



itechnical note – transport

Proposed 6 Townhouses

Land at Boldon Golf Club

Dipe Lane

East Boldon

NE36 0PQ

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APPENDICES

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TERM	DEFINITION
AADT	Annual Average Daily Traffic.
AM / PM / IP Peak	Denoting the morning, afternoon or inter peak period
Analysis	This report – a Transport Assessment or Statement as applicable
ATC	Automatic Traffic Count
BOAT / PRoW	Byway Open to All Traffic
GFA	Gross Floor Area
CIHT	Chartered Institution of Highways and Transportation
CERS / PERS	Cycling Environment Review System / Pedestrian Environment Review System
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
EV	Electric Vehicle
FTP / TP / TPS	Framework Travel Plan / Travel Plan / Travel Plan Statement
HGV / LGV	Heavy Goods Vehicle / Light Goods Vehicle
LHA / LPA / LP	Local Highway Authority / Local Planning Authority / Local Plan
MfS	Manual for Streets
Movements / Trips	= Arrival + departure
MSOA / LSOA	Mid Layer Super Output Area / Lower Layer Super Output Area
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
OGV	Other Goods Vehicle
PCU	Passenger Car Unit
PIC / PII	Personal Injury Collisions / Incidents
PRoW	Public Rights of Way
SPD	Supplementary Planning Document
SRN	Strategic Road Network
TA / TIA / TS	Transport Assessment / Traffic Impact Assessment / Transport Statement
TEMPro	Trip End Model Presentation Program, DfT software which provides forecast data on trips for transport planning purposes.
VPD	Vehicles Per Day
STC	South Tyneside Council

SITE LOCATION	Land at Boldon Golf Club, Dipe Lane, East Boldon, NE36 0PQ
DESCRIPTION	Proposals for the refurbishment of the Boldon Golf Clubhouse, reconfigure golf club parking and construction of 6 townhouses together with parking and associated landscaping, drainage and infrastructure.
APPLICANT	Castle

- i. The application site is located in a well-established residential area with public transport accessibility and local amenities available on foot and by cycle. The proposals are therefore consistent with the sustainable travel objectives outlined within local and national transport policies
- ii. Taking into consideration that the nature of the development, any nearby committed developments or highway network changes will not have an impact on the findings of this Analysis.
- iii. The proposals will make use of the existing site access however improved to meet the latest standards. The on-site parking provision for the Golf Club and servicing requirements will remain similar to existing and unaffected.
- iv. The development would attract the usual servicing requirements such as refuse collection, on-line orders deliveries and maintenance; turning head is provided within the site so that all vehicles are able to enter and egress in a forward gear.
- v. 12 Car parking spaces and 6 and cycle storage units are provided having regards to the NPPF and STC SPD6 Parking Standards.
- vi. A Welcome Pack is recommended including an offer for personalised travel planning to promote to enhance the sustainability and accessibility of the site.
- vii. The Analysis has therefore demonstrated that:
 - All person trips can be accommodated within the existing infrastructure.
 - Non-Motorised Users (NMUs) connectivity is maintained.
 - No mitigation proposals are required; and
 - The development proposals do NOT result in an unacceptable impact on highway safety or a residual cumulative impact on the road network, following mitigation, that is severe.

In this Report we will discuss...

Introduction	1	Site Location Vision
References & Guidelines	2	Scoping Discussions (if undertaken) References (Local & National) Guidelines (Local and National)
Existing Conditions	3	Site Location Infrastructure Review Multi-Modal Accessibility Local Amenities PIIs (if required) Committed Developments & Infrastructure
Development Proposals	4	Development Proposals Access Proposals Parking Proposals Servicing Arrangements Trips Generation Multi-Modal Trips
Measures to Support Development	5	Welcome Pack Travel Plan (if applicable) CTMP Junctions Capacity Assessment (if required) Mitigation Proposals (if required)
Summary & Conclusions	6	Summary & Conclusions

In this Chapter we will discuss...



- 1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a technical transport note for the proposed refurbishment of the Boldon Golf Clubhouse, reconfigure golf club parking and construction of 6 townhouses together with parking and associated landscaping, drainage and infrastructure.

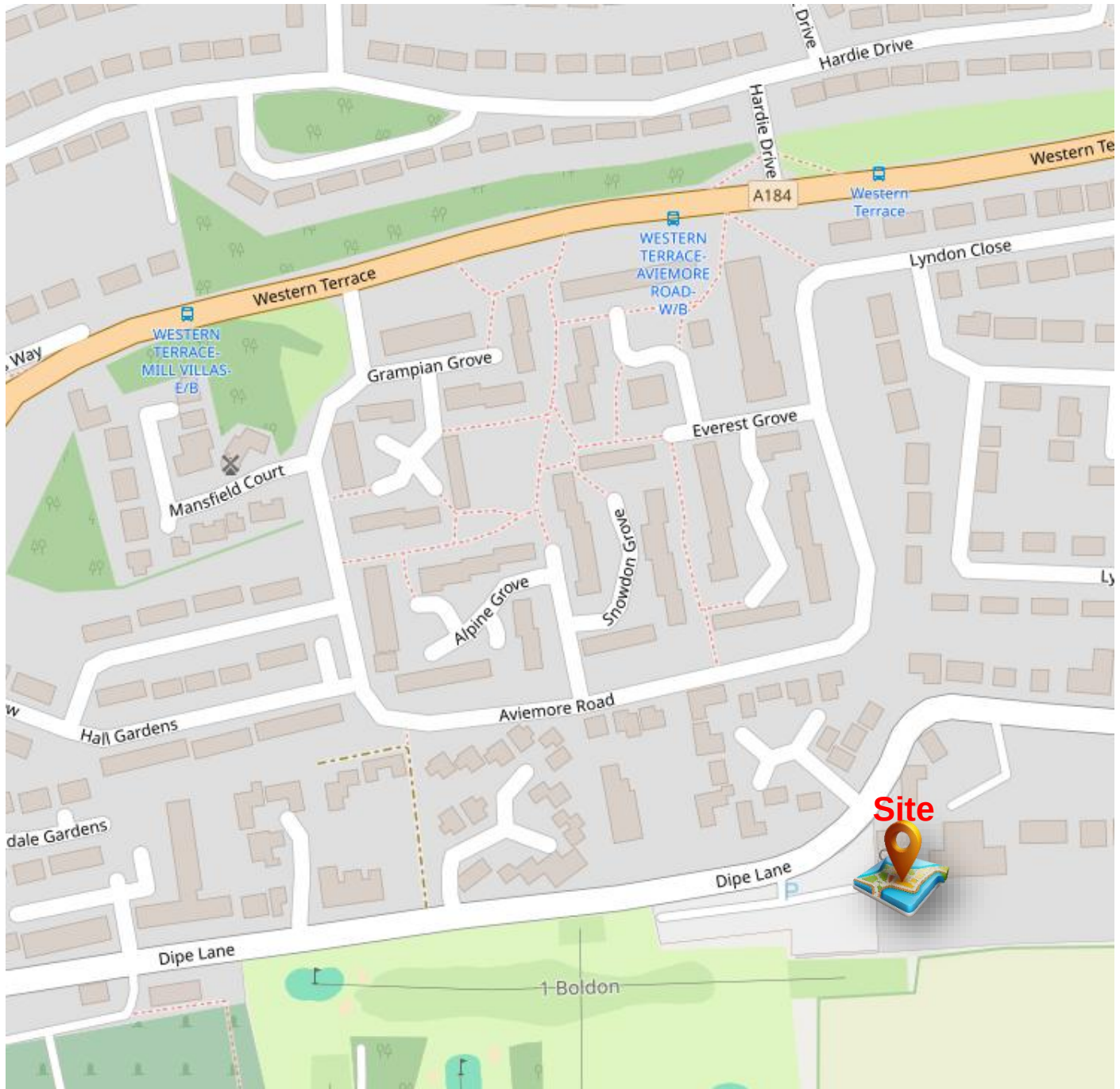


Figure 1.1
Illustrative site location

POLICY-FOCUSED ETHICAL APPROACH

- 1.2 Where applicable, iTP sought to provide an assessment of the impacts of the proposed development on the local highway network by using industry accepted techniques to present the Local Highway Authority (LHA) with a robust assessment.

PRIORITIES

- Bring services to people to reduce the need to travel
- Give people and goods the opportunity to move from door to door by accessible and sustainable transport
- Encourage people to make the change to more sustainable transport



SUSTAINABLE

- An Accessible, sustainable & efficient development in line with MfS, NPPF and other national, regional and local ethos
- Impact minimised and mitigated
- Safe for all road users

WELLBEING

- Good for people and communities
- Good for the environment
- Good for places and the economy

TRANSPORT VISION

“The vision is to have an attractive and beautifully designed connected development with a choice of accessible & sustainable modes of travel in a safe and healthy environments that make walking, cycling, public transport and active travel the first choice for people”

Re-allocating



Where supported by the LHA, masterplan the development so that, where possible, space is re-allocated to NMUs

Transforming



Where supported by the LHA, masterplan the development to create a network of prioritized NMUs

Active Travel



Walking, cycling & active travel will become the first choice for most people making short journeys in their local neighbourhoods.

Managing Demand



Implement measures to meet the aspirations of the NPPF and mitigate development impact (if any)

In this Chapter we will discuss...



- 2.1 This Analysis in line with the Road Map and Contents on Page 5 and STC Highways Pre-App feedback ref: ST/2024/ENQ/00134 dated 12th July 2024.
- 2.2 Technical References are annotated as **Ref: xx** and for simplicity, a summary is included in the Appendices with full details available upon request.
- 2.3 Where relevant, the Analysis will be in line with NE Transport Plan, STC Local Cycling and Walking Infrastructure Plan 2021-2036, SPD6 Parking Standards and:



In this Chapter we will discuss...



