

Project: **Temple Park** Job No: 60553920

Subject: **Response to STC comments on Transport Assessment**

Prepared for: **Tolent Living Ltd** Date: **5<sup>th</sup> January 2018**

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## 1. Introduction

This report has been produced to provide a response to the comments highlighted by South Tyneside Council (STC) on 14<sup>th</sup> December 2017.

## 2. Vehicular Access / Visibility Issues / Junction Issues

STC have highlighted that no details have been supplied regarding the proposed plans to relocate the existing bus stop and layby on Nevinson Avenue. The TA stated that the location would be agreed and implemented through the Councils public consultation process as the bus operator will need to be included in the discussion. However, the bus stop will be relocated to an appropriate position which will not affect the existing bus service and proposed access to the site. This will be discussed and agreed with STC and the relevant stakeholders in accordance with the relevant processes.

## 3. Traffic Movements / Accident History

The TA has assessed the latest three year accident data between 31<sup>st</sup> March 2014 and 1<sup>st</sup> April 2017 for two roads, the John Reid Road and Nevinson Avenue as it was concluded that these would be the two roads most affected by the development. The Council has questioned why five year data has not been analysed and provided their own statistics between 2012 and 2016 for all four roads surrounding the proposed development. The fatal accident highlighted by STC occurred on Whiteleas Way in January 2012 and would not be captured within the latest full five year period. AECOM have interrogated the accident data for the last full five years (2013 to 2017) using Crashmap.com and, as suggested by the Council, included Whiteleas Way and King George Road. The table below illustrates the updated accident figures.

**Table 1 – Updated Accident Analysis Summary**

Year	Slight	Serious	Fatal	Total
2013	7	0	0	7
2014	10	0	0	10
2015	11	0	0	11
2016	6	1	0	7
2017	4	0	0	4
<b>Total</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>

In 2013 six slight accidents occurred on the John Reid Road bringing the total injury accidents over five years to 33 incidents. On King George Road, in 2013 one additional slight accident occurred and no further incidents were recorded in 2013 for Nevinson Avenue or Whiteleas Way. Having reviewed the accident records for 2013, AECOM do not believe there are any specific patterns which suggests there are nospecific road safety issues.

## 4. Transport Assessment / Transport Statement

### Policy

The National Planning Policy Framework (NPPF) has superseded the Planning Policy Guidance Notes that governed national policy and principles relating to specific aspects of the town planning framework. In replacing the previous guidance notes and remaining a material consideration in planning applications; the NPPF provides a framework for local communities and Authorities to development relevant local development plans and strategies.

The NPPF has two key themes:

- Providing a greater level of integration and simplification of the planning policies governing new development nationally;
- Contribute to the achievement of sustainable development from an economic, social and environmental perspective.

One of the key changes relating to the NPPF is the new presumption in favour of sustainable development, which should be reflected in local development plans and frameworks to ensure that sustainable development and the needs of an area are identified and subsequently approved without delay.

The NPPF is based on a range of core planning principles, which are aimed at supporting the focus on sustainable plan-led development. Many of these core principles also formed part of the previous Planning Policy Guidance notes, such as supporting mixed use developments, encouraging effective re-use of brownfield land and managing patterns of growth.

Transport specific policies play a key role in supporting and achieving the core planning principles and are intrinsically linked to the objective of sustainable development. The NPPF specifically states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF seeks to encourage solutions to support reductions in gas emissions and reducing congestion which should be enshrined in Local Plans, including:

- Supporting key interchange facilities;
- Provision of viable infrastructure to support sustainable development (e.g. electric charging points);
- Prioritise sustainable modes of transport and support development with good access to public transport;
- Provide a balanced land-use approach encouraging mixed use development which reduce the need to travel; and
- Create attractive town centre environments which are supported by appropriate car parking charging mechanisms.

The core planning principles above provide a framework to provide inclusive, accessible, well connected and sustainable development.

## **Parking**

The Transport Assessment highlighted that the proposed parking would be sufficient for normal operation, however on certain match days where over flow parking was required this could be contained within the site (Temple Park Centre) and not impact on residential streets surrounding the proposed development. The proposed development and the existing Temple Park Leisure centre will have similar operating times and as such if car park capacity is reached during certain peak period match days, Temple Park Car Park can be used as an over flow car park. This will be managed at or during specific events with the use of adequate signing and on site management. When the gates of the proposed development are closed outside of operating hours there will be no parking demand and therefore no possibility of overspill car parking and no demand for visitors to walk into the site.

