



Report No. J1114/TS
February 2021

**PROPOSED EXTRA CARE DEVELOPMENT
CHURCH ROAD, DISTINGTON**

TRANSPORT STATEMENT

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EXTRA CARE DEVELOPMENT CHURCH ROAD, DISTINGTON

CONTROLLED DOCUMENT

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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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**EXTRA CARE DEVELOPMENT
CHURCH ROAD, DISTINGTON**

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by HLP Design on behalf of Distington Big Local to provide transport and highway advice for the traffic and transportation implications associated with their proposed extra care development at Church Road, Distington.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- 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.

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable 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**.

11. Plans and decisions should apply a presumption in favour of sustainable development

56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Identifying land for homes

65. Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

- a) specific, deliverable sites for years one to five of the plan period; and
- b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

8 Promoting healthy and safe communities

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

9 Promoting sustainable transport The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

102. 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.

104. 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);
- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. 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.

106. 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

108. 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.

109. 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.

110. 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.

111. 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.

11. Making effective use of land

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

118. Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

Achieving appropriate densities

122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

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).

Guidance for the design of residential roads is set out in Manual for Street (MfS). The focus of this document is on 'lightly trafficked' residential streets but it also states that many of its principles are applicable elsewhere (e.g. high streets and lightly-trafficked lanes in rural areas). The document states that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."

The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS aims to bring about the design of residential streets that:

- help to build and strengthen the communities they serve; meet the needs of all users, by embodying the principles of inclusive design;
- form part of a well-connected network;
- are attractive and have their own distinctive identity;
- are cost-effective to construct and maintain; and
- are safe.

The guidance also sets out that the principles of inclusive design are to:

- place people at the heart of the design process;
- acknowledge diversity and difference;
- offer choice where a single solution cannot accommodate all users;
- provide for flexibility in use; and
- provide buildings and environments that are convenient and enjoyable to use for everyone.

Manual for Streets defines a 'street' as a highway that has important public realm functions beyond the movement of traffic. Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1000 vehicles per hour at peak times.

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. Local policy is to echo the sustainability sentiment of national policy.

The proposed development is located on brownfield land in the urban environment which makes it a sustainable use of land as well improving local amenity. Also, the development will incorporate uses with good 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, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

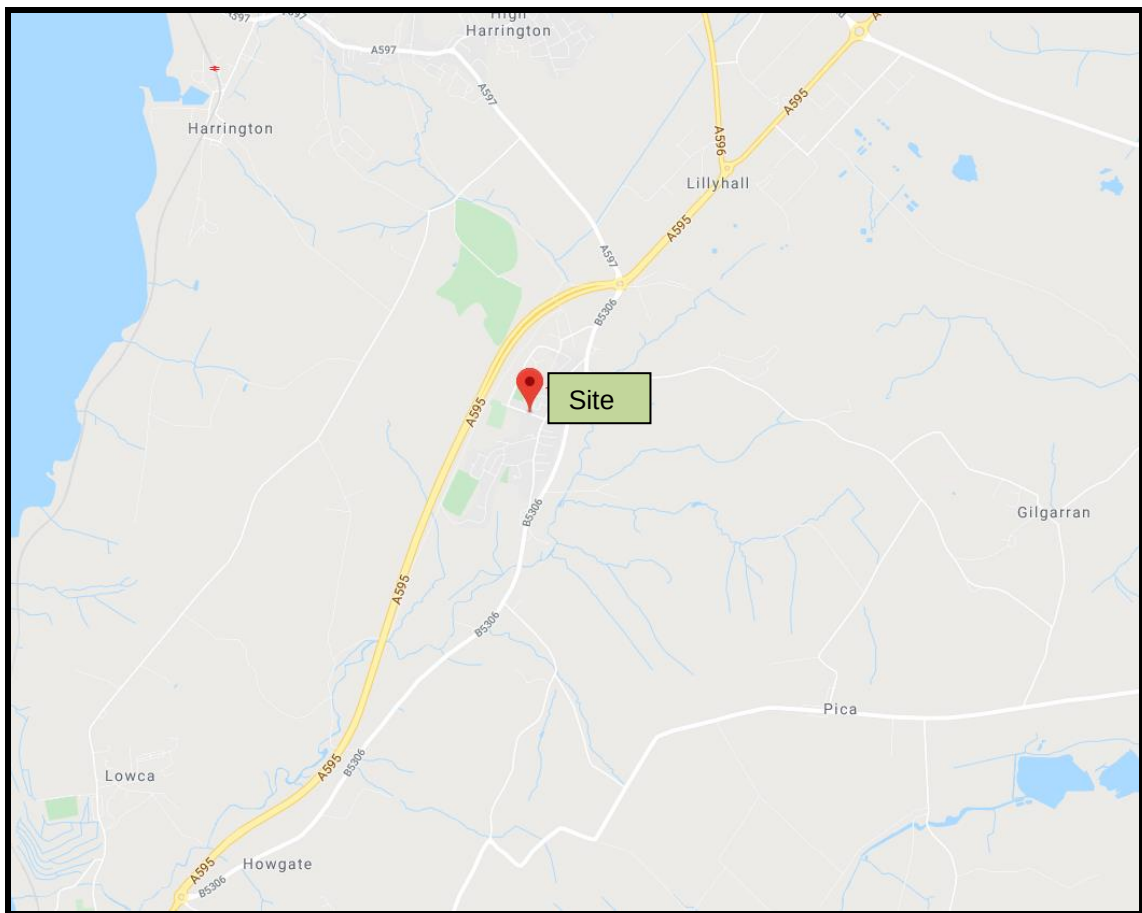
The site is off Main Street that runs generally north south linking at each end to the B5306. To the north it connects to the A595/A597 roundabout. From here the network connects to Workington and Cockermouth.