SITE LOCATION

- 3.1 Boldon Golf Club where the proposed 6 homes will be built is accessed directly off Dipe Lane.
- 3.2 Dipe lane is a two-way single carriageway with paved footways on both sides in the vicinity of the site frontage, street lighting, speed reduction measures along its length and 20mph. it is a distributor road serving a substantial residential community.
- 3.3 From the site access and for a distance of c. 246m to the west, the footway is on the northern flank only (which is the distance of the Golf Club green) then continues on both sides towards Hylton Lane.
- 3.4 Hylton Lane is a 30mph bus route which continues south towards Hylton Castle and the A1231 Wessington Way, Sunderland.
- 3.5 Dipe Lane to the east and north becomes 'Bridle Path' and its junction with Western Terrace is signalised with dropped kerbs and tactile paving on the A184 Western Terrace arms

SUSTAINABLE MODES OF TRAVEL

REFERENCES, RESEARCH & ISOCHRONES			
Walking	<i>CIHT Acceptable Walking Distances</i>	Walking is a viable travel choice up to 2km / 25minutes walk Primary Schools up to 1.6km Secondary Schools Up to 3.2km	
Cycling	<i>CIHT, NTS & Sustrans</i>	Cycling is a substitute for short car trips particularly under 5km and forms part of a longer journey by public transport	
Schools	<i>Primary & Secondary</i>	Primary <1 miles, 80% of journeys are made on foot and 2% cycle 1-2 miles, 69% of journeys are made on foot and 3% cycle Secondary <1 miles, 93% of journeys are made on foot and 2% cycle 1-2 miles, 69% of journeys are made on foot and 3% cycle	

CIHT, DfT & NTS 0306		2km is an acceptable walking distance for commuting Average distance walked 1.4miles / 2.24km Average distance cycles / 85th percentile 4.3km / 7.25km	Ref: 4 & 5
Rail	<i>Incl Metro</i>	1km is a reasonable walking distance to rail	Ref: 6
Isochrones		400m, 800m, 1.2km, 1.6km, 2km, 5km & 8km	Ref: 3 & 4

Figure 3.1
Sustainable Travel References

Bus Services

3.6 The development site is generally equidistant from bus stops which are available in the vicinity of Dipe Lane / Hynton Lane and Dipe Lane / Western Terrace junctions (Figure 3.2)

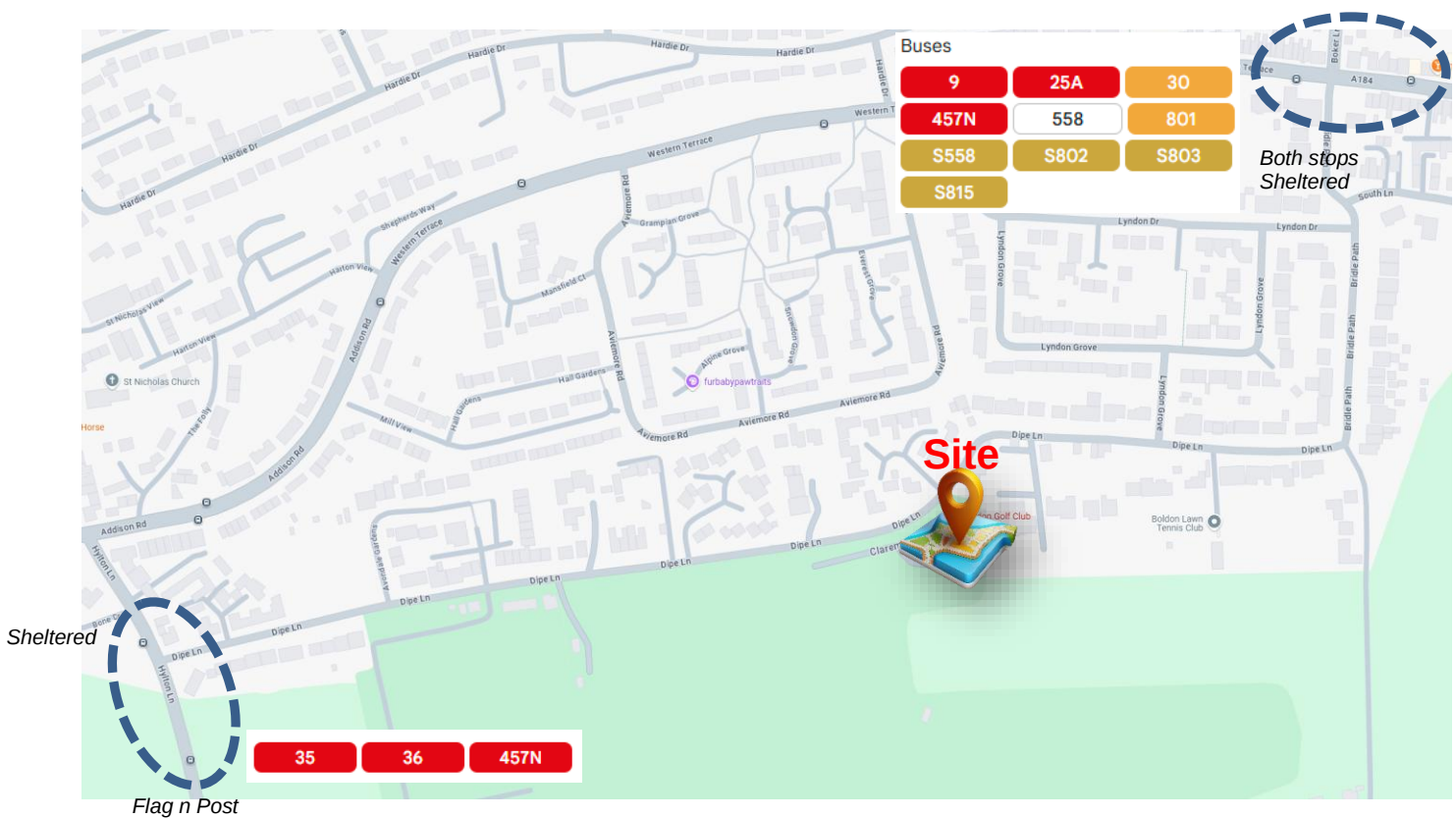


Figure 3.2
Bus stops / services relative to the site

3.7 A summary of the bus services is attached in Figure 3.3 with full timetables found at <https://www.nexus.org.uk/bus/timetables>

SERVICE	ROUTE	*APPROX. DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
9	Sunderland - Jarrow - North Shields	30		
25A	South Shields - Jarrow	-		60
30	South Shields – Cleadon – Boldon/Fellgate	60		
35	Sunderland – Boldon - Jarrow	60		
36	Sunderland – Jarrow - Lukes Lane Estate	60		-
558	Heworth - Boldon - Dene Estate	60		-
457N, S558, S802, S803 (Whitburn CoE Academy, St Robert of Newminster Catholic, Harton Academy)		School services		

Figure 3.3
Summary bus services

Metro

3.8 East Boldon Metro is 24 minutes walk / 6 minutes cycle ride and is served by the same bus services shown in Figure 3.3 . The station is on direct link to Newcastle City Centre, Airport, Sunderland, North and south Tyneside and all stations in between. These destinations are significant in terms of providing access to employment centres, retail, recreation and leisure amenities. The metro frequency is **every 12** minutes in the daytime and 15 minutes in the evening. The station also provides 10 cycle spaces which supports a multi-modal travel.

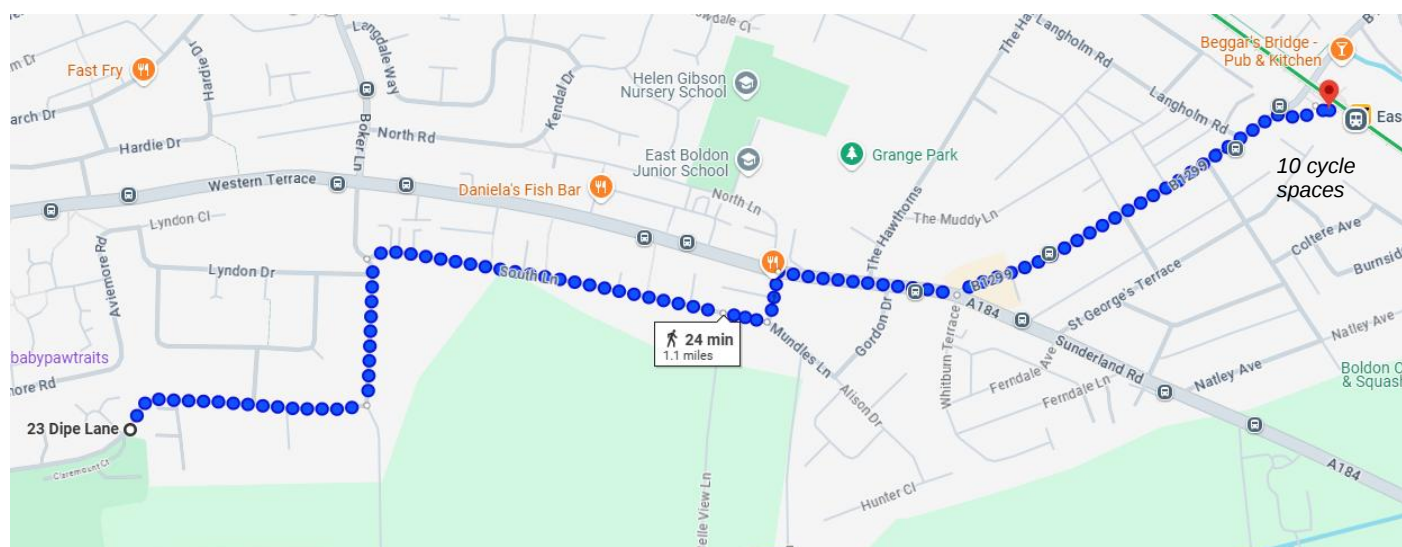


Figure 3.4
Metro Stations relative to the site

NON-MOTORISED ACCESSIBILITY

Walking & Cycling

- 3.9 As discussed in earlier sections, the local area is predominantly residential; Paved footways are available on both sides of Dipt Lane in the vicinity of the site access linking to those within the wider highway network and serving residents, visitors and staff of the wider golf club. In addition, Figure 3.6 demonstrate the footway links within the local area and in particular towards the local shops / centre to the north (discussed later).
- 3.10 Further, dedicated cycle routes are in close proximity of the site as demonstrated in Figures 3.5 and 3.7 linking the site towards local amenities, residential areas, Metro stations and the wider south Tyneside area.

