructure and services linked with new land use developments;
 - Walking and cycling provision;
 - Public transport and freight provision;
 - Environmental assessment, mitigation and enhancement measures; and
 - Liaison between spatial and transport planning on an ongoing basis.

DERBYSHIRE INFRASTRUCTURE PLAN (DCC, 2013)

- 2.2.12. The Derbyshire Infrastructure Plan focuses on the strategic infrastructure throughout Derbyshire and provides an overview for local planning authorities regarding local infrastructure delivery plans. It identifies the strategic priorities to be focused on throughout the county.
- 2.2.13. Included within these priorities is the requirement of *improvements to highways, community and public transport*, making reference to the potential for a new railways station at Gamesley, adjacent to the Glossop Road development site, stating that it is a strategic priority project that should be part of any mitigation package pursued by Tameside Metropolitan Borough Council (as identified in the Longdendale Integrated Transport Strategy).
- 2.2.14. Regarding Community Transport, the plans states that DCC is committed to a contribution of £100,000 towards the purchase of community transport vehicles to improve access to key local services from new developments in Derbyshire.
- 2.2.15. The document also makes note of improvements to PRoW throughout Derbyshire, including the Pennine Bridleway National Trail, which passes to the east of the site on the same alignment as National Cycle Route 68 and 62, as is summarised in **Chapter 3**.

LONGDENDALE INTEGRATED TRANSPORT STRATEGY (TAMESIDE COUNCIL, 2009)

- 2.2.16. In 2009 Tameside Council approved the development of a transport strategy for the Longdendale area. It recommended multiple methods of increasing the public and private transport links to the local area and Manchester City Centre. These recommendations included:
- A new bypass from the A57 Hyde Road / M67 junction avoiding the A57 / B6174, A57 Mottram Moor, A628 / A57, and A57 Woolley Lane junctions;
 - Bus improvements including bus lanes, new / improved bus stops, improved pedestrian routes to the stops, improved service provision, higher quality vehicles, and improved information;
 - Rail improvements including improved stations, timetabling, park and ride opportunities, improved pedestrian routes to stations, and improved rolling stock;
 - Traffic management improvements to optimise the use of the highway network for all modes of traffic;
 - 'Smarter Choices' travel initiatives linked to the existing / future travel plans including sustainable travel publicity campaigns, education initiatives, and travel awareness campaigns;
 - Cycling and pedestrian improvements including cycle lanes and cycle parking opportunities;
 - Traffic calming and road safety improvements throughout the area on both distributor roads and in residential areas; and
 - Streetscape improvements including footway, streetlight, and carriageway maintenance and improvements.
 - It must be noted that in 2014 the Highways Agency (now Highways England) approved the Mottram Bypass and a spur to Glossop, although no start date has been announced.

HIGH PEAK DESIGN GUIDE SPD (HPBC, 2018)

- 2.2.17. The *High Peak Design Guide SPD*, adopted February 2018, was produced to define the design characteristics of High Peak, with an application for new developments in the area. The design guide states that good design "should maximise accessibility, ensure sustainability in terms of fuel efficiency and sensitivity to climate change and should be robust in terms of allowing future adaptation to other uses".
- 2.2.18. These principles should guide all stages of a developments' design, including materials, orientation, and energy and water usage. The settings of developments, particularly those on the edge of settlements such as the Glossop Road site, should sit comfortably within the landscape, and contain a distinct character that reflects and respects the surrounding existing settlements.

2.3 NATIONAL POLICY AND GUIDANCE

NATIONAL PLANNING POLICY FRAMEWORK (DCLG, 2012)

- 2.3.1. Adopted on 27th March 2012, the Department for Communities and Local Government's (DCLG) *National Planning Policy Framework* (NPPF) sets out the Government's planning policies for England and how there are expected to be applied.
- 2.3.2. The NPPF replaces the majority of previous Planning Policy Guidance Notes and Statements, becoming the definitive national planning guidance from which local planning authorities can, in collaboration with their communities, produce local plans appropriate to the character and needs of their area.
- 2.3.3. It sets out a presumption in favour of sustainable development which should be delivered with three main dimensions: economic, social and environmental (Paragraphs 7 and 14). Transport is able to contribute significantly to a development's adherence to these, through means such as providing infrastructure to support economic growth, enhancing accessibility to services and fulfilling the social needs of people and providing solutions which minimise pollution and environmental impact.
- 2.3.4. The NPPF sets aims for a transport system balanced in favour of sustainable transport modes in order to give people a real choice about how they travel and encourages solutions which support reductions in greenhouse gas emissions and reduce congestion (Paragraphs 29 and 30).
- 2.3.5. Relating to facilitating economic growth, Paragraph 32 of the NPPF states that *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take into account of whether:*
- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for a major infrastructure;*
 - *Safe and suitable access to the site can be achieved for all people; and*
 - *Improvements can be undertaken with the transport network that cost-effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 2.3.6. Paragraph 34 of the NPPF states that *"Developments which generate significant movement should be located where the need for travel will be minimised and the use of sustainable transport modes can be maximised."*
- 2.3.7. Paragraph 35 states that *"Developments should be located and designed where practical to:*
- *Accommodate the efficient delivery of goods and supplies;*
 - *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *Create safe and secure layout which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *Consider the needs of people with disabilities by all modes of transport."*
- 2.3.8. This TA seeks to demonstrate where appropriate how the proposed development accords with the NPPF.
- 2.3.9. Paragraph 36 of the NPPF notes that Travel Plans are a key tool and should be provided where developments generate significant amounts of movement. As stated, an FTP has been prepared in support of the development proposals.

