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Mellor Homes Ltd

**50413 – Simmondley Lane,
Glossop**

Transport Statement

June 2022

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1. Data Quality Assurance:

Data Revision: Rev. 1

Inputted by: Jigisha Parekh
Date: 13 June 2022

Analysis and Report by: Ian Millership
Date: 13 June 2022

Checked by: Joe Maclaren
Date: 13 June 2022

Approved by: Joe Maclaren
Date: 13 June 2022

2. Background:

On 22 March 2022, High Peak Borough Council planning provided pre-application advice for the proposed development of the former Zion Methodist Church site west of Simmondley Lane and north of Adderley Place. It must be noted that the highway authority for roads in High Peak remains Derbyshire County Council.

Consultation comments were obtained as follows:

- A Transport Statement will be required to fully assess the impacts on highway safety
- Visibility splays of 2.4m by 47m or as per results of a speed survey need to be provided in both directions
- Issues of pedestrian safety and intensification of use of Adderley Place need to be reviewed
- Issues arising from the proximity of the junction to the A57 / Simmondley Lane junction particularly blocking back that might hinder vehicles exiting
- Delivering Streets and Places 2017 Guidance from Derbyshire County Council could be used (DSP 2017)

The proposed access and development site lies close to the A57 junction at the point that there is a speed table related to the current access.

3. Planning

High Peak Council retains an adopted Residential Guide Supplementary Planning Document in December 2005. This provides general planning guidance regarding parking related to developments.

Para 5.12 suggests that developments need to mitigate the dominance of parked cars in line with the Local Plan Policy TR5. 5.12(a) suggests that there is no reason why new development cannot continue on street parking practices in certain situations, and that this can slow vehicle speeds providing a safety benefit.

Para 5.12.2 suggests that parking within the plot can be provided by garages, driveways and hard-standing, and that double length garages are preferential to double width due to their minimising the impact of parked vehicles.

(d) suggests that putting parking between buildings can create gaps in the building line and minimise the visual impact of parking compared to vehicles being parked in front of the properties. Para 5.12.3 suggests courtyard car parking can also achieve these aims.

Contact with Derbyshire County Council highways confirmed that the former 2017 Designing Streets and Places Guidance had been superseded but not with any replacement comprehensive document.

4. Surveys undertaken and results:

The initial pre-application guidance led to the following surveys being undertaken to support the proposed development:

- A one week ATC including speed measurements
- Several days video data collection of the A57 junction and traffic approaching from Simmondley Lane
- A review of the latest accident information using the nationally available CRASHMAP database.

Full details of the surveys are provided in a separate document. However, the speed survey found that average 85th percentile speeds were 19.9mph south west bound and 20.3mph north east bound. This results in a required SSD of 23m in either direction, much reduced from the speed limit estimated distance of 47m.

It is accepted that the footway at this point is narrow and that parked vehicles are regularly located just north of the access. However, Manual for Streets 2 para 10.7.1 demonstrates how such a situation does not lead to significant problems in practice, and the High Peak SPD confirms the parked vehicles will slow traffic as the speed survey demonstrates.

The traffic flow element of the traffic count identified 5-day 24-hour flows of 2,475 away from the roundabout (northbound) and 2,277 towards. Monday flows were highest, possibly due to a traffic incident. The morning peak hour towards the roundabout was always 08:00, whereas away from the roundabout this remained true but the Tuesday saw a peak hour of 10:00. Evening peak hours were more variable.

Observation of the videos for the full daytime on the Monday and also during the Saturday only found one isolated incidence where traffic flows blocked back from the junction across the proposed development entrance. This queue of six vehicles blocked the access around 10:00 on the Saturday for no more than a minute. In essence, the wide nature of the stop line entry meant that in most cases two cars could wait to enter the junction in most cases giving higher capacity than might otherwise be expected.

A review of the CRASHMAP database (with provisional data to June 2021 at the time of use) found no accidents on this section of Simmondley Lane in the last five years. Extending the search to the full 23 years within the database identified one incident on Thursday 3rd May 2012 with two vehicles and one slight casualty, this being a cyclist hit by a passing car. This was more related to the parked vehicles than to anyone entering or leaving the current access.

5. Development Proposals:

The proposed development sees the demolition of the full current site and replacement with six semi-detached dwellings and two detached dwellings. There will be one semi-detached dwelling pair on the Simmondley Lane boundary of the site, another semi-detached pair fronting Adderley Place, and a final pair of semi-detached dwellings flanked by detached dwellings either side but perpendicular to Adderley Place.

Parking will be provided to either side of the front dwelling pair, with new dropped kerbs onto Simmondley Lane. The same arrangement is proposed for both other semi-detached pairs, all three providing two tandem parking spaces at the side of the properties. This minimises the impact of the parking provided on the streetscape. Parking for the two detached properties will be provided adjacent to them.

This implies up to four cars exiting onto Adderley Place part way along, and up to ten further vehicles entering from the access in front of the four internal dwellings. This provides a maximum of fourteen parking spaces and vehicles added to the current minimal traffic flows on Adderley Place.

6. Conclusions:

As already noted,