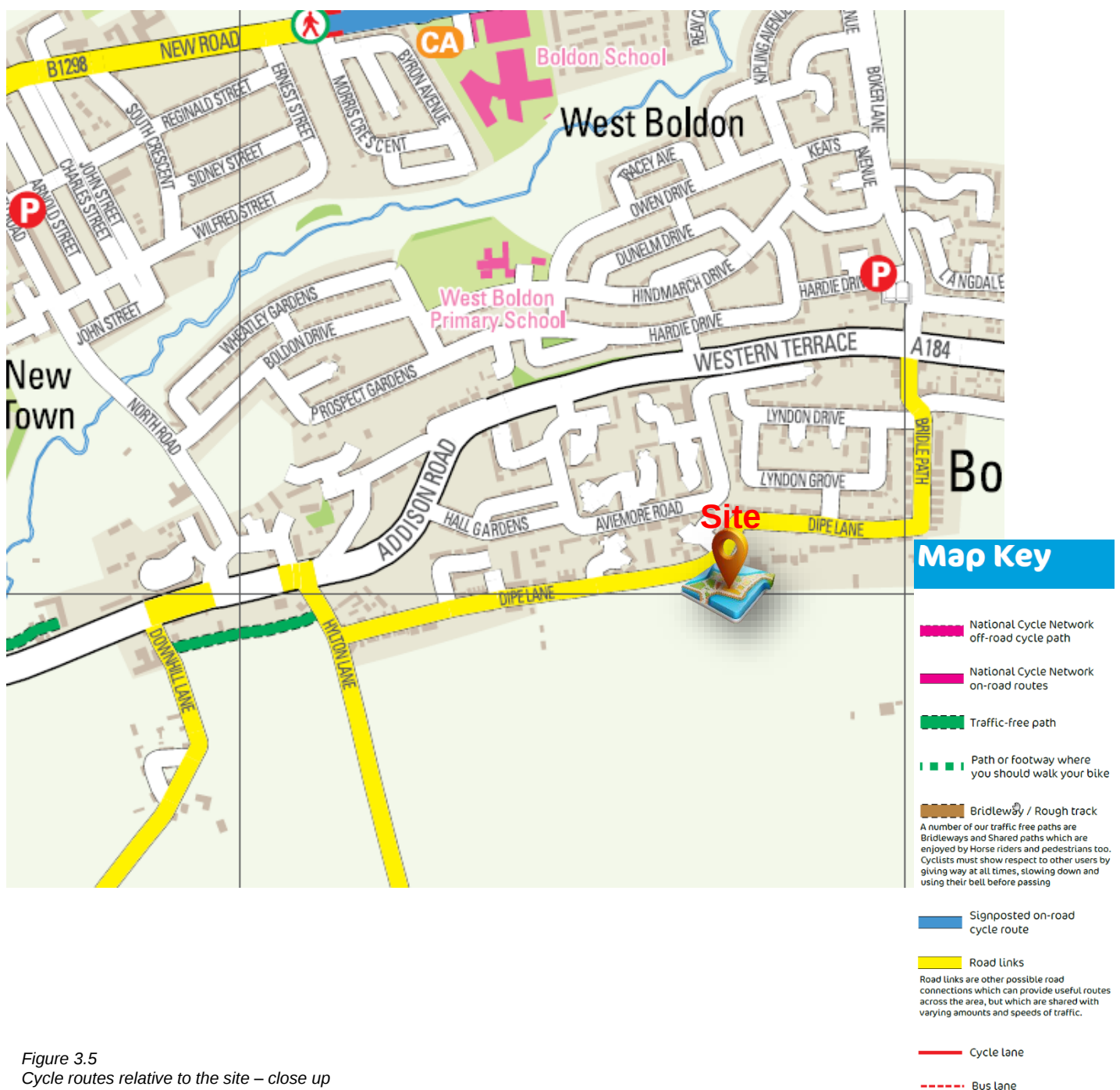
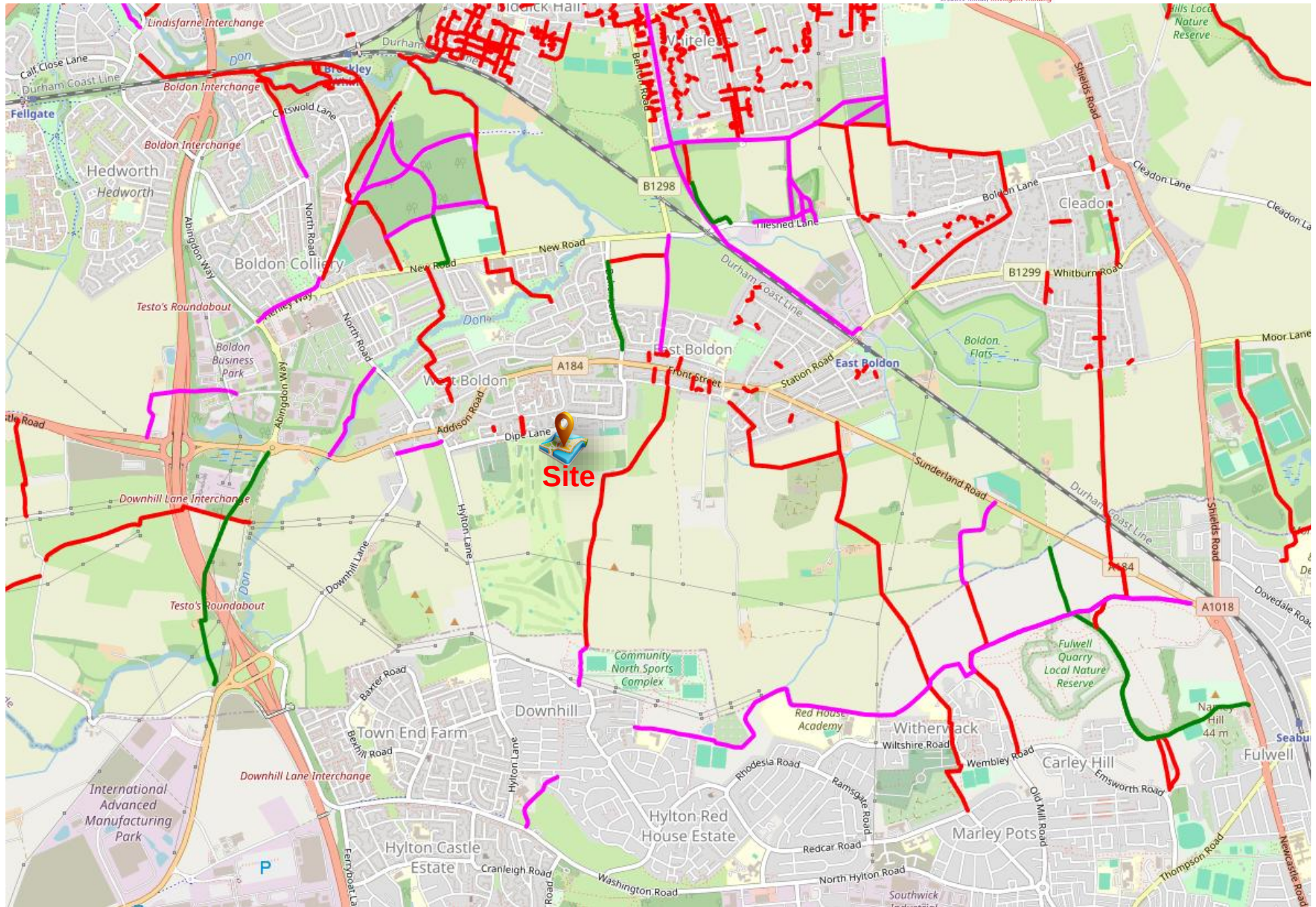