MANUAL FOR STREETS AND MANUAL FOR STREET 2 – APPLICATION OF THE WIDER PRINCIPLES

- 2.3.10. Manual for Streets (MfS) was jointly published in 2007 by the DfT and Department for Communities and Local Government (DCLG). It provides guidance on the design of residential streets and its aims are:
- To help build and strengthen the communities;
 - That streets meet the needs of all users, by embodying the principles of inclusive design;
 - That streets form part of a well-connected network;
 - That streets are attractive and have their own distinctive identity;
 - That streets are cost effective to construct and maintain; and
 - That streets are safe.

- 2.3.11. MfS2 was published in September 2010 by the Chartered Institution of Highways and Transportation (CIHT). It does not supersede the guidance in MfS, but explains how the principles can be applied on the wider highway network.
- 2.3.12. With respect to the applicability to the proposed development, Paragraph 1.3.2 of MfS2 recommends that MfS should be the starting point for any scheme affecting non-truck roads. Paragraph 1.3.3 further recommends that DMRB (Design Manual for Roads and Bridges) or other standards should only be used where the guidance in MfS is not sufficient or where particular evidence suggests that MfS is not applicable.
- 2.3.13. The development proposals identified in **Chapter 4**, in particular the masterplan have been prepared in such a way as to respect the character of the existing area and ensure that the development attractively fits in with the local environment.

3 SITE LOCATION AND ACCESSIBILITY

- 3.1.1. This chapter sets out the existing situation at the development site with respect to location, usage, the local highway network and the local sustainable travel opportunities. It also provides an analysis of PIA data for the surrounding highway network.

3.2 SITE LOCATION AND EXISTING USAGE

- 3.2.1. As stated in **Chapter 1** the site is located approximately 20km east of Manchester City Centre. It is bounded by the main residential area of Gamesley beyond Glossop Road to the north, residential properties and wooded areas to the east, and the Hadfield – Glossop railway line to the south.
- 3.2.2. The site currently comprises open fields and agricultural land, and industrial units of the former Samas Roneo warehouse vacated in 2002. Access to the site is currently provided via a priority crossroads with Glossop Road and Melandra Castle Road.