The roundabout also provides a gateway to the Lillyhall employment zone.



Site location plan in relation to neighbouring settlements and locally below

To the south it also connects to the A595 heading SW to Whitehaven.



The location of the site in a local setting is shown below; it is bounded by Church Road to the north and then wider residential area, to the west is the Distington Primary School, local church and then the A595 corridor. To the south and east are residential areas.



Local plan

The site gains access on to Main Street via the Church Road junction.

Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage. They serve primarily a residential catchment supported by local services/retail units.

The area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

Main Street is subject to a 30mph speed limit, is street lit and has footways on both sides.

Church Road is subject to a 30mph speed limit but is traffic calmed with speed humps. It is street lit and only has a footway on its south side. Parking is prohibited by double yellow lines on its north side and on its south side across the proposed site access and close to the Main Street junction. Parking is unrestricted outside the two terraces of houses on the south side of the road.

There is a school keep clear marking outside the school which prohibits parking throughout the working week during term time and this is extended to the west and east by a single yellow line which prohibits parking at school arrival and departure times

School closed at 3.15pm and most parents picking up children by car parked in the school car park, with some parents parking in the community centre car park on the opposite side of the road.

Despite there being ample parking available in these two car parks, two cars did park on the single yellow line to the east of the school keep clear marking. The school therefore appears to have very little impact on on-street parking on Church Road.

The route has a loop system, so u turns etc not observed, school interaction is therefore limited.

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



View away and towards site access on Church Road west side



View left and right at site access



View towards site along un named street



View out and into site along the access route



View towards and away from site access on Church Road east side



View to Church Road junction along Main Street from north and south sides

Accident review

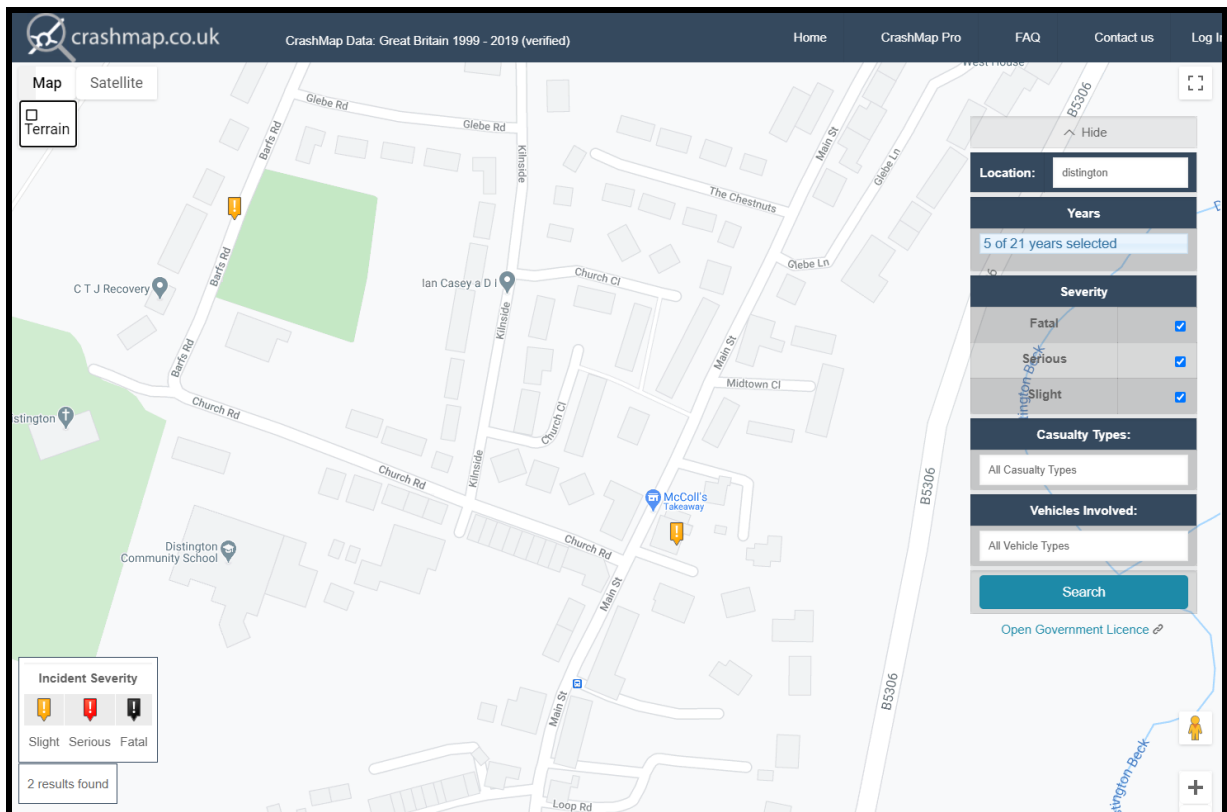
The Crashmap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