Figure 3.5
Cycle routes relative to the site – close up



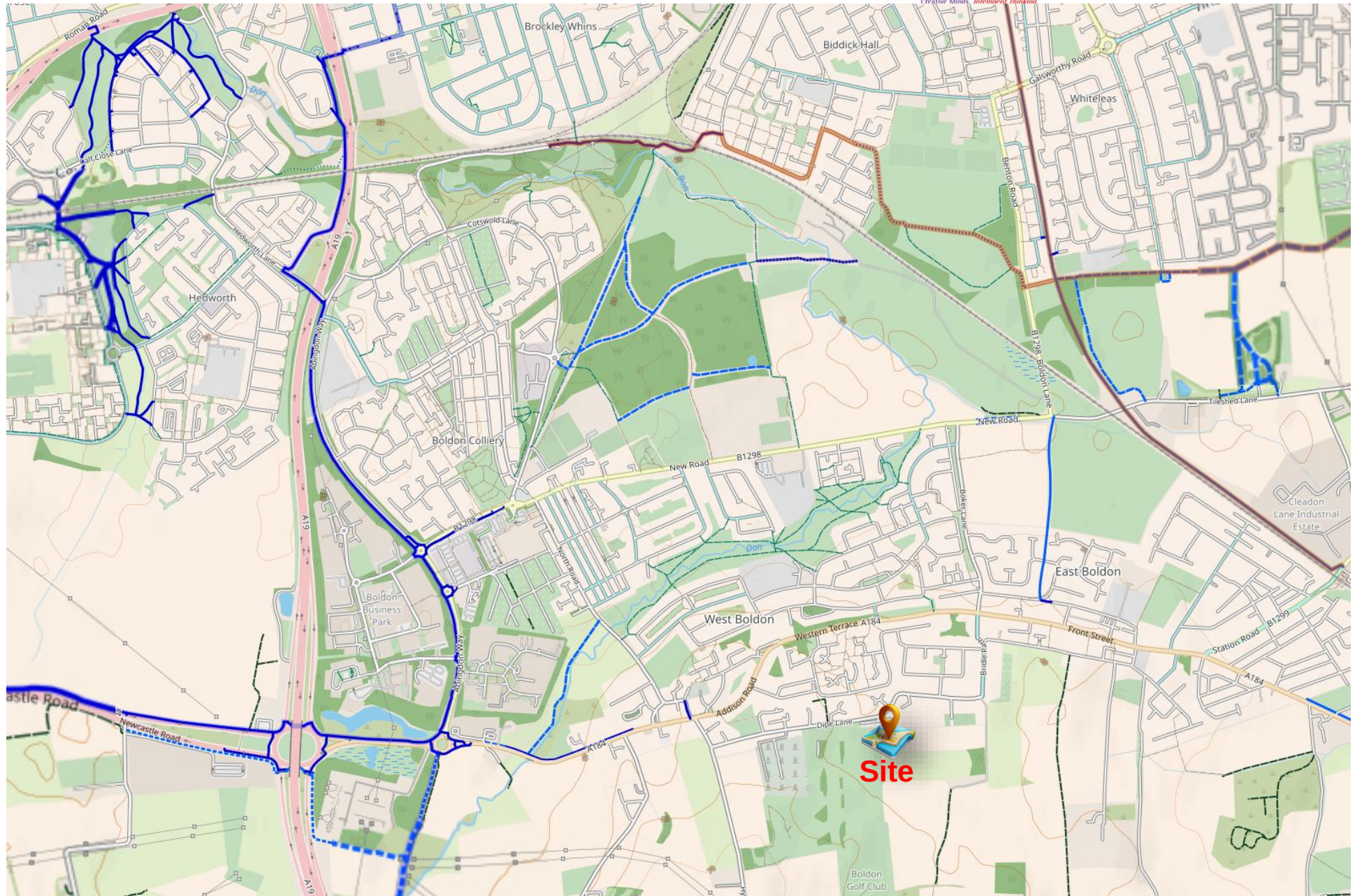


Figure 3.7
Cycle routes – wider view

Local Amenities

3.11 To assess the sustainability of the site in relation to local amenities and employment opportunities, reference is made to (a) the Government's index of multiple deprivation statistics which comprise four indicators of "Transport Inclusion" (b) National Audit Office accessibility to local services by walking and public transport and (c) The DfT's core accessibility indicators measuring access to key services. These indicators are defined as four essential types of facilities in which access is required and comprise:

- Primary Schools.
- Health Centres.
- Convenience Stores; and
- Employment Centres.

3.12 With Figure 3.1 in mind, the nearest local amenities are summarised as follows:

AMENITY	NAME	DISTANCE	JOURNEY TIME (MINS)	
			WALK	CYCLE
Nursery	Helen Gibson Nursery (North Lane)	1250m	16	6
Primary School	East Boldon Junior (North Lane)	1200m	15	5
	West Boldon Primary (Hindmarch Dr)	1120m	14	5
Secondary School	Boldon Secondary (New Road)	1360m	17	6
GP Surgery	Colliery Court Medical Group (New Road)	2000m	25	8
Convenience Store	Sunrise Foodstore (Wilfred St)	1440m	18	6
	Asda Superstore (North Road)	1680m	21	7
Employment Centres / others	Substantial employment, retail and leisure (west of the site, either side of A1298)	1.6-3km	Up to 38	Up to 12

Figure 3.8
Sample Local Amenities

Accessibility Summary & Compliance with Policy

3.13 The Analysis demonstrated that the development is considered to be in a sustainable location offering Staff / residents access to local amenities, leisure, employment and education from 400m walking up to 5km cycling distance from the site, i.e. by sustainable modes of travel other than a car.

COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

3.14 Taking into consideration the site's location and its nature, and highways pre-app comments, there are no committed developments or highway network infrastructure changes will have an impact on, or be affected by, the findings of this Analysis

PERSONAL INJURY INCIDENTS

3.15 Review of the PIIs indicated that there are:

- No incidents associated with the site access or Golf Club access.
- No incidents / clusters within 400m either side of the site access; hence
- The proposals will not have any significant effect or 'severe' impact on the local highway network, in terms of its safety.

In this Chapter we will discuss...



- 4.1 The development proposal comprises the refurbishment of the Boldon Golf Clubhouse, reconfigure golf club parking and construction of 6 townhouses together with parking and associated landscaping, drainage and infrastructure.

MOVEMENT AND ACCESSIBILITY STRATEGY

- 4.2 iTPs movement and access strategy provides a balanced approach between the various road user functions, taking account of constraints and opportunities and informed by key guiding principles:



Accessibility Audit

Pedestrian and Cycle Connectivity

- 4.3 Based on Chapter 3 assessment, the architectural plans, the development proposals ensure that:
- Accessibility issues have been considered; paved footways are introduced which provided continuity for residents from their front door to the adjoining adopted highway infrastructure.
 - Cycle storage is provided, and the adjoining residential streets encourage cyclists to travel to destinations up to 5km; and
 - The provision for visually impaired pedestrians, hearing-impaired pedestrians, wheelchair users and mobility-impaired people has been incorporated.

ACCESS ARRANGEMENTS

- 4.4 The engineering / architectural drawings demonstrate a site access geometry and general arrangements including dropped kerbs and tactile paving.
- 4.5 The Golf Club has two access points.
- The main Golf Club access point is c. 46m c/c west of Claremont Court; it is two-way and forms a simple priority T junction with Dipe Lane.
 - The eastern most access is currently an EXIT only.