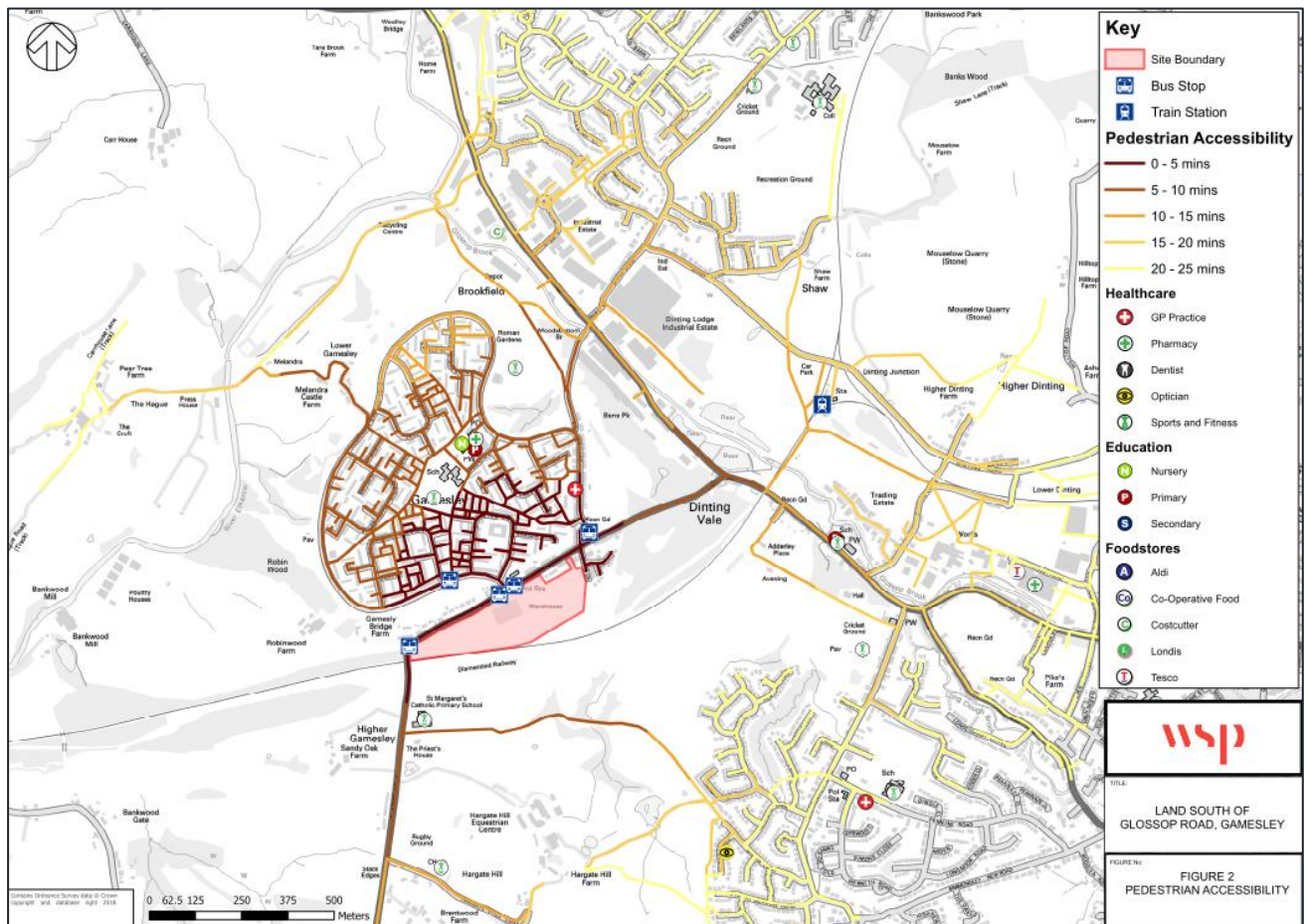
3.3 SURROUNDING HIGHWAY NETWORK

- 3.3.1. In proximity to the site Glossop Road is a street-lit A-classified (A626) single-carriageway road with a 30mph speed limit and a footway on the north side.
- 3.3.2. West of the site Glossop Road provides access to the residential areas of South East Manchester. Approximately 750m north east of the site Glossop Road provides access to the A57 Dinting Vale. The A57, with a speed limit of 40 mph, provides direct access to Glossop to the south and Hadfield, Hollingworth and the strategic road network to the north.
- 3.3.3. Opposite the site Melandra Castle Road is a street-lit single-carriageway road with a 30mph speed limit with pedestrian footways on one side. Traffic calming features were provided as part of the Gamesley Traffic Calming scheme, including the installation of speed humps.
- 3.3.4. Melandra Castle Road forms a loop around Gamesley, providing access to all residential areas and amenities. To the east it becomes Cottage Lane closing the loop with Glossop Road. The road also forms part of the Trans Pennine Trail and National Cycle Routes 62 and 68, as detailed in **Section 3.5**.
- 3.3.5. As part of the Longdendale Integrated Transport Study outlined in **Chapter 2**, there is proposals for a relief road from the M67 Junction 4 through Mottram to Hadfield, connecting to the A57. This would provide increased access to the site with respect to the strategic road network.

3.4 WALKING LINKS

- 3.4.1. Glossop Road has a lit footway on the north side of the carriageway providing access to Gamesley, Dinting Vale and Glossop. Approximately 350m to the east of the site, at the junction of Glossop Road and Cottage Lane, there is a central pedestrian refuge. There is also a controlled pedestrian crossing approximately 500m east of the site.
- 3.4.2. There are several Public Right of Way (PRoW) footpaths that allow access to the local area whilst avoiding public highway routes. Footpath HP12/8/1 provides access from the western edge of the site at the railway bridge to the town of Broadbottom, whilst Footpath HP12/65/2 provides access from the signalised A57 / A626 junction to Dinting station to the east of the site.
- 3.4.3. In order to demonstrate pedestrian connectivity through the surrounding area and to existing local amenities, walking isochrones have been plotted illustrating the actual distance walked as opposed to as the crow flies. These are shown by **Figure 2**, below and at **Appendix B.1**.
- 3.4.4. The walking isochrones have been plotted for five, 10, 15, 20 and 25 minute journey times on foot with the walking speed based on guidance given in Paragraph 3.30 in the IHT's publication Guidelines for Providing for Journeys on Foot, which states "*an average walking speed of 1.4m/s can be assumed*". The proposed site access point on Glossop Road has been used as the starting point for the isochrones.