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 in to 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.

The access route and junction has no records, the wider area also has two records in 2015 and 2018 slight in nature.



Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

Summary

The site is in the urban area close to good network links. There are no local safety or capacity issues based on the assessment undertaken.

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 attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

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

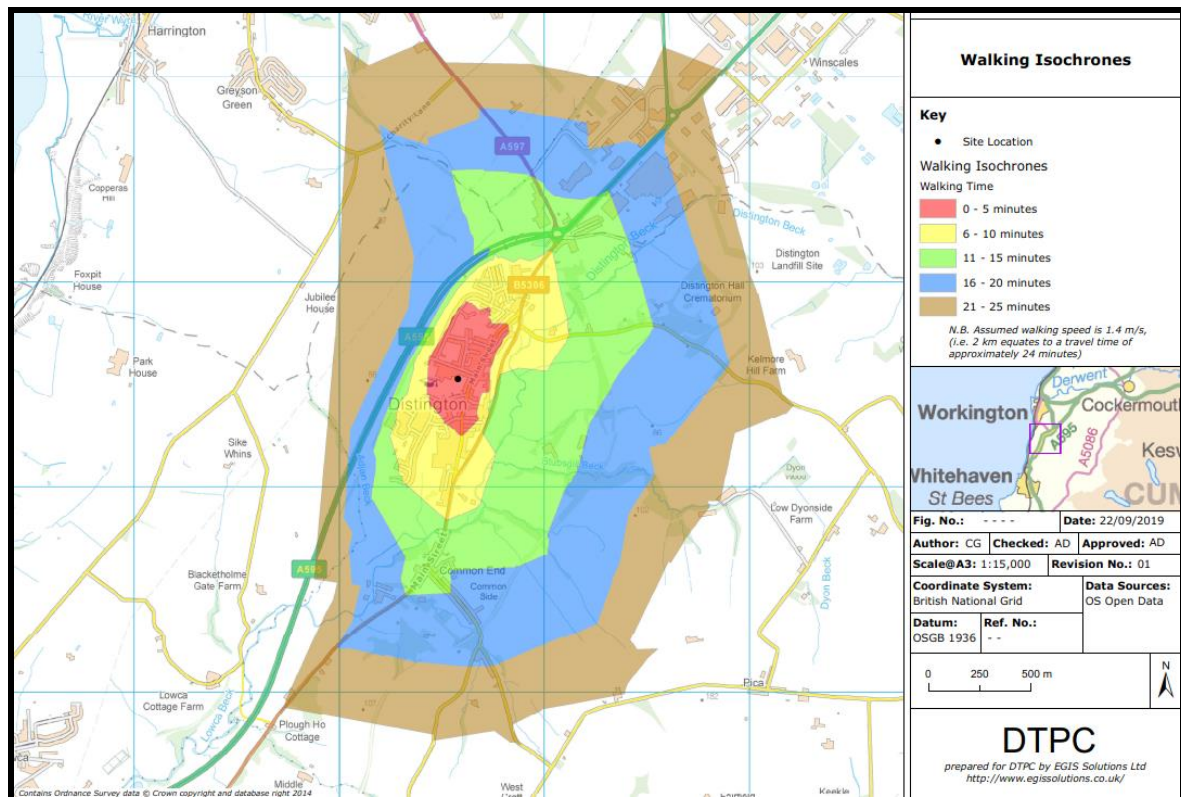
1. accessibility on foot and cycle;
2. accessibility by public transport;

Walking and cycling

The proposed development site is located within an existing urban area with a range of local land uses, services and facilities.

The site lays well within the 400m/5min walk distance to a public transport facility in this case the Main Street bus stops.

Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified. The pedestrian catchment area for the proposed development site extends to cover the neighbouring settlements indicated by the brown area for the 2km distance; the 800m distance covers the local centre.



Walk Catchment

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

Historic guidance in 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 for residents via the bus services.