Existing

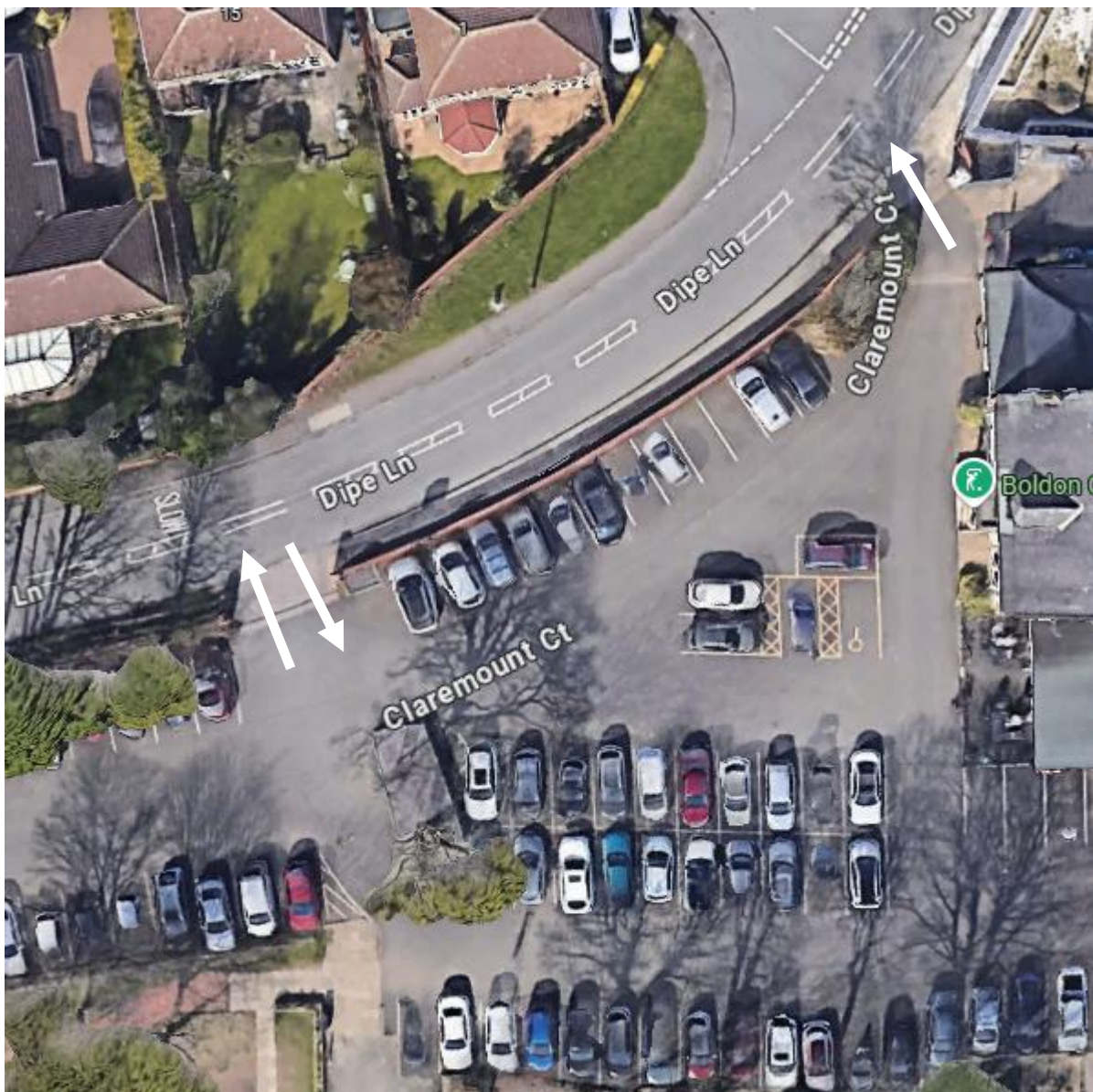


Figure 4.1
Existing access arrangements

- As part of the development proposals, the eastern access will become an **ungated** ENTRY only serving the proposed residential development. Club members and visitors will be made aware of this nonetheless, it has never been an entry hence, there will be no confusion.
- The residential car park aisle (access road) is 6m wide which enables parked vehicles to reverse and egress in a forward gear along the one-way access road.
- The residential site is:
 - One-way plates controlled at the entrance; and
 - barrier controlled at its exit / the Golf Club carpark junction.

this ensures vehicles move in a one-way direction and egress from the main golf club carpark access and avoids any possibility of indiscriminate access in the opposite direction. The barrier automatically open to egressing vehicles however, it prohibits entry into the residential site from the golf club car park.

Proposed



Figure 4.2
Proposed access arrangements

SERVICING

- 4.6 It is anticipated that the development would attract the usual servicing requirements such as refuse collection online orders deliveries and maintenance.
- 4.7 The homes will be serviced (refuse) by private arrangements using the same companies currently serving the Golf Club and in line with their existing servicing arrangements as demonstrated on the architectural drawings and detailed in the Design and Access Statement.
- 4.8 Other deliveries, such as post, perishables / courier etc, will be by LGVs and these can enter and egress in a forward gear as demonstrated in the swept path analysis attached in Appendix 2.
- 4.9 A Servicing and Deliveries Management Plan will be produced in accordance with any planning conditions imposed.

CAR & CYCLE PARKING

- 4.10 The development's classification is C3 which based on STC SPD6 Parking Standards require 2 parking spaces per dwelling plus 1 space per 3 dwellings for visitors.
- 4.11 To provide a sense of place and reduce hard surfacing, residents will be provided with parking in the immediate vicinity of their homes; visitors can use the golf club car park if the need arises. This provides an efficient use of land, better landscaping and meets the sustainable 'beautiful' vision for the development.
- 4.12 Each dwelling will be provided with an EV bay and cycle storage as annotated on the architectural drawings.
- 4.13 Further, the golf club car park in the vicinity of the proposed development will be reconfigured into a more efficient design with improved landscaping as detailed in the Design and Access Statement and architectural drawings.

VEHICULAR TRIP GENERATION

- 4.14 To establish the vehicular trips generated by the proposed development, estimates are typically provided to iTP by TRICS consortium however, in this specific case, since the development quantum is limited, and assuming a trip rate of 0.75, the development may generate a maximum of 4-5 movements from 2 separate accesses which is negligible and well within the hourly variations in traffic.
- 4.15 Since the transport planning industry threshold of 30 movements is not exceeded, no further analysis is warranted.

MULTI-MODAL MODES OF TRAVEL

- 4.16 To estimate the likely modal split associated with travel to/from the proposed development, Census Data was provided by the Office of National Statistics relating to the existing travel characteristics of local residents (employed only) for STC Mid Layer Super Output Area 023 where the site is located. The 2021 census data is not reliable hence, the 2011 data was also investigated to provide an additional guiding scenario
- 4.17 The Census Data indicates that generally, SOV is reducing in favour of Homeworking with public transport, walking and carsharing being the predominant sustainable modes of travel. Cycling is somewhat unchanged.
- 4.18 This data would be useful to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle lay
area name E02001790 : South Tyneside 023

rural urban Total %age

0

Method of Travel to Work	2011	
All categories: Method of travel to	4,234	
Work mainly at or from home	123	4.5%
Underground, metro, light rail, tra	205	7.5%
Train	45	1.6%
Bus, minibus or coach	141	5.2%
Taxi	12	0.4%
Motorcycle, scooter or moped	13	0.5%
Driving a car or van	1,848	67.5%
Passenger in a car or van	129	4.7%
Bicycle	38	1.4%
On foot	138	5.0%
Other method of travel to work	44	1.6%
Not in employment	1,498	
	2,736	100.0%

TS061 - Method used to travel to work

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population All usual residents aged 16 years and
units Persons
area type 2021 super output areas - middle laye
area name E02001790 : South Tyneside 023

Method of travel to workplace 2021 %age

number %

Method of travel to workplace	2021	%age
Total: All usual residents aged 16 yea	2,627	100.0
Work mainly at or from home	808	30.8
Underground, metro, light rail, tram	58	2.2
Train	19	0.7
Bus, minibus or coach	56	2.1
Taxi	6	0.2
Motorcycle, scooter or moped	4	0.2
Driving a car or van	1,418	54.0
Passenger in a car or van	88	3.3
Bicycle	39	1.5
On foot	94	3.6
Other method of travel to work	37	1.4

Figure 4.3
2011 Census Data – Method of Travel to Work
Person Trips by Mode

In this Chapter we will discuss...



WELCOME PACK

- 5.1 Due to the scale of development, a Travel Plan will not be meaningful however, a Welcome Pack including Personalised Travel Planning should be produced to highlight, encourage and promote the sustainability and accessibility of the site.

01 Objectives

- To reduce the need to travel to and from the site
- To reduce single occupancy car travel to and from the site
- To promote and encourage walking, cycling and use of public transport as a healthy and sustainable ways of travelling to and from the site

02 Contents

- Sustainable Transport Links an example of which is found at www.iprtgroup.com/links
- Provide / offer / produce Personalised Travel Planning to all individuals
- Information about travelling to the development by sustainable means of transport

03 Transport Information

- Information regarding journeys by public transport including a map of the route and location of bus stops, timetable information for the journey and the cost of travel, etc.
- Telephone numbers to local taxi companies.
- Maps showing walk and cycle routes to regular destinations and information on the cycle facilities applicable to the person.

04 Health Benefits

- Be active for general wellbeing – walking and active travel are associated with lower likelihoods of being overweight or obese, having diabetes, or hypertension, positive mental health
- Cycling is low impact and can help to protect you from serious diseases such as stroke, heart attack, some cancers, depression, diabetes, obesity and arthritis.

Walking one mile to work



20 minutes

Journey time (one way)



164 calories

Total calories burned (there and back)



10 minutes

Journey time (one way)



100 minutes

Time walking over a week.



15 minutes

Total journey time (one way)



150 minutes

Time spent cycling over a week.



2 years

On average, cyclists live two years longer than non-cyclists.

Walking half a mile to the station

5.2 Further, and as part of the Welcome Pack:

- Setup a WalkBUDI and BikeBUDI groups to support and encourage residents to walk and cycle.
- Provide all residents with personalised travel planning (PTP) to:
 - Encourage them to register on car-sharing websites or agree to allow the sales agent(s) to make introductions between neighbours so they may share travel arrangements to work, education and local amenities.
 - Maximise opportunities for public transport uptake and get residents in the habit of travelling sustainably from the outset.
- Introduce a 'site / community specific' LiftShare where residents will be encouraged to (a) register on the national LiftShare scheme and (b) form a 'area specific' social media group that encourage local residents to carshare.

Personalised Travel Planning

- 5.3 PTP is a proven technique that delivers measurable and sustained reductions in car use, increasing levels of physical activity, reducing traffic congestion and helping to tackle climate change. Previous project examples have achieved an average reduction in car driver trips of at least 10%, with corresponding increases in active travel and the use of public transport and a reduction in the distance travelled by car by 12%.
- 5.4 It does this by addressing the subjective barriers to greater use of sustainable travel, for example by raising awareness of alternative travel options and responding to misperceptions of journey time and length.
- 5.5 The 'core service' involves offering Users free tailored information and support, enabling them to walk, cycle and use public transport more often. Research has shown that four out of five trips either start or finish at home, so there is huge potential for reducing car driver trips and achieving a modal shift by closely working with Users.