Figure 2 - Pedestrian Accessibility

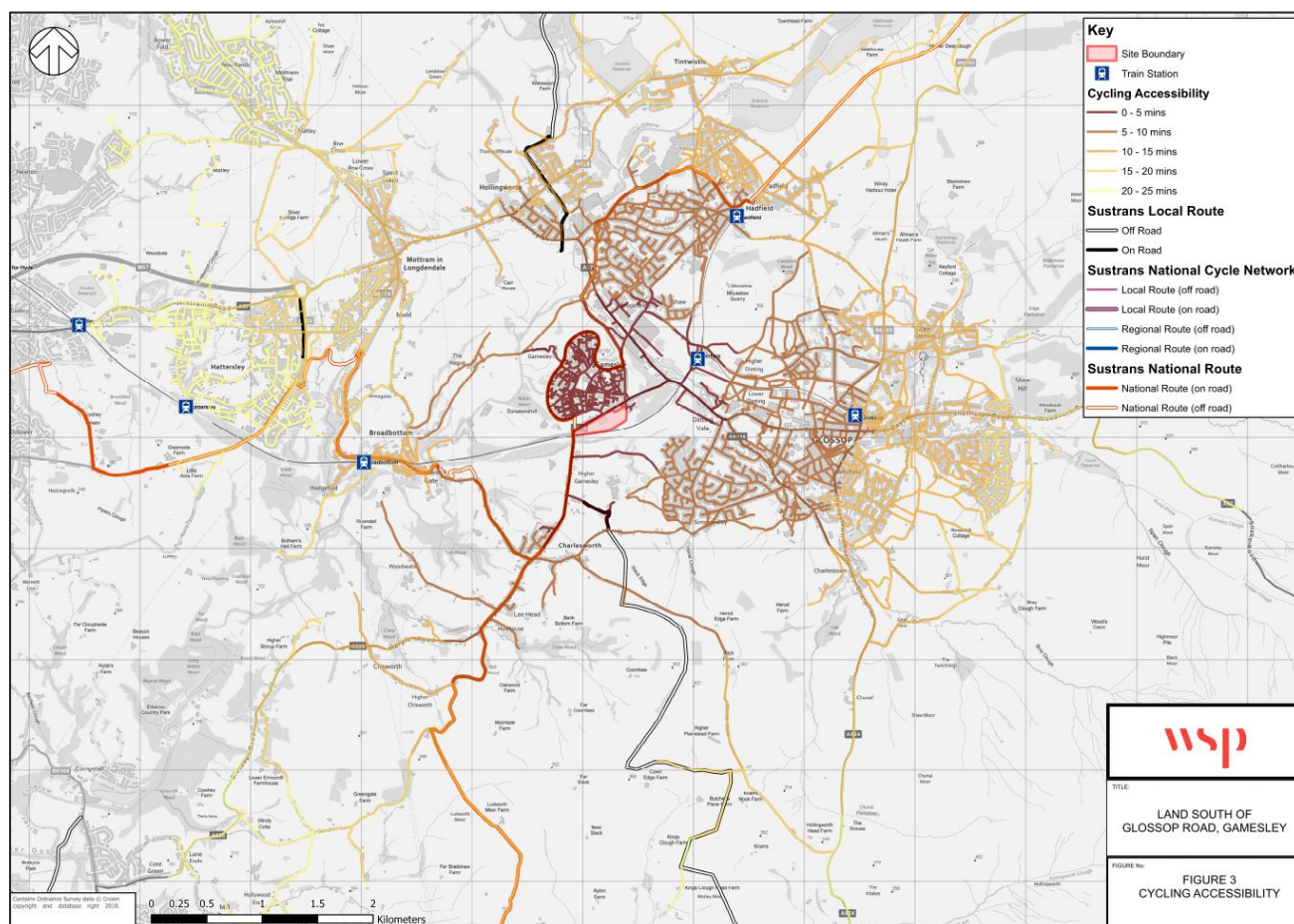


- 3.4.5. As shown in **Figure 2**, bus stops are accessible within a five minute walk of the site, while all of Gamesley and residential areas to the east are accessible within a five to 25 minute walk. Amenities in Gamesley include a doctor surgery, nursey and community centre, post office, a selection of small convenience shops, and a youth centre with sports facilities. Additionally, Dinting Station is within a 15 to 20 minute walk.

3.5 CYCLING LINKS

- 3.5.1. To the west of the site Glossop Road at the railway bridge is designated as part of NCN Route 62 and Route 68 towards Mottram and Hadfield as part of the Trans Pennine Trail. The routes are shown on the TfGM Tameside and Derbyshire Council's cycle maps, both of which are included in **Appendix B.2**.
- 3.5.2. The Trans Pennine Trail is a 595km (approx.) route that allows cyclists to travel from Hornsea and York on the East Coast to Southport on the West coast via Manchester, Leeds, Sheffield and Chesterfield. The journey is mainly traffic free with gentle gradients and well surfaced paths along its length.
- 3.5.3. In order to demonstrate cyclist connectivity through the surrounding area cycling isochrones have been plotted for five, 10, 15, 20 and 25 minute journey times by bicycle using a cycling speed of 4.4m/s. These are shown by **Figure 3**, below and at **Appendix B.1**.

Figure 3 - Cycling Accessibility



3.5.4. As shown by **Figure 3**, multiple transport access points are accessible within the 25 minute cycle of the site, including six stations on the Manchester to Glossop railway line as outlined in **Section 3.7**. The entire residential area of Gamesley and associated amenities are accessible within a five minute journey of the site. The towns of Hadfield, Glossop, Dinting, and Broadbottom are all accessible within a five to 15 minute cycle of the site.

3.6 BUS SERVICES

3.6.1. To demonstrate the site's accessibility by public transport, an audit has been undertaken of the existing bus services and facilities in the local area. TfGM's Tameside Public Transport Network plan is included at **Appendix B.2**.

3.6.2. As identified above, bus stops are accessible within a five minute walk of the site, with local services identified in **Table 2**.

Table 2 – Bus Service Availability

No.	Route	Frequency
69a	Chapel en le Frith (<i>High School Service</i>)	1 AM and PM service (Monday – Friday)
341	Hyde – Blackbower – Hattersley – Mottram – Broadbottom – Charlesworth – Gamesley – Simmondley – Glossop	1 service each way every hour (Monday – Saturday)
394	Stepping Hill – Hazel Grove – Windlehurst – Marple – Lane Ends – Ernocroft – Charlesworth – Gamesley – Dinting Vale – Glossop	1 service each way every 2 hours (Monday – Friday)
842	Longdendale (<i>High School Service</i>)	1 AM and PM service (Monday – Friday)

- 3.6.3. The bus services to and from the site include an hourly service to Hyde and Glossop (341), a service to Stepping Hill Hospital, Stockport (394) and two services to local educational establishments (69a and 842). These services provide the site with a material alternative to journeys by private car to a range of local destinations.

3.7 RAIL SERVICES

- 3.7.1. In addition to bus services in proximity to the site, there are also a number of railways stations that can be reached on foot, by bicycle or bus. **Table 3** identifies stations within a 25 minute cycle of the site, their available sustainable transport facilities, including cycle parking, and additional bus services to the east of Manchester and the Peak District.

Table 3 – Facilities Available at Local Stations

Station	Cycle Facilities	Car Parking	Connections	Pedestrian / Cycling Accessibility
Dinting	-	25 spaces	Bus: 69B, 393	Pedestrian – 15 mins Cycle – 5 mins
Glossop	12 stands, CCTV	26 spaces	Bus: 61, 68, 69a, 237, 237N, 341, 351, 390, 393, 394, DCB	Cycle – 10 mins
Hadfield	8 stands	15 spaces	Bus: 69b, 237, 237N	Cycle – 10 mins
Broadbottom	6 stands, CCTV.	53 spaces	Bus: 341, 842	Cycle – 15 mins

- 3.7.2. The stations listed are managed by Northern, with regular commuter services towards Manchester Piccadilly, from which services across the UK are available. There are two services per hour provided in each direction from Dinting.
- 3.7.3. As shown in the Longdendale Integrated Transport Study, there is provision for a railway station at Gamesley, which would be situated adjacent to the site, providing frequent and easy access for future residents to Glossop and Manchester Piccadilly.

3.8 PERSONAL INJURY ACCIDENT DATA ANALYSIS

- 3.8.1. An analysis of PIA data has been carried out on the local highway network surrounding the site in order to establish if there are any patterns in location or causation factors which may be exacerbated as a result of the proposed development with respect to all road users.
- 3.8.2. PIA data for the latest five year period available has been obtained from Derbyshire Police, up to and including August 2017.
- 3.8.3. The Institution of Highways and Transportation (IHT) publication '*Transport in the Urban Environment*' (1997), 'Section 7.4 – Recording of Collisions', provides the following definitions regarding the classification of PIAs:
- **Slight Injuries** – Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight);
 - **Serious Injuries** – Injuries for which a person is detailed in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the Collision. The serious category, therefore, covers a very broad range of injuries (it is estimated that up to 50% of people with reported serious injuries are not detained in hospital); and
 - **Fatal Injuries** – Injuries which cause death either immediately or any time up to 30 days after the Collision.
- 3.8.4. A total of six PIAs were recorded on the surrounding highway network, of which two were classified as serious and four as slight. No fatal PIAs were recorded. No PIAs involved a pedestrian and one involved a cyclist.
- 3.8.5. A plot of the PIA locations within the identified area of study is included in **Appendix B.3**, as provided by Derbyshire Police. A summary of the recorded PIAs is provided in **Table 4** and the subsequent paragraphs.