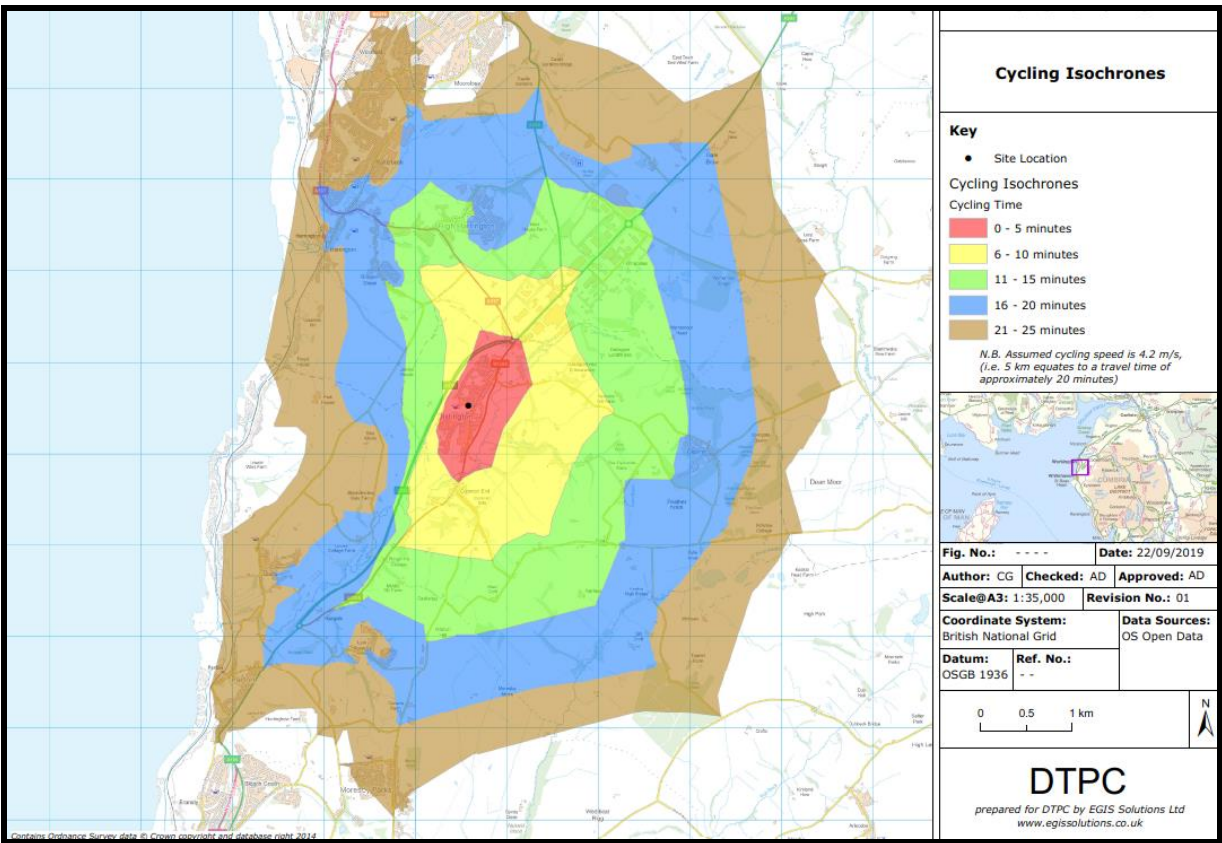
There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians.

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

The National Travel Survey NTS (undertaken by the Dft) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

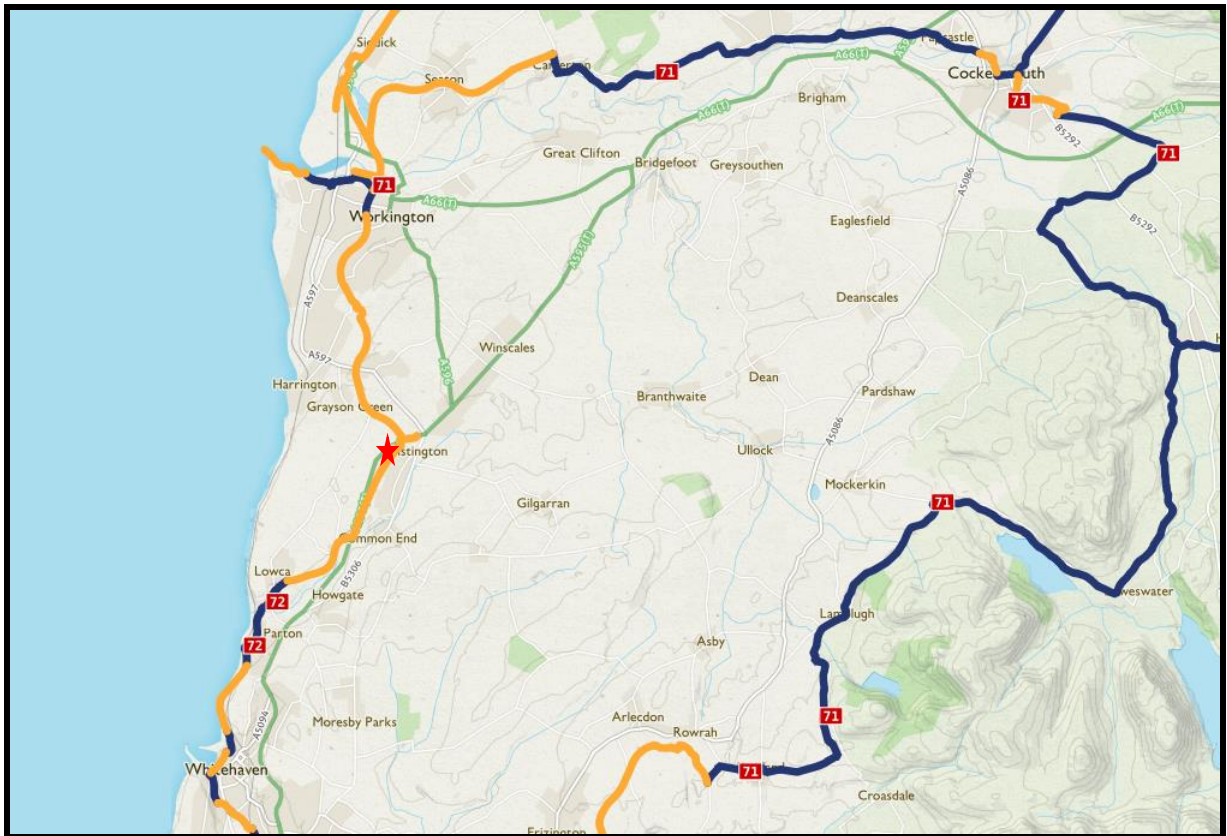
As described in the historic guidance PPG13, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'.