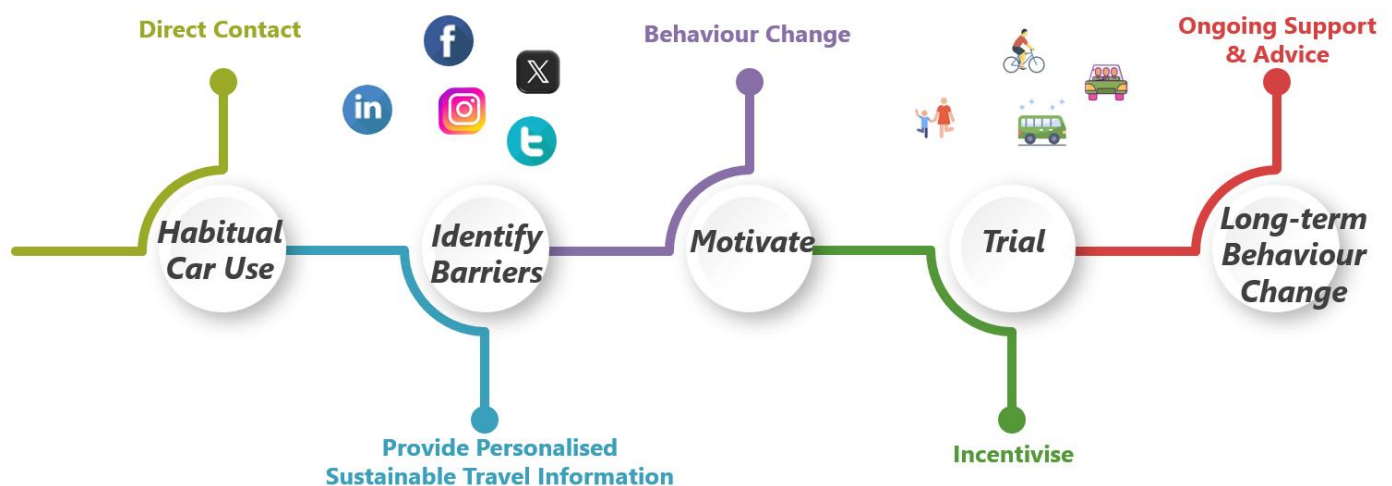


Figure 5.1
Interaction between the PTP process and personal decisions

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.6 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement. Local site conditions will dictate the range of considerations for inclusion in a CTMP, but a non-exhaustive list includes:

- ◆ Duration of Build
- ◆ Working hours for construction & demolition activities
- ◆ Number and size of delivery vehicles (average day) & routing agreements for construction traffic
- ◆ Location of the site compound for storage and parking; Details of contractors' compounds, materials storage and other storage arrangements, including cranes and plant, equipment and related temporary infrastructure
- ◆ A condition survey of surrounding roads
- ◆ Wheel washing facilities & measures to prevent mud & other material migrating onto the highway
- ◆ Any temporary access and traffic management; Designation, layout, lighting requirements (on and off site) & design of construction access & egress points
- ◆ Details for the provision of directional signage (on & off site)
- ◆ Details for the loading and unloading of plant, machinery and materials
- ◆ Details of provision for all site operatives, parking and turning within the site
- ◆ Details of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ◆ Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works
- ◆ If applicable, details of methods for piling of foundations including measures to suppress any associated noise and vibration
- ◆ A strategy to inform the local community of activities, including the provision of complaints procedures.
- ◆ Surface water drainage measures throughout construction
- ◆ Measures to monitor & control (a) emission of dust & dirt (b) noise & vibration

In this Chapter we will discuss...



6.1 In assessing these specific proposals for development, it was ensured that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
- 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 through a vision-led approach

6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal is consistent with the sustainable travel objectives outlines with the local and national guidelines and policies:

- Priority is given to pedestrian and cycle movements within the scheme linking with neighbouring areas; and, so far as possible, facilitate access to public transport.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Safe, secure and attractive development that minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Incorporate charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.

6.4 The Analysis has therefore demonstrated that:

- All person trips can be accommodated within the existing infrastructure.
- Non-Motorised Users (NMUs) connectivity is maintained.
- No mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network, following mitigation, that is severe.

6.5 It is concluded that there are no transport/highways reasons for refusal of planning permission.

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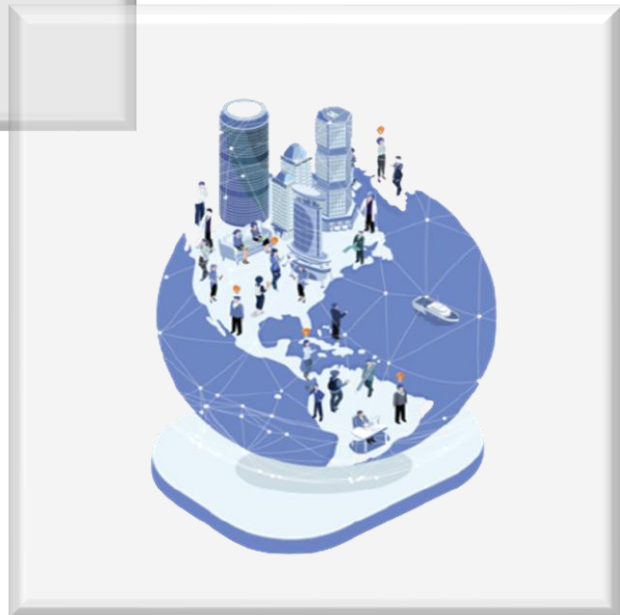


Sites Appraisal & Feasibility Assessments

Transport Assessments Transport Statements Green Sustainable Travel Plans



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APPENDIX	CONTENT	PAGE
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2	Development Proposals	16
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 CIHT Chartered Consultancy
 CIHT Diversity & Inclusion Charter
 The Fisher Cassie Award 1998
 The Royal Academy of Engineering Leadership Award 1997



The following is an extract summary for ease of reference, however, we would only be pleased to send full technical pack if requested

Ref: 1	MfS & MfS2	MfS2 paras 1.3.3 – 1.3.7												
Ref: 2	Visibility Splays	MfS paras 1.3.2, 1.3.6, 10.5.2 & Table 7.1												
Ref: 3	Pedestrian Visibility Splays	2m x 2m x 2m at a height not exceeding 600 mm												
Ref: 4	Acceptable Walking Distances to Public Transport	CIHT publication “Guidelines for Planning for Public Transport in Developments” iTP NTS 2002 - 2012 Analysis <table><tr><th></th><th>Median</th><th>Mean</th><th>85th Percentile</th></tr><tr><td>Bus Stops</td><td>480</td><td>580</td><td>810</td></tr><tr><td>Rail Stations</td><td>810</td><td>1010</td><td>1610</td></tr></table> CIHT 2018 Buses In Urban Development publications		Median	Mean	85 th Percentile	Bus Stops	480	580	810	Rail Stations	810	1010	1610
	Median	Mean	85 th Percentile											
Bus Stops	480	580	810											
Rail Stations	810	1010	1610											
Ref: 5	Acceptable Walking Distances	MfS s4.4, para 6.3.1 CIHT Providing for Journeys on Foot Table 3.2												

CIHT Standard	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Ref: 6	<i>Acceptable Cycling Distances</i>	NTS & Sustrans 2004 Travel Behaviour Research Baseline Survey and guidance states that cycling has the potential to substitute short car trips, particularly those less than 5km and has the potential to cater for many more trips than current levels. Cycle use is considered a feasible means of transport over short to medium distances.
Ref: 7	<i>Form of Access</i>	CD123
Ref: 8	<i>TRICS</i>	Paras 6.9, 6.10, Table 4.1

Ref: 9	DfT and HE Guidance on Development Impact	GTA para 2.11 CIHT Guidelines for Traffic Impact Assessment National Highways Network Analysis Tool (NAT)																
Ref: 10	Environmental Impact	Guidelines for the Environmental Assessment of Road Traffic																
Ref: 11	Car Parking – NPPF	Paras 111, 112																
	Car Parking – MfS	Paras 8.3.2, 8.3.6, 8.3.13, 8.3.15																
Ref: 12	Setting of Local Speed Limits	Department for Transport Circular 01/2013 - Setting of Local Speed Limits																
Ref: 13	Construction Traffic Guidance	Available upon request																
Ref: 14	Swept Path Analysis	Based on largest vehicle likely to access the site such as refuse vehicle (for residential) or artic for commercial																
Ref: 15	Centreline Radii & Widening on Bends	<table border="1"><tr><td>Centre line radius (m)</td><td>20</td><td>30</td><td>40</td><td>50</td><td>60</td><td>80-400</td><td>400 +</td></tr><tr><td>Minimum widening (m)</td><td>0.60</td><td>0.40</td><td>0.35</td><td>0.25</td><td>0.20</td><td>0.15</td><td>0.00</td></tr></table> (informal generic advice, always consult the LHA standards)	Centre line radius (m)	20	30	40	50	60	80-400	400 +	Minimum widening (m)	0.60	0.40	0.35	0.25	0.20	0.15	0.00
Centre line radius (m)	20	30	40	50	60	80-400	400 +											
Minimum widening (m)	0.60	0.40	0.35	0.25	0.20	0.15	0.00											
Ref: 16	Welcome Pack Links	http://iprtgroup.com/links or scan the QR code 																
Ref: 17	PIIs Analysis Criteria	clusters are typically identified as 5 or more personal injury collisions occurring up to 50m radius over a 5 year period.																
	The PII assessment methodology: Aims to identify any significant highway safety clusters and provide an analysis of the recent accident history of the study area (the radius of which is as agreed with the LHA).																	

- Considers critical locations on the road network with poor accident records in *the vicinity of the site* to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems.

From the above, review the Road Safety factors (RSF) and identify if there are any clusters or a discernible pattern(s) to incidents at any of the junctions or carriageways in the vicinity of the proposed development and if so, whether the apparent issue(s) in the area would affect, or be affected by, the proposed development.