Table 4 - PIA Data Summary

Link / Junction	Total	Slight	Serious	Fatal	Inv. Ped.	Inv. Cyclist
Links						
Glossop Road	2	1	1	-	-	-
Junctions						
Glossop Road / Melandra Castle Road	3	2	1	-	-	1
Glossop Road / Cottage Lane / Orchard Drive	1	1	-	-	-	-
Total	6	4	2	-	-	1

Glossop Road

- 3.8.6. A total of two PIAs were recorded on Glossop Road between Melandra Castle Road and Cottage, one classified as slight and one as serious. The serious accident occurred when a vehicle travelling southbound collided with a parked vehicle. The slight incident occurred when a vehicle waiting to pull onto the carriageway from a driveway collided with a vehicle heading north east in wet conditions.

Glossop Road / Melandra Castle Road

- 3.8.7. A total of three PIAs were recorded at the priority junction of Glossop Road / Melandra Castle Road, one classified as serious and two classified as slight. The serious incident occurred when a vehicle turning into Melandra Castle Road lost control and skidded, with conditions noted at wet, raining and high winds. The two slight incidents occurred as vehicles turned out of Melandra Castle Road onto Glossop Road, colliding with vehicles on the main carriageway.

Glossop Road / Cottage Lane

- 3.8.8. A single PIA was recorded at the junction of Glossop Road / Cottage Lane, in which a vehicle collided with a pedestrian as it was travelling through the junction on Glossop Road.

Summary

- 3.8.9. There are considered to be no significant patterns in location or causation factors which may be exacerbated as a result of the development proposals. On the bases of this analysis it is considered that no mitigation is required with respect to road safety; the PIA data suggests that there are no material defects or safety issues.

4 DEVELOPMENT PROPOSALS

- 4.1.1. This chapter sets out the development proposals including details of the means of access, parking, and sustainable infrastructure.

4.2 PROPOSED DEVELOPMENT

- 4.2.1. The development is proposed to provide 119 two, three and 4 bed houses, and 36 one and two bed apartments.
- 4.2.2. The architectural Masterplan prepared by JDA Architects is included at **Appendix C.1**.

4.3 VEHICLE ACCESS STRATEGY AND PARKING

- 4.3.1. It is proposed that the primary vehicular access to the development be via a priority junction with Glossop Road, approximately 75m west of Melandra Castle Road. The preliminary design of this arrangement is shown by **Figure SK-002** at **Appendix C.2**.
- 4.3.2. As shown the proposed junction has a right turn ghost-island in the shadow of a proposed pedestrian refuge island immediately east of the access. Visibility is shown to be achievable from 2.4m to 60m in both directions. The proposals are such that the existing westbound bus stop on Glossop Road would require relocating approximately 75m from its current location east of the proposed site access to a suitable distance west of the site access, with the precise location to be agreed in liaison with DCC at detailed design.
- 4.3.3. The proposals have been developed based on an approved preliminary design prepared in 2011 and subsequent planning conditions, specifically Condition 9:

“Prior to occupation of the 10th dwelling, the permanent estate street junction shall be formed to Glossop Road in accordance with the revised application drawings (Staggered Site Access Junction - figure 01, indicating a central pedestrian refuge), laid out, constructed to base level and provided with 2.4m x 60m visibility splays in either direction, the area in advance of the sightlines being levelled, constructed as footway and not being included in any plot or other sub-division of the site.”

- 4.3.4. As such, the proposed primary vehicular access arrangement is considered to be appropriate.
- 4.3.5. In addition to the primary vehicular access, as shown by architectural Masterplan, there is proposed to be a private access to serve approximately four dwellings at the western end of the site. This is considered to be appropriate for so few dwellings and is in keeping with similar access arrangements on Glossop Road.
- 4.3.6. Furthermore, as also shown by the architectural Masterplan, emergency vehicle access only will also be provided via east of Melandra Castle Road, with restrictive measures to prevent general vehicular access at all other times.
- 4.3.7. It is intended that the access and internal roads be adopted by DCC.
- 4.3.8. The on-site car parking provision will be based on the standards identified in **Chapter 2**, including an average of one space per one-bed dwelling, 1.5 spaces per two-bed dwelling, two spaces per three-bed dwelling and three spaces per four-bed dwelling.

4.4 SUSTAINABLE INFRASTRUCTURE

- 4.4.1. Sustainable transport measures will be implemented and promoted to encourage people to walk, cycle or use public transport.
- 4.4.2. The development has been designed in line with the principals of MfS which promotes layouts following a user hierarchy where the needs of pedestrians and cyclists are considered before vehicle modes.
- 4.4.3. It is proposed that the development will comprise a network of footways linking dwellings with key spaces and greenways throughout the site, and will then link to the wider existing sustainable infrastructure adjacent to the site.
- 4.4.4. Specifically, as shown by **Figure SK-002**, a footway link is to be provided between the primary vehicular access and perpendicular to the proposed pedestrian refuge island immediately east of the access. Pedestrian routing on the south side of Glossop Road beyond this is to be agreed in liaison with DCC at detailed design.

- 4.4.5. In consideration of the standards identified in **Chapter 2**, a level of cycle parking will be provided to facilitate and encourage cycling as a sustainable transport option to users of the site. As identified on the architectural Masterplan this will comprise provision within garages and rear-garden cycle sheds.