The 5 km distance is indicated by the brown area on the figure below.



Cycle Catchment

The plan and routes show that within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site access to Whitehaven and Workington is possible.



Therefore, there are a wide variety of residential areas, schools, shops, and other leisure and service facilities within the cycle catchment area which can be accessed.

There are existing cycle facilities in the vicinity of the site which will assist the accessibility of the site for cyclists.

In conclusion, the proposed application site can be considered as being very well served by the cycle network and is therefore accessible by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

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).

Main Street has the closest bus stops to the site, well within the 400m sustainable distance shown below at 350m.



Bus stops north and south of Church Road

The proposed development site is therefore conveniently located close to bus stops that regularly serve several communities in the vicinity of the site.

To Carlisle		Travel Time 30 mins			Travel Time 30 mins			Travel Time 30 mins			Travel Time 30 mins
300, 301, 600			30, 31, 300, 301, 302			10 11		30	16 26		31
Via Wigton, Thursby, Wigton Road			Via High Harrington, Moss Bay, Harrington			10 26		31	16 41		30
Monday to Saturdays						10 41		30	16 44		302
05 34	300		05 13	M-F	30	10 44		302	16 56		31
06 09	300		05 34		300	10 56		31	17 11		30
06 49	300		06 09		300	11 11		30	17 26		31
09 40	600		06 41		30	11 26		31	17 41		30
12 05	600		06 49		300	11 41		30	17 44		302
13 05	Sat 600		06 56		300	11 56		31	17 56		31
14 05	600		07 11	M-F	31	12 11		30	18 11		30
19 29	301		07 18	M-F	31	12 26		31	18 41		30
21 09	301		07 41		302	12 41		30	19 29		301
Sundays only			07 44		31	12 44		302	19 41		30
10 15	301		07 56	M-F	31	12 56		31	20 37		30
12 15	301		08 11		30	13 11		30	21 09		301
14 15	301		08 26		31	13 26		31	21 37		30
16 15	301		08 41		302	13 41		30	22 37		30
18 15	301		08 44		31	13 44		302	23 37		30
600			08 56		30	13 56		31	10 15		301
Via Lillyhall, Bridgefoot			09 11		31	14 11		30	11 14		30
09 40			09 26		31	14 26		31	12 15		301
12 05	Sat		09 41		302	14 41		30	13 14		30
13 05			09 56		31	14 44		302	14 15		301
14 05			Continued on next column			14 56		31	15 14		30
						15 11		30	16 15		301
						15 26		31	17 14		30
						15 41		30	18 15		301
						15 44		302			
						15 56		31			
						16 11		30			