PRECIPITATING FACTORS		MAIN CONTRIBUTORY FACTOR
BEHAVIOUR OR INEXPERIENCE	B1	Failed to comply with traffic sign/signal
	B2	Disobeyed double white lines in centre of road
	B3	Driver / rider did not stop at junction
	B4	Ineffective observation by driver/rider, cyclist, pedestrian, equestrian
	B5	Learner or inexperienced driver/rider
	B6	Passing too close to cyclist, horse or pedestrian
	B7	Vehicle door opened in path of pedestrian, cyclist horse
DISTRACTION OR IMPAIRMENT	D1	Affected by alcohol
	D2	Affected by drugs
	D3	Driver/rider too tired to drive/ride safely
	D4	Uncorrected or defective eyesight
	D5	Illness or disability (mental or physical)
	D6	Using mobile device
	D7	Distraction in or outside of vehicle
NON-MOTORISED ROAD USERS <i>Pedestrian, cyclist or equestrian</i>	P1	Wrong use of pedestrian, cyclist, equestrian crossing facility
	P2	Cyclist entering road from pavement
	P3	Risk taking behaviour in carriageway
	P4	Careless or in a hurry
	P5	Pedestrian, cyclist, equestrian hard to see
ROADS	R1	Deposit on road
	R2	Slippery surface due to weather
	R3	Driver/riders view obscured by stationary or parked vehicles
	R4	Drivers/rider view obscured by road layout, vegetation, buildings or signs
	R5	Drivers/rider vision affected by adverse weather or dazzle
SPEEDS	S1	Exceeding speed limit
	S2	S2 Travelling too fast for conditions
	S3	S3 Following too close
	S4	S4 Dangerous or reckless driving/riding
	S5	S5 Driving too slowly for conditions including inexperience with vehicle or driving on left
	S6	Vehicle used in course of crime
VEHICLES	V1	Defective tyres
	V2	Other vehicle defects
	V3	Overloaded or poorly loaded vehicle or trailer
	V4	Driver view obscured or blind spot
	V5	Not using lights in dark or inclement weather

Ref: 18

LTN 1/20

In line with LTN 1/20 Core design principles, cycling and walking infrastructure should be directly accessible for all, and be:

COHERENT	DIRECT	SAFE	COMFORTABLE	ATTRACTIVE
Routes simple to navigate and of a high quality Cycle routes should be at least equally as direct as motor vehicle routes Infrastructure should be safe for all Good quality, well-maintained surfaces Public spaces should be well designed for people to spend time				

Cycle parking is an 'essential component' of cycle infrastructure; helping people confidently choose to cycle involves parking that is in a good location, easy to use for all, secure, and also attractive and welcoming. As part of the developments design ethos:

- Consideration has been given to different types of cycles and all types of cycle user (LTN 1/20 para 11.2.1)
- Space for cycle parking was considered at the earliest opportunity in the scheme development process (LTN 1/20 para 11.1.4)
- Consideration of users fear of vandalism and theft which may deters cycling (LTN 1/20 para 11.2.1)
- Security is the primary concern for long stay cycle parking (LTN 1/20 para 11.2.4)

Short stay parking: For short stays, users will be most concerned with **convenience** of access while having a safe place to secure their cycle. Cycle parking located close to shop fronts will generally provide good passive surveillance. Small clusters of stands close to main attractors are preferable to one central 'hub', although in certain circumstances / developments, a central facility on the ground floor of a car park or near the main pedestrian entrance to the may be the optimum location. Proximity is also essential for disabled cyclists who may be unable to walk very far.

Longer stay parking: **Security** is the primary consideration for longer stay parking. Many users will be willing to trade some convenience for additional security such as CCTV coverage, shelter from weather and secure access (i.e. not open to the passing public); secure parking should still be close to the main entrances and easy to access from the local cycle route network (LTN 1/20 Figure 11.1). Similarly cycle parking in **dwelling**s must be convenient, either in the home, within the building or in the immediate vicinity.

Cycle Parking: the cycle parking provision proposed includes secure, covered cycle storage. Details are included on the architectural plans and depending on the nature of the development, 5% of the proposed cycle parking on site is sufficient for larger bikes and e-bike (i.e. non-standard), including provision for charging.

The following is an extract from LTN 1/20 Table 11.2 summarising the recommended and minimum dimensions for banks of Sheffield type stands:

	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2m	2m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (if larger cycles use the end bay only)	3m	1.8m
Access aisle width (if large cycles use internal bays)	4m	3m
Edge access aisle + one bay to the side	5m-6m	3.8m-5m
Central access aisle + one bay to each side	7m-8m	5.8m-7m
Spacing between stands	1.2m	1.0m
Gap between stand and wall (part of bay width)	700mm (typical wheel diameter)	500mm

Two-tier stands

- Two-tier racks provide an efficient use of space as they may provide additional density, offering around a third more cycle parking capacity in the same footprint. However, two-tier cycle racks are typically optimised for a “standard” two-wheeled, 2m long cycle.
- In such circumstance, additional provision for three-wheelers, tandems, recumbents and other “non-standard” cycles are provided where two-tier racks are in use.
- Two-tier stands will incorporate a ceiling height of at least 2.7m; subject to the intended nature of end users, spring loaded or gas-assisted stands should be considered to assist in lifting the stands into position.

The Figure below presents the total trip generation for the development and LTN 1/20 advises appropriate level of protection for cyclists from motor traffic on highways



LTN 1/20

Coherent

Direct

Safe

Comfortable

Attractive

LTN 1/20 Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% Of the 24-hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

TRANSPORT POLICY CONTEXT

National Planning Policy Framework [NPPF] – para numbering reflects that in the NPPF

Promoting sustainable transport

9. Promoting sustainable transport

109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) making transport considerations an important part of early engagement with local communities;
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - c) understanding and addressing the potential impacts of development on transport networks;
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
110. 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.
111. 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 attractive and well-designed walking and cycling networks with supporting facilities such as secure 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 area⁴⁶, 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 General Aviation Strategy⁴⁷.
112. 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;
 - 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.
113. 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.
114. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and
 - d) 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 through a vision-led approach.
116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.
117. 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;
 - 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.
118. 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

MANUAL FOR STREETS (MFS1)

- i. Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."
- ii. 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 provides guidance in order that streets can be designed to:
 - 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.
 - Be attractive and have their own distinctive identity.
 - Be cost-effective to construct and maintain; and
 - Be safe.
- iii. Manual for Streets advocates inclusive design and its principles which 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.
- iv. 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 1,000 vehicles per hour at peak times.*

v. Scope of MfS:

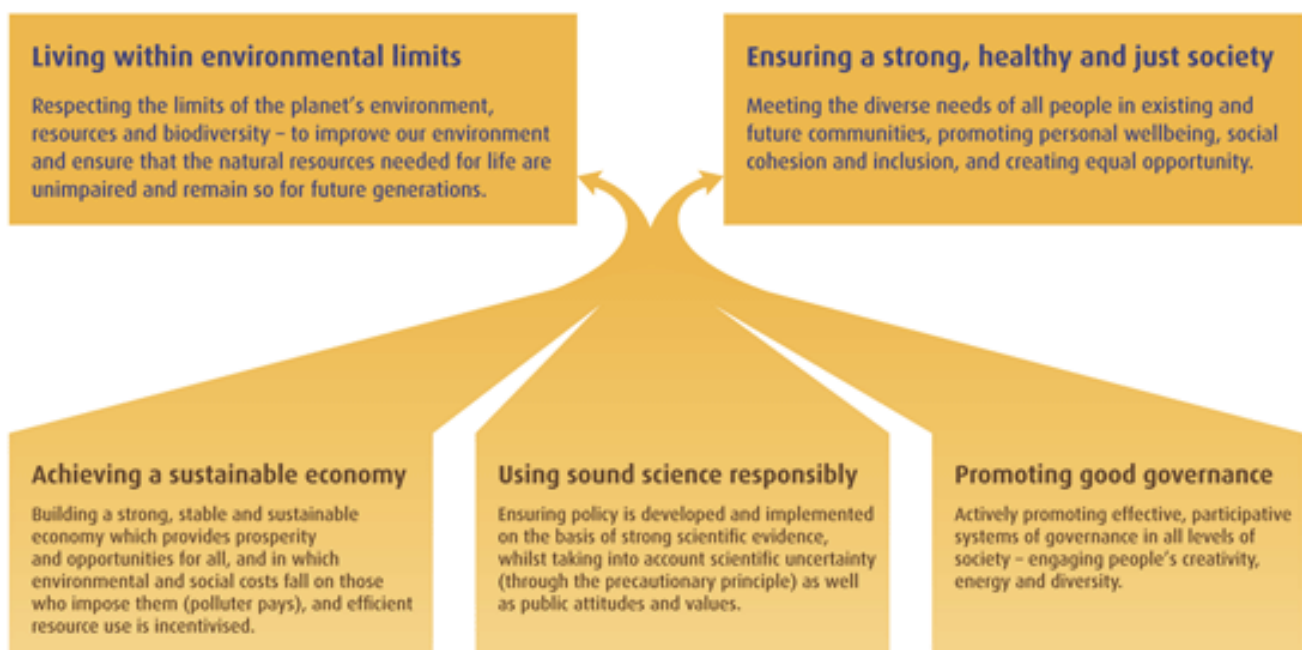
Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

Table 1.1 Application of key areas of MfS advice

Note: ● yes ● subject to local context

SUSTAINABLE DEVELOPMENTS

- vi. In order for the UK to become more sustainable, it is important to have an agreed set of principles that can be used as a basis for co-ordinated national policies, strategies and action plans.
- vii. The UK Government published its 'Five Principles of Sustainable Development' in its Shared Framework for Sustainable Development, released in March 2005.



CYCLE INFRASTRUCTURE DESIGN LTN 1/20

- viii. The guidance has been developed closely with stakeholders so that it reflects the latest developments in cycle infrastructure design, including proven design elements pioneered by Transport for London and by the Cycle Ambition Cities and in Wales under the Welsh Active Travel Design Guidance.
- ix. It reflects current best practice, standards and legal requirements. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings.
- x. In Summary, the requirements are:
 - Local authorities are responsible for setting design standards for their roads.
 - The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes. The Cycling Level of Service (CLOs) and the Junction Assessment tools (JAT) are new mechanisms introduced to set minimum quality criteria.