TRAVEL PLAN

- 4.4.6. A Framework Travel Plan (FTP) has been prepared in support of the development proposals which identifies potential measures to promote the available sustainable transport options to users of the site and minimise car trips associated with the development.
- 4.4.7. The FTP outlines the methods in which sustainable travel to and from the proposed development can be accomplished and comprises walking measures, cycling measures, public transport measures and car sharing measures. It also includes a framework timeline through which these measures can be implemented.

5 TRAFFIC FLOW ANALYSIS

- 5.1.1. This chapter sets out the traffic flows used to access the capacity of the surrounding highway network. This includes details of data collection, development traffic generation and distribution analyses and traffic growth assumptions.

5.2 TRAFFIC FLOW SCENARIOS

- 5.2.1. As agreed in scoping discussions with DCC the AM and PM peak periods of the following scenarios have been calculated:

- 2018 Baseline;
- Future Year Baseline; and
- Future Year with Development.

- 5.2.2. The methodology to derive these scenarios is described in the remainder of this chapter, with the resultant traffic flows presented in **Appendix D.1**.

5.3 TRAFFIC DATA COLLECTION

- 5.3.1. WSP appointed a specialist sub-consultant to undertake classified turning count (CTC) traffic surveys on 20th March 2018 between 07.00 – 10.00hrs and 16.00 – 19.00hrs at the following junction locations, to facilitate the assessment detailed in the Scoping Note of 30th January, 2018:

- Glossop Road / Melandra Castle Road; and
- Glossop Road / Orchard Drive / Cottage Lane.

- 5.3.2. These surveys are included at **Appendix E**, and comprise the 2018 Baseline scenario.

5.4 FUTURE YEARS AND COMMITTED DEVELOPMENT

- 5.4.1. As detailed in the Scoping Note the Future Year scenarios consider 2023 (application plus 5 years).

- 5.4.2. In order to growth 2018 survey flows to the future assessment year of 2023, the Nation Trip End Model (NTM), adjusted by TEMPro factors (version 7) has been used. The AM and PM growth factors extracted for High Peak for all-purpose car driver trips on principle roads in urban areas are:

- AM – 1.0698
- PM – 1.0670

- 5.4.3. As also detailed in the Scoping Note, there are considered to be no consented developments within the vicinity of the proposals which should be recognised by this TA as committed above and beyond the TEMPro growth. No committed developments have been identified by HPBC Planning Development Control or DCC beyond the potential for a Gamesley Railway Station which is considered below.

Potential Gamesley Railway Station

- 5.4.4. As identified within the *Longdendale Integrated Transport Strategy* and referenced in the approved TA associated with the 2011 planning application for the site, there is scope for a railway station at Gamesley, bordering the south of the site. It is considered that access to the site would be from Orchard Drive, notably **Chapter 6** identifies the Orchard Drive / Glossop Road priority junction as being forecast to operate well within operational capacity in the scenarios considered.

- 5.4.5. The station, understood to be first planned in circa 1940 during electrification of the line, was subject to an economic appraisal in 2009 by GMPTE which concluded that there is a positive case for the opening of a station at Gamesley. It was announced in August 2013, however, that plans for a station are once again on hold.

- 5.4.6. The 2011 TA stated that vehicular traffic flows generated by such a station would be low based on the existing parking provision at nearby Dinting Station, the surrounding population and the proposed location not serving a mainline railway. The TA concluded that development of the site does not preclude access to, or the delivery of, a new railway station as access can be achieved via Orchard Drive.

5.5 VEHICLE TRIP RATES AND TRAFFIC GENERATION

- 5.5.1. As detailed in the LHA Scoping Note the anticipated vehicle trip rates for the proposed development have been extracted using the TRICS database (v.7.4.4).
- 5.5.2. To provide a comparable selection to the development site, sites have been selected from *03 – Residential* category, and the sub-category *A – Residential / Houses (Privately Owned)*. Sites located in Greater London, the Republic of Ireland, Northern Ireland and Scotland have been excluded.
- 5.5.3. A total of five weekday surveys have been selected from sites in the *Suburban Area*, *Edge of Town*, and *Neighbourhood Centre* categories.
- 5.5.4. The average AM and PM peak vehicle trip rates have been extracted as outlined in **Table 5**. The full outputs are included at **Appendix D.2**.

Table 5 - Vehicle Trip Rates

	AM Peak (08.00 – 09.00)			PM Peak (17.00 – 18.00)		
	Arrive	Depart	2-way	Arrive	Depart	2-way
Vehicle Trip Rate (per Dwelling)	0.133	0.304	0.437	0.286	0.164	0.45

- 5.5.5. The vehicle trip rates of **Table 5** have been applied to the proposed number of dwellings in order to estimate the total development vehicle generation during the AM and PM peak hour periods. A summary of the total vehicle generation derived is provided in **Table 6**.

Table 6 - Vehicle Trip Generation (Proposed Development)

	AM Peak (08.00 – 09.00)			PM Peak (17.00 – 18.00)		
	Arrive	Depart	2-way	Arrive	Depart	2-way
Vehicle Trip Generation	21	47	68	44	25	70

5.6 TRIP DISTRIBUTION AND ASSIGNMENT

- 5.6.1. The vehicle trips generated by the proposed development have been distributed onto the local highway network using 2011 Census (Journey to Work) data, with the place of work of usual residents local to the site interrogated.
- 5.6.2. The Journey to Work Origin-Destination car driver data for the resident population of the local Lower Super Output Areas (LSOA) of High Peak 002A and 002B have been used to determine the likely destination of trips in the peak hours. The development site is situated on the border with these LSOAs, which comprise the main residential area of Gamesley, so it is considered the 2011 Census travel characteristics will be comparable to those of the proposed development. A total of two routes have been defined as below:
- **A** – Glossop Road (West); and
 - **B** – Glossop Road (East).
- 5.6.3. Route planning software has been used in determining the anticipated routes taken between the development site and the various work destinations.
- 5.6.4. Primarily, routes have been distributed based on the journey time estimated by the route planning software. Where multiple routes are anticipated to offer comparable journey times, weighting has been applied to the route with the shorter length as considered appropriate. Where multiple routes are anticipated to offer comparable journey times *and* distances, trips have been distributed equally between the route options.
- 5.6.5. Based on the above methodology, the resultant proportion of the Journey to Work destinations from the development site is determined to be as identified in **Table 7**.