Northbound above and southbound below

To Egremont		Travel Time 42 mins			Travel Time 23 mins
30			30, 600		
Via Whitehaven, Corkickle, Hensingham			Via Whitehaven, Corkickle, Hensingham		
Monday to Saturdays			Monday to Saturdays		
06 34	M-F	30	06 34	M-F	30
07 02	M-F	30	07 02	M-F	30
07 04	Sat	30	07 04	Sat	30
07 32		30	07 32		30
08 02		30	08 02		30
08 32		30	08 32		30
09 02		30	09 02		30
09 32		30	09 32		30
10 02		30	10 02		30
10 32		30	10 32		30
11 02		30	11 02		30
11 32		30	11 03	600	30
12 02		30	11 32		30
12 32		30	12 02		30
13 02		30	12 06	Sat 600	30
13 32		30	12 32		30
14 02		30	13 02		30
14 32		30	13 06	600	30
15 02		30	13 32		30
15 32		30	14 02		30
16 02		30	14 32		30
16 32		30	15 02		30
17 02		30	15 32		30
17 32	Sat	30	16 02		30
17 34	NSch	30	16 32		30
18 02	Sch	30	17 02		30
18 32		30	17 32	NSch	30
19 02		30	17 34	Sat	30
20 10		30	18 02	Sch	30
21 10		30	18 32		30
22 10		30	19 02		30
23 10		30	20 10		30
Sundays only			21 10		30
10 42		30	22 10		30
12 42		30	23 10		30
14 42		30	Sundays only		
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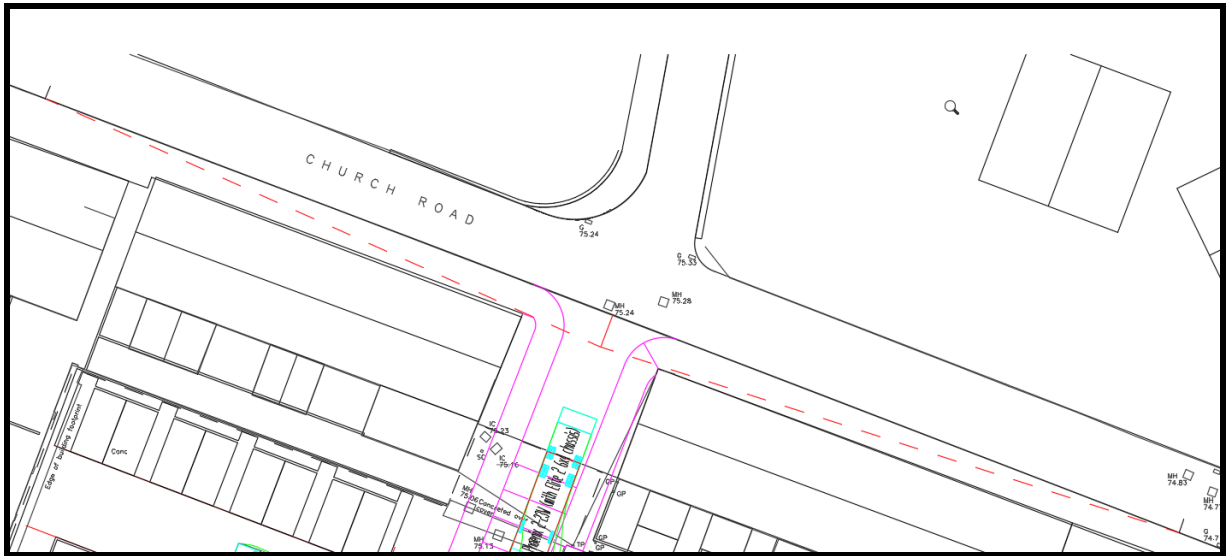
To Frizington		Travel Time 43 mins
31		
Via Whitehaven, Hensingham, Cleator Moor		
Monday to Saturdays		
07 19	M-F	
07 49		
08 17		
08 47		
09 17		
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Summary

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance.

The road is 30mph and sight lines are set out from MFS 43m required.

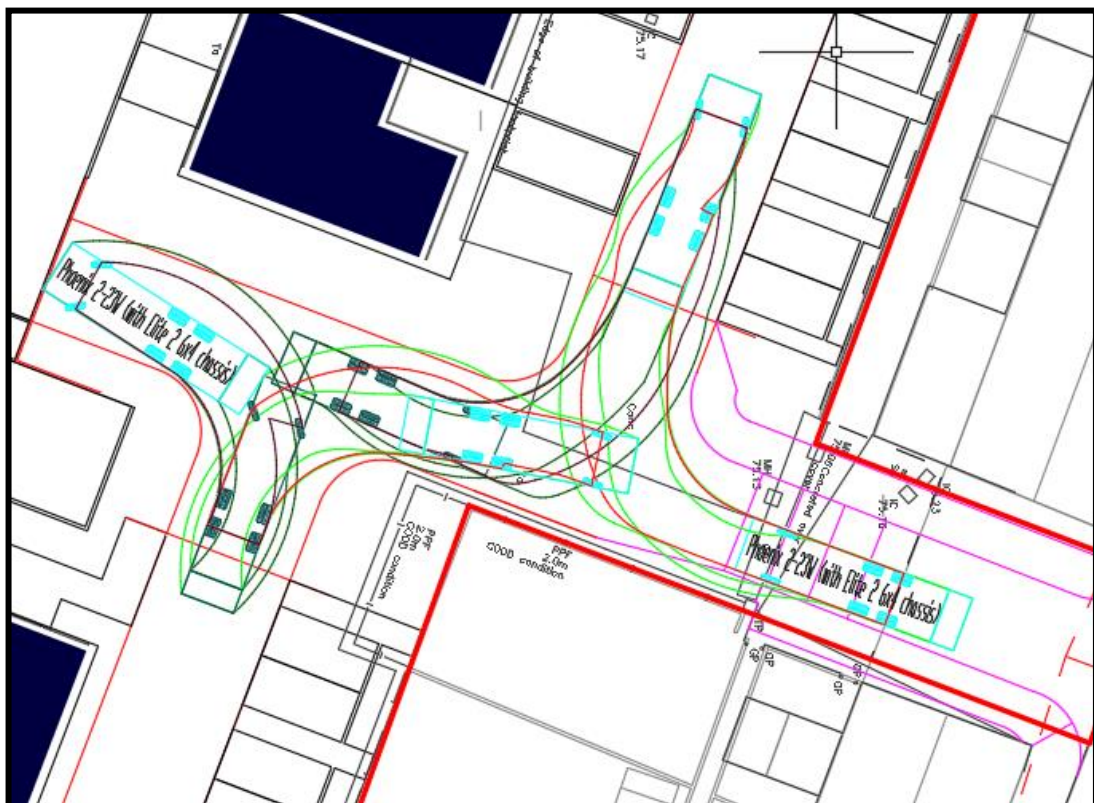
The sight lines deliverable on site without third party land issues are shown below for each approach.