## **Cycling**

STC have stated that the recommended cycle route on the southern side of the John Reid Road is not suitable for use. However, as shown in Figure 1, there is an existing signed cycle route along the John Reid Road and through Temple Park which is already considered to be a suitable route for cyclist wishing to access Temple Park, the proposed site and the local area surrounding the site. From the description given by Officers of a 1.2 metre wide path surfaced with paving slabs it appears that they may in fact be confusing the footpath to the south of Nevinson Road with the footpath/cycle route to the south of John Reid Road.

Figure 1 – Google images of existing signed cycle route



#### Junction Assessment of John Reid Road / King George Road

Using 2017 base traffic survey data, the five arm John Reid Road Roundabout is already operating beyond its theoretical maximum design capacity with a maximum RFC of 0.97 and an MMQ of 17.5 vehicle's in the PM peak only. In the development scenario of 2017 (traffic plus the proposed development traffic) the RFC increased by 0.02 to 0.99 and predicts an MMQ increase of approximately 5 vehicles. This is a result of an additional 12 vehicles associated with the proposed development using the junction in the peak period, a nominal increase of 3%. NPPF Paragraph 32 states that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe", therefore 3% in the PM cannot be considered as severe.

Furthermore, in the 2027 base traffic scenario without development the junction is operating 0.98 with a MMQ of approximately 21 vehicles in the PM peak. In the scenario of 2027 (plus development) this RFC increases to 1.00 with an increase in MMQ of approximately 6 vehicles in the PM peak. This increase is of the result of an overall 3% increase in the PM peak which is not significant and again not considered to be severe in terms of NPPF P32.

AECOM concur that traffic, may not reduce significantly due to the proposed residential development at the exiting rugby club. However given the insignificant difference between the existing and proposed traffic levels assigned to the network during the AM and PM periods AECOM conclude that the impact would not be serve and will not require any form of junction mitigation as a result of the proposed development.

#### U turners on John Reid Road

Given the low predicted traffic generated on the John Reid Road junction by the proposed development of 6 vehicles in the AM and 12 vehicles in the PM, any additional vehicles which will U-turn at this junction will have a minimal effect on the junction operation.

### 5. Signing / Routing / TROS

Access to the proposed development on Nevinson Avenue and internal pedestrian and cycle routes will be determined at detail design through the STC planning process where appropriate wayfinding signage will be agreed to direct pedestrians and cyclists to the development site.

### 6. Additional Comments

#### Cycle and Coach Parking

Cycle parking will be provided to STC cycle parking guidelines of 2 cycle spaces per 200m<sup>2</sup> GFA plus 1 space per 5 members of staff meaning there will be a total of 16 parking spaces available at the site, this will be shown in the detail design drawings of the proposed development.

The proposed level of car parking is based on the experience of the club management. Typically there is only one coach per month that would arrive at the club. The previously submitted Access Strategy – which received no comment from Officers – identified that coach parking would be located at the neighbouring Temple Park Leisure Centre car park. Given that coaches will only arrive during the operational hours of the club there will always be pedestrian access from the Leisure Centre car park to the club.

The planning application for the proposed development states that there will be 102 car parking spaces on the site. Officers are suggesting that there should be a minimum of 108 spaces based on SPD6. However, SPD6 clearly states that the car parking standards are **maximum** standards. Therefore the proposed car parking provision is felt to be adequate for the operational needs of the club. Overspill car parking should never occur given the level of provision on site and the adjacent Leisure Centre car park with pedestrian links.

## **Travel Plan**

The Travel Plan will be reviewed and updated following detail design of the proposed development, however it is envisaged there is good walking, cycling and public transport links to the site. The developer has stated a Transport Coordinator will be appointed to implement initiatives contained within the travel plan, and encourage staff and visitors to travel sustainably. Given the nature of the proposed development and experience of similar facilities, visitors attend the site in groups, either by coach or via car sharing. There is an expectation that staff at the site will live locally and as such walking, cycling and public transport will be a viable option.

Following the first 6 months of the site, a travel survey will be undertaken to understand the travel patterns of visitors and travel information will be provided to staff at recruitment, highlighting walking, cycling routes and public transport timetables. This will ensure the initial targets set for the site are achievable. Following this, the travel plan will be reviewed and updated with appropriate surveys every two years and results will be shared with STC Travel Plan Officer.