THE STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT, DfT CIRCULAR 01/2022

- xi. The Strategic Road Network and the Delivery of Sustainable Development published by DfT is a document that sets out how National Highways will interact with stakeholders and interested parties to maintain a fully functional Strategic Road Network (SRN), in regard to economic and sustainable growth.
- xii. The document provides guidance on how the SRN should be assessed when accompanying planning applications which may affect the SRN. 3.2.9 The document details that development proposals are likely to be accepted if the volume of traffic it is to generate are within the available capacity of the network, or if they do not increase the demand for a specific link or junction.

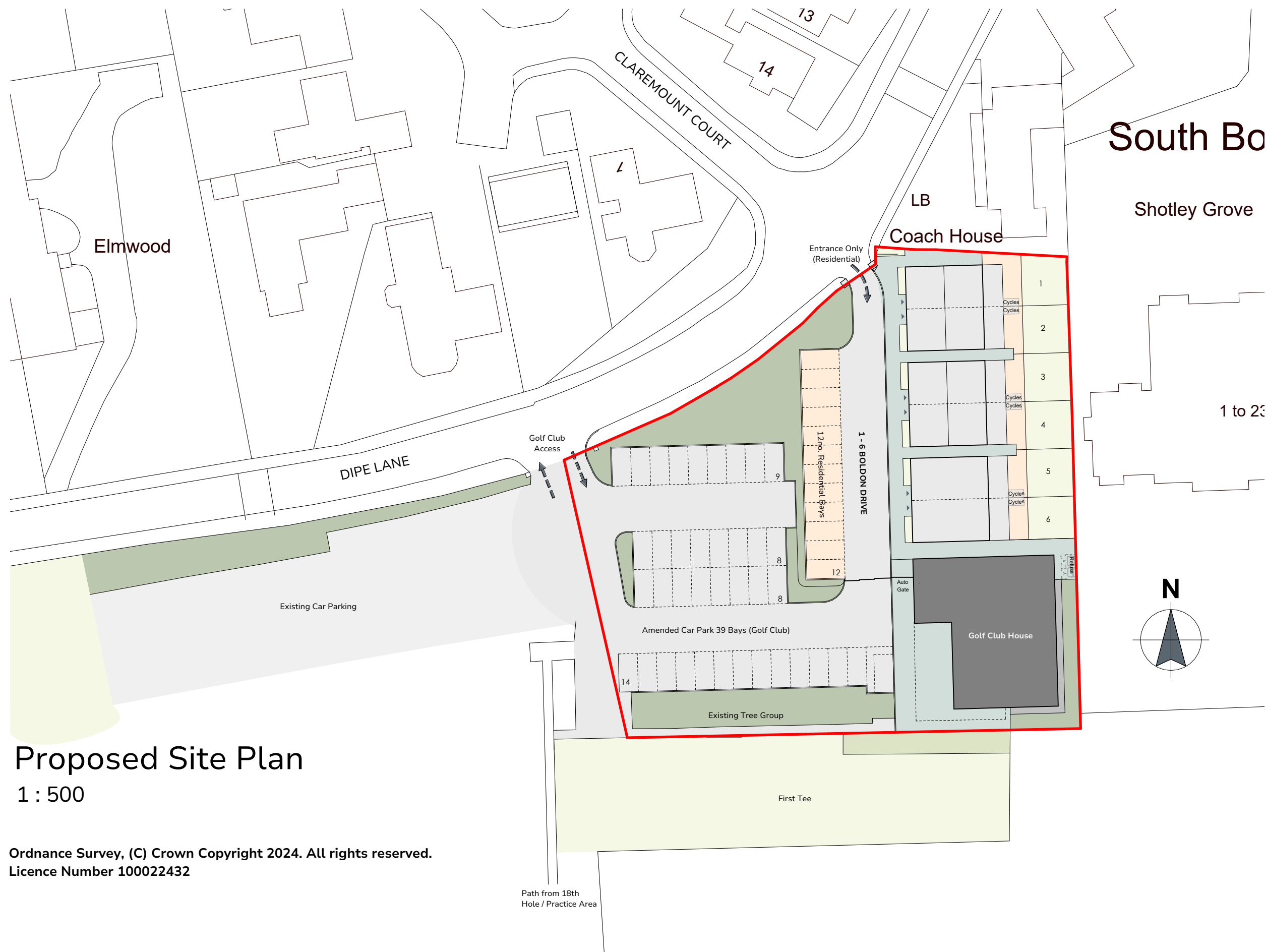
TRANSPORT WHITE PAPER 'CREATING GROWTH, CUTTING CARBON - MAKING SUSTAINABLE LOCAL TRANSPORT HAPPEN'

- xiii. The Government's vision for a sustainable local transport system is set out in this White Paper, which acknowledges that transport provision is essential for economic growth. The Paper also recognises, however, that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitments on climate change, as well as creating a safer and cleaner environment in which to live. The Government highlights sustainable transport solutions as a means by which the economy can grow, which will also see a positive impact on the local environment.

- xiv. Whilst the Paper outlines the funding options which will be available for sustainable transport schemes, it also recognises that investment alone will not be enough and that help needs to be given to people to ensure that the transport choices they make are good for society. The Paper recognises that it is at the local level where most can be done to encourage sustainable transport modes and implement sustainable transport schemes. Solutions should be developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities.
- xv. Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes, and acknowledges that it is not feasible for some trips to be undertaken by these modes. There is therefore a realisation that the car will continue to be an important mode of transport and a focus should be given to making car travel greener through electric and other low emission vehicles.

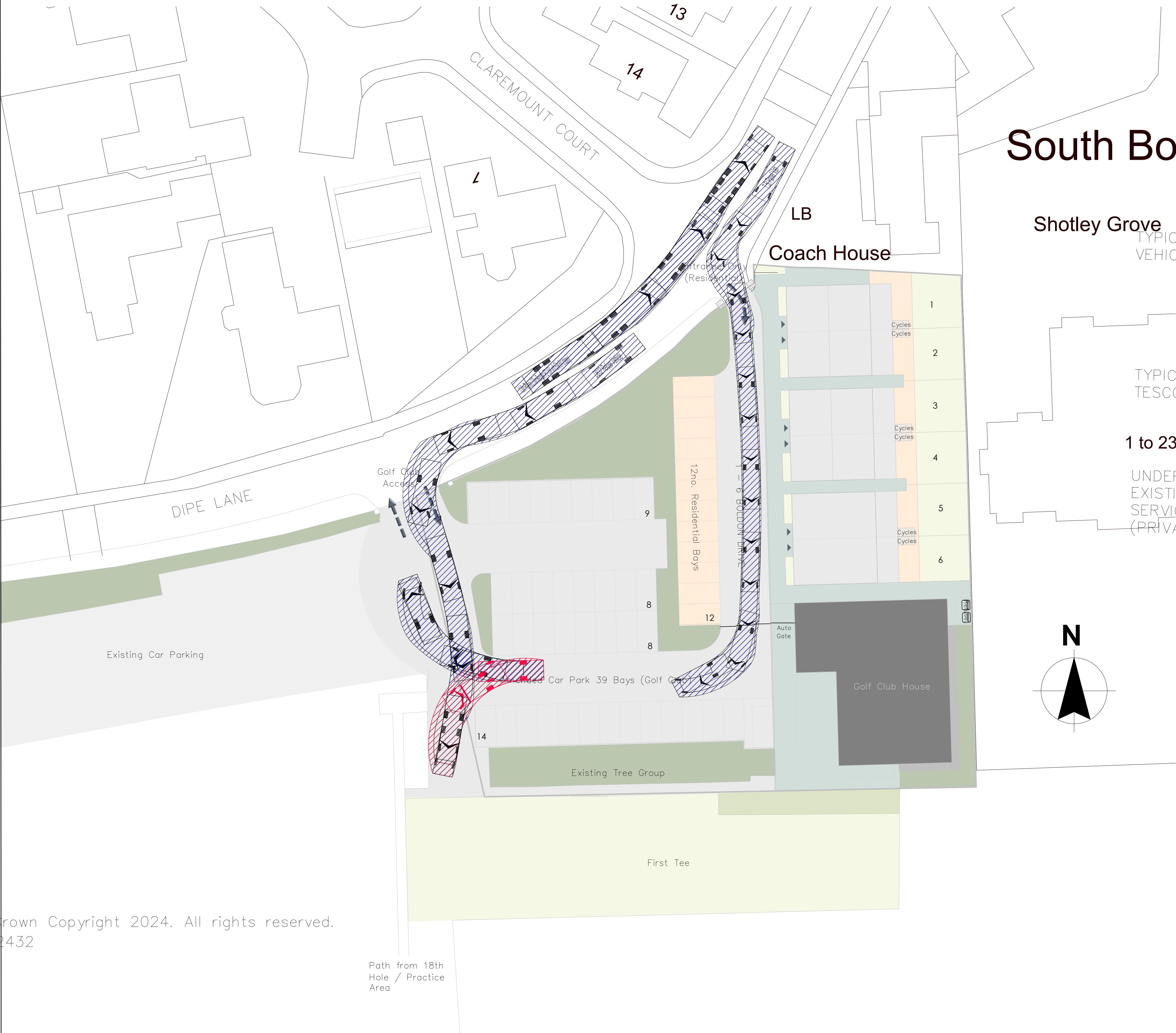
REGIONAL & LOCAL POLICIES

- xvi. Please refer to planning statement