The street operates under these circumstances now with no recorded operational issues thus supporting the view the site is accessed in a safe manner, similar to other side roads locally.

Swept paths and parking

The new route has been assessed for access by a large refuse vehicle as shown.



Cumbria car parking policy covers the various residential uses on the site.

Type of development	Essential Operational Parking	Disabled Parking	Cars	Motorcycles	Pedal Cycles
C2 Residential institutions					
Residential care homes	1 delivery / ambulance space Plus 1 space per resident staff	1 space or number equivalent to 5% of car requirement whichever is greater	1 space per 4 bed spaces PLUS 1 space per 3 non-resident staff (working at one time)	1 space or number equivalent to 5% of car requirement when more than 20 car spaces needed	1 space per 5 staff PLUS minimum of 2 spaces
Type of development	Provision for residents	Visitors	Disabled parking		Cycle Parking
C3 Dwelling houses					
1 bedroom	1.5 spaces per unit	1 space per 5 units	1 space for every 10 grouped spaces		
2 bedroom	2 spaces per unit	1 space per 5 units	1 space for every 10 grouped spaces		
Sheltered housing	1 space per unit	1 space per 5 units	1 space for every 5 grouped spaces		1 space for every 10 units, minimum of 2 spaces
Sheltered housing wardened	1 space per 4 units PLUS 1 space per resident staff PLUS access for ambulance	1 space per 5 units	1 space for every 10 grouped spaces		As above

The management are proposing a centre manager in place 9 - 6pm (no onsite over night stay) during the day, with residents having support from a Land Yard call system to a centralised 24 hour service based off site in the event of an emergency or during evenings.

Other staff proposed at 2 to 3 per day maximum.

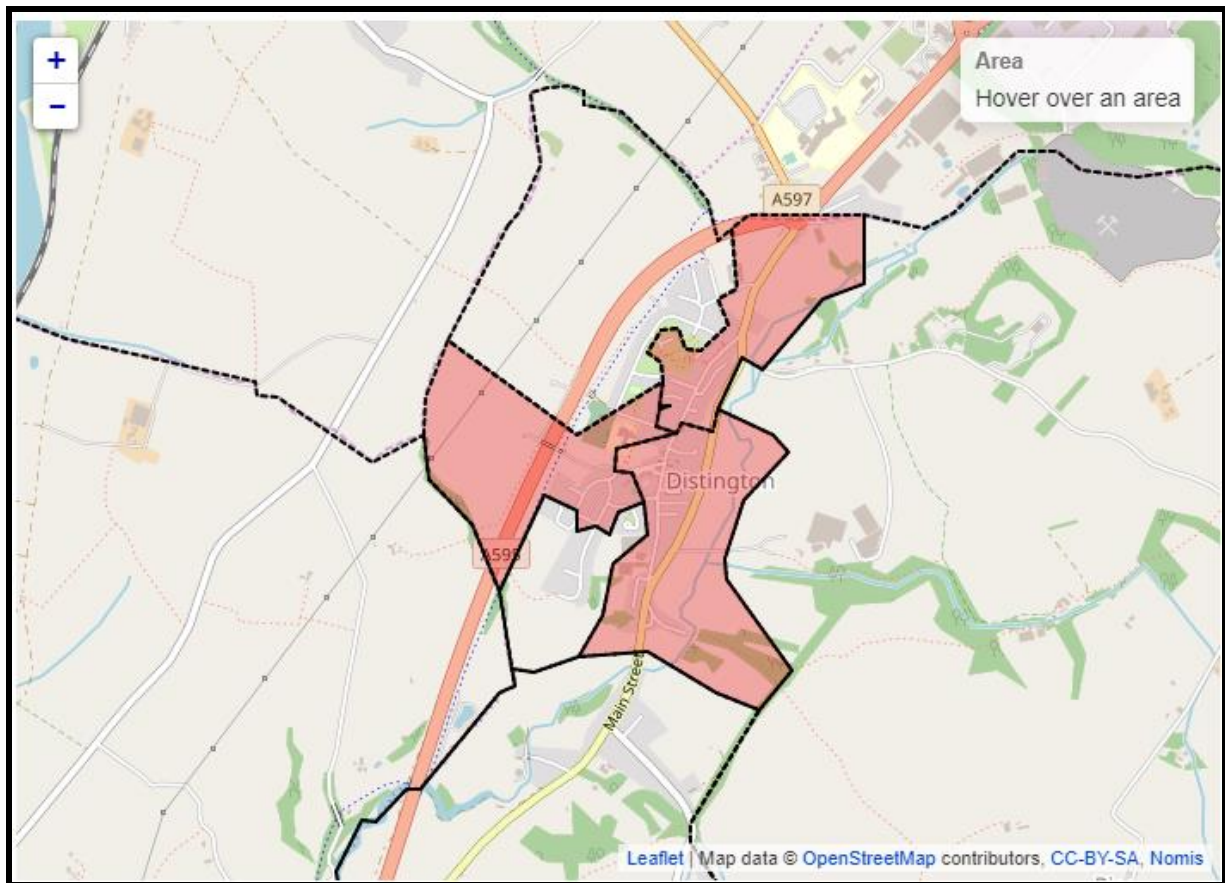
The site is not private residential or full time care offer, it lies in between therefore a range of parking offer had been derived.

