



cts

TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

Mellor Homes Ltd

**50413 – Simmondley Lane,
Glossop**

Transport Statement

April 2023

Ian Millership



Contents

1. Data Quality Assurance
2. Background
3. Planning
4. Surveys Undertaken and Results
5. Development Proposals.
6. Conclusions

CTS Traffic & Transportation Ltd.
Unit 14 Aqueduct Mill, Aqueduct Street, Preston, PR1 7JN
Tel: (01772) 251 400 Fax: (01772) 252 900
E-mail: enquiries@ctstraffic.co.uk Web-site: www.ctstraffic.co.uk

1. Data Quality Assurance:

Data Revision: Rev. 2

Inputted by: Jigisha Parekh
Date: 18 Nov 2022

Analysis and Report by: Ian Millership
Date: 18 Nov 2022

Checked by: Joe Maclaren
Date: 18 Nov 2022

Approved by: Joe Maclaren
Date: 18 Nov 2022

Minor Changes to Report by: Ian Millership
Date: 27 April 2023 (revised layout)

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.

Further highway comments were made on 24th October 2022:

- Need for discussion with Derbyshire PROW team re footpath
- Submission of detailed drawings of visibility splay
- Demonstration of carriageway widths on drawings
- Swept path for 11.6m refuse lorry required
- Need to confirm highway extent from Derbyshire County

Highway comment required the removal of any direct highway access from the two front properties onto the public highway. This version of the Report presents the latest internal layout and parking provisions.

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, "Traffic, Speed, Volume and Junction Review, May 2022" which should also be read in conjunction with this document.

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 47mph. This has been marked on the development plans. Pedestrian visibility splays are also marked.

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 spaces (two or three as appropriate) will be provided as follows:

- Right hand of Simmondley Lane pair spaces to the rear of the left hand house garden, accessed from the garden of the right hand dwelling
- Perpendicular to the access road for the right hand Simmondley Lane pair
- Either side of the semi-detached pair fronting Adderley Place
- To the right of the first detached dwelling perpendicular to Adderley Place
- In front of the pair of semi-detached dwellings perpendicular to Adderley Place
- In the end of the access road for the final detached dwelling

This implies up to 20 vehicles adding to the current minimal traffic flows on Adderley Place and entering Simmondley Lane via the carefully designed revised access.

The current PROW Glossop FP 50 will be maintained and enhanced by use of cobbled footway through Adderley Place. This use of cobbles was requested through discussions with the Derbyshire PROW team.

It is accepted that the parking spaces for plots 1 and 2 provide an extra two vehicular accesses directly onto FP50. Both accesses will have standard pedestrian visibility splays incorporated. Further, warning signs will be erected at the entrance to the Place on both sides warning of reversing vehicles. Standard tactile warning paving will be used to alert pedestrians further, as well as the potential use of different finishing for the vehicle crossover areas.

It is noted that there is a section of Adderley Place adjacent to the site whose ownership is unknown. Action has been taken to seek to identify the owner as this is not recorded and resolution is ongoing.

6. Conclusions:

The proposal achieves the following transport safety / highway requirements:

- All new vehicle movements leave site in forward gear via revised Adderley Place exit / entrance
- PROW Footpath is maintained and enhanced using a cobbled route in Adderley Place
- Pedestrian and vehicle visibility splays are sufficient, taking into account the impact of parked vehicles and MFS2 guidance on this issue
- Refuse vehicle access has been proven using appropriate tracking
- Appropriate carriageway widths have been used

Therefore, there is no reason why the development should not be granted from highway points of view.