Table 7 - Trip Distribution Matrix

	Journey to Work Destination (Route)		
	West (A)	East (B)	Total
Arrive (AM)	7.8%	92.2%	100%
Depart (AM)	5.8%	94.2%	100%
Arrive (PM)	5.8%	94.2%	100%
Depart (PM)	11.6%	88.4%	100%

5.6.6. Assuming the trip generation of **Table 7** this equates to the trips on each defined route identified by **Table 8**.

Table 8 - 2-way Route Assignment (Proposed Development)

	Journey to Work Destination (Route)		
	West (A)	East (B)	Total
Arrive (AM)	2	19	21
Depart (AM)	3	44	47
Arrive (PM)	3	42	45
Depart (PM)	3	22	25

6 JUNCTION ASSESSMENT

6.1.1. This chapter provides a summary of the junction capacity analyses undertaken in consideration of the AM and PM peak periods of the traffic flow scenarios identified in **Chapter 5**. It also provides details of visibility assessments undertaken.

6.2 STUDY AREA

6.2.1. It has been agreed with the LHA that the following junctions be assessed in capacity terms:

- Proposed Site Access (Glossop Road);
- Glossop Road / Melandra Castle Road; and
- Glossop Road / Orchard Drive; and
- Glossop Road / Cottage Lane.

6.2.2. The Glossop Road junctions with Orchard Drive and Glossop Road have been modelled independently based on their distance apart (approximately 40m), on-site observations and the CTC data.

6.2.3. Visibility assessments have been undertaken at the proposed site access junction, as detailed in **Chapter 4**.

6.3 CAPACITY PARAMETERS AND MODELLING SOFTWARE

6.3.1. The assessment of the priority junctions has been undertaken using the Junctions 9 computer programme, the industry standard traffic modelling computer software package used for assessing junctions of this kind.

6.3.2. A Ratio of Flow to Capacity (RFC) value of 0.85 or less typically demonstrates that a junction arm or turning movement is operating 'within capacity' and is therefore unlikely to experience regular queuing. Queues are measured in Passenger Car Units (PCUs) and delay in seconds.

6.3.3. Geometry parameters have been measured from detailed OS mapping, while configurations.

6.3.4. The junctions have been assessed in terms of capacity on a 'nil-detriment' basis i.e. the highway conditions with the proposed development in place should be no worse than without the proposed development, or should work within the acceptable capacity threshold.

6.4 PROPOSED SITE ACCESS (GLOSSOP ROAD)

6.4.1. As detailed in **Chapter 4** the proposed site access on Glossop Road is proposed to take the form of a simple priority junction. The major arm of Glossop Road runs generally east – west with one lane in each direction and a right turn ghost-island, and the minor arm of the site access is proposed to run south into the site.

6.4.2. The layout has been modelled in the Future Year scenario using Junctions 9. A summary of the performance is provided in **Table 9**, with the full result outputs included at **Appendix F.1**.

Table 9 – Proposed Site Access (Glossop Road)

Arm / Movement	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
Future Year with Development (2023)						
Site Access (left)	0.01	0.0	6.18	0.01	0.0	6.11
Site Access (right)	0.14	0.2	12.35	0.08	0.1	12.22
Glossop Road (w'bound)	0.00	0.0	5.84	0.01	0.0	5.95

6.4.3. The proposed junction is forecast to operate well within capacity with a maximum RFC of 0.14 in the AM and 0.08 in the PM, and can therefore suitably accommodate the development proposals.

6.5 GLOSSOP ROAD / MELANDRA CASTLE ROAD

- 6.5.1. The Glossop Road / Melandra Castle Road junction takes the form of a simple priority junction. The major arm of Glossop Road runs generally east – west with one lane in each direction, and the minor arm of Melandra Castle Road to the north.
- 6.5.2. The total movements at this junction in the Future Year Baseline is forecast to be 995 passenger car units (PCUs) in the AM and 1015 in the PM. The Future Year With Development scenario is forecast to have a total of 1059 PCUs in the AM and 1079 PCUs in the PM, an increase of approximately 6% for both scenarios, the equivalent of one PCU every 60-90 seconds. A summary of the performance is provided in **Table 10**, with the full result outputs included at **Appendix F.2**.

Table 10 – Glossop Road / Melandra Castle Road

Arm / Movement	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2018 Baseline						
Melandra Castle Road (left)	0.21	0.3	7.80	0.05	0.1	7.39
Melandra Castle Road (right)	0.17	0.2	12.24	0.23	0.3	12.11
Glossop Road (w'bound)	0.09	0.1	6.34	0.10	0.1	6.65
Future Year Baseline (2023)						
Melandra Castle Road (left)	0.23	0.3	8.11	0.06	0.1	7.60
Melandra Castle Road (right)	0.19	0.2	12.92	0.25	0.3	12.93
Glossop Road (w'bound)	0.10	0.1	6.38	0.11	0.1	6.75
Future Year with Development (2023)						
Melandra Castle Road (left)	0.24	0.3	8.37	0.06	0.1	7.72
Melandra Castle Road (right)	0.19	0.2	13.59	0.26	0.3	13.54
Glossop Road (w'bound)	0.10	0.1	6.49	0.11	0.4	6.76

- 6.5.3. The junction is forecast to operate well within capacity with a maximum RFC of 0.24 in the AM and 0.26 in the PM of the Future Year With Development scenario. It is therefore considered that junction mitigation is not required as a result of the proposed development.