- Residential care 1 staff plus 1 disabled. Residents and visitors $46/5 = 9$ plus 1 = 10, overall 12 spaces.
- Private Dwellings $46 \times 1.5 = 69$ plus $46/5 = 9$, overall 77 spaces
- Sheltered housing $46 \times 1 = 46$ and $46/5 = 9$, overall 55 spaces
- Sheltered wardened $46/4 = 12$ plus 1 staff = 13, visitors $46/5 = 9$ spaces, overall 22 spaces.

Thus 12, 77, 55 and 22. An average of 27 spaces. Discounting the private dwellings of 77 the average falls to 30.

The site offers overall 28 spaces unallocated and 9 for the bungalows. Overall 37, lies between the higher and the more likely demand figures.

A review of the census data for the area



Car ownership figures set out a local level against the wider area.

Area	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	total
uacounty09:Cumbria	222,042	47,578	99,389	57,798	12,825	4,452	
	%	21	45	26	6	2	
	54	0	24	14	3	1	42
oa2011:E00097387	128	45	53	23	7	0	
oa2011:E00097390	126	50	59	10	5	2	
oa2011:E00097393	136	26	68	32	7	3	
	390	121	180	65	19	5	
	%	31	46	17	5	1	
	54	0	25	9	3	1	37

The 37 local figure would be reduced by 4 as the rent agreements etc can say no ownership of 3 cars or above thus 33 spaces. This equates well with the offer.

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:

“...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....”.

The above notwithstanding GTA does suggest that 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 required.

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.

The likely number of trips that will be generated by typical residential uses based on a simple TRICS review of 46 units with 0.65 two way trips for the location will be 30 i.e. at the 30 two way vehicle trips threshold, as defined in the GTA, in either of the weekday traditional peak hours.

The flows as worst case would be split left and right thus the next junction would be 15 two way half the threshold.

However, the extra care apartments do not operate as a dwelling house and have lower trip rates thus the impact would be lower and deminimus in nature.

This is supported by the travel to work information from census.

Method of Travel to Work	oa2011:E00097387	oa2011:E00097390	oa2011:E00097393	totals	all	working	
All categories: Method of travel to work	195	213	224	632	%	352	%
Work mainly at or from home	1	2	2	5	0.8	5	1.4
Underground, metro, light rail, tram	0	0	0	0	0.0	0	0.0
Train	0	0	0	0	0.0	0	0.0
Bus, minibus or coach	7	17	6	30	4.7	30	8.5
Taxi	1	0	0	1	0.2	1	0.3
Motorcycle, scooter or moped	0	1	0	1	0.2	1	0.3
Driving a car or van	68	76	88	232	36.7	232	65.9
Passenger in a car or van	12	12	10	34	5.4	34	9.7
Bicycle	3	1	1	5	0.8	5	1.4
On foot	14	16	12	42	6.6	42	11.9
Other method of travel to work	1	1	0	2	4.8	2	4.8
Not in employment	88	87	105	280	44.3		

46 units at 37% = 17 two-way trips for all, working only 46 at 66% = 30 two way trips. Like above either under the threshold or at and then disbursed on network below threshold.

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.

6. SUMMARY

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

The site has a sustainable location and the layout accords with good practice.

Traffic flows have been assessed for up to date levels and has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the junction itself.

As such the scheme would have little or no impact on the local network

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

Figures

(Note for full site plan refer to Architects layout)