6.6 GLOSSOP ROAD / ORCHARD DRIVE

- 6.6.1. The Glossop Road / Orchard Drive junction takes the form of a simple priority junction. The major arm of Glossop Road runs generally east – west with one lane in each direction, and the minor arm of Orchard Drive to the south.
- 6.6.2. To the north of the junction is a minor, one-way link to Cottage Lane used primarily for on-street parking adjacent to approximately 10 Cottage Lane properties. Based on on-site observations and the CTC data this link is immaterial to the operation of the junction so has been excluded from the model.
- 6.6.3. The total movements at this junction in the Future Year Baseline is forecast to be 942 PCUs in the AM and 943 in the PM. The Future Year With Development scenario is forecast to have a total of 1005 PCUs in the AM and 1007 PCUs in the PM, an increase of 7% for both scenarios, the equivalent of one PCU every 60-90 seconds. A summary of the performance is provided in **Table 11**, with the full result outputs included at **Appendix F.3**.

Table 11 - Glossop Road / Orchard Drive

Arm / Movement	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2018 Baseline						
Orchard Drive (left)	0.01	0.0	5.96	0.00	0.0	5.82
Orchard Drive (right)	0.04	0.0	11.05	0.02	0.0	10.89
A626 Glossop Road (e'bound)	0.00	0.0	0.00	0.01	0.0	6.29
Future Year Baseline (2023)						
Orchard Drive (left)	0.01	0.0	6.07	0.00	0.0	5.91
Orchard Drive (right)	0.04	0.0	11.51	0.02	0.0	11.28
A626 Glossop Road (e'bound)	0.00	0.0	0.00	0.01	0.0	6.38
Future Year with Development (2023)						
Orchard Drive (left)	0.01	0.0	6.13	0.00	0.0	6.03
Orchard Drive (right)	0.04	0.0	11.96	0.02	0.0	11.79
A626 Glossop Road (e'bound)	0.00	0.0	0.00	0.01	0.0	6.51

- 6.6.4. The junction is forecast to operate well within capacity with a maximum RFC of 0.04 in the AM and 0.02 in the PM of the Future Year With Development scenario. It is therefore considered that junction mitigation is not required as a result of the proposed development.

6.7 GLOSSOP ROAD / COTTAGE LANE

- 6.7.1. The Glossop Road / Cottage Lane junction takes the form of a simple priority junction. The major arm of Glossop Road runs generally east – west with one lane in each direction and a short, narrow right turn ghost-island, and the minor arm of Cottage Lane to the north.
- 6.7.2. The total movements at this junction in the Future Year Baseline is forecast to be 1,191 PCUs in the AM and 1,167 in the PM. The Future Year With Development scenario is forecast to have a total of 1,254 PCUs in the AM and 1,231 PCUs in the PM, an increase of approximately 5% for both scenarios, the equivalent of one PCU every 60-90 seconds. A summary of the performance is provided in **Table 12**, with the full result outputs included at **Appendix F.4**.

Table 12 –Glossop Road / Cottage Lane

Arm / Movement	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
2018 Baseline						
Cottage Lane (left)	0.22	0.3	8.29	0.20	0.3	8.10
Cottage Lane (right)	0.12	0.1	12.02	0.06	0.1	11.23
A626 Glossop Road (w'bound)	0.24	0.3	7.90	0.21	0.3	7.73
Future Year Baseline (2023)						
Cottage Lane (left)	0.24	0.3	8.67	0.22	0.3	8.41
Cottage Lane (right)	0.13	0.2	12.87	0.07	0.1	11.87
A626 Glossop Road (w'bound)	0.26	0.3	8.23	0.23	0.3	8.03
Future Year with Development (2023)						
Cottage Lane (left)	0.24	0.3	8.94	0.22	0.3	8.54
Cottage Lane (right)	0.14	0.2	13.60	0.07	0.1	12.39
A626 Glossop Road (w'bound)	0.26	0.4	8.47	0.23	0.3	8.14

- 6.7.3. The junction is forecast to operate well within capacity with a maximum RFC of 0.26 in the AM and 0.23 in the PM of the Future Year With Development scenario. It is therefore considered that junction mitigation is not required as a result of the proposed development.

6.8 SUMMARY

- 6.8.1. The proposed site access junction has been modelled to suitably accommodate the development proposals. The following junctions have been assessed in capacity terms, and are considered to be immaterially impacted as a result of the proposed development:

- Glossop Road / Melandra Castle Road;
- Glossop Road / Orchard Drive; and
- Glossop Road / Cottage Lane.

7 SUMMARY

- 7.1.1. WSP has been appointed by Pendragon Estate Developments Ltd to provide highways and transportation planning support with respect to their full application for residential development at the land south of Glossop Road, Gamesley (High Peak, Derbyshire). To support the application WSP have produced a Transport Assessment (TA) and a Framework Travel Plan (FTP).
- 7.1.2. The site is located approximately 20km east of Manchester City Centre. It is bounded by residential developments to the north, wooded areas to the east, and a railway line to the south and west. Running along the northern boundary of the site is the A626 Glossop Road, which provides the main access to the site.
- 7.1.3. The land South of Glossop Road currently consists of open fields and farm land, with a vacant warehouse formerly occupied by Samas Roneo until 2002. Access to the site is currently It is proposed that the plot be developed to comprise approximately 155 dwellings comprising of access provided via a priority junction with Glossop Road, inclusive of a right-turn ghost island and associated pedestrian refuge to the east.
- 7.1.4. Throughout this Transport Assessment and supporting Framework Travel Plan (FTP) it is demonstrated that the proposed development:
- Is within local, regional and national policy in-keeping with transport guidance;
 - Is sustainable and accessible in transport terms regarding walking and cycling links to the local area; and
 - Has an immaterial impact on the surrounding highway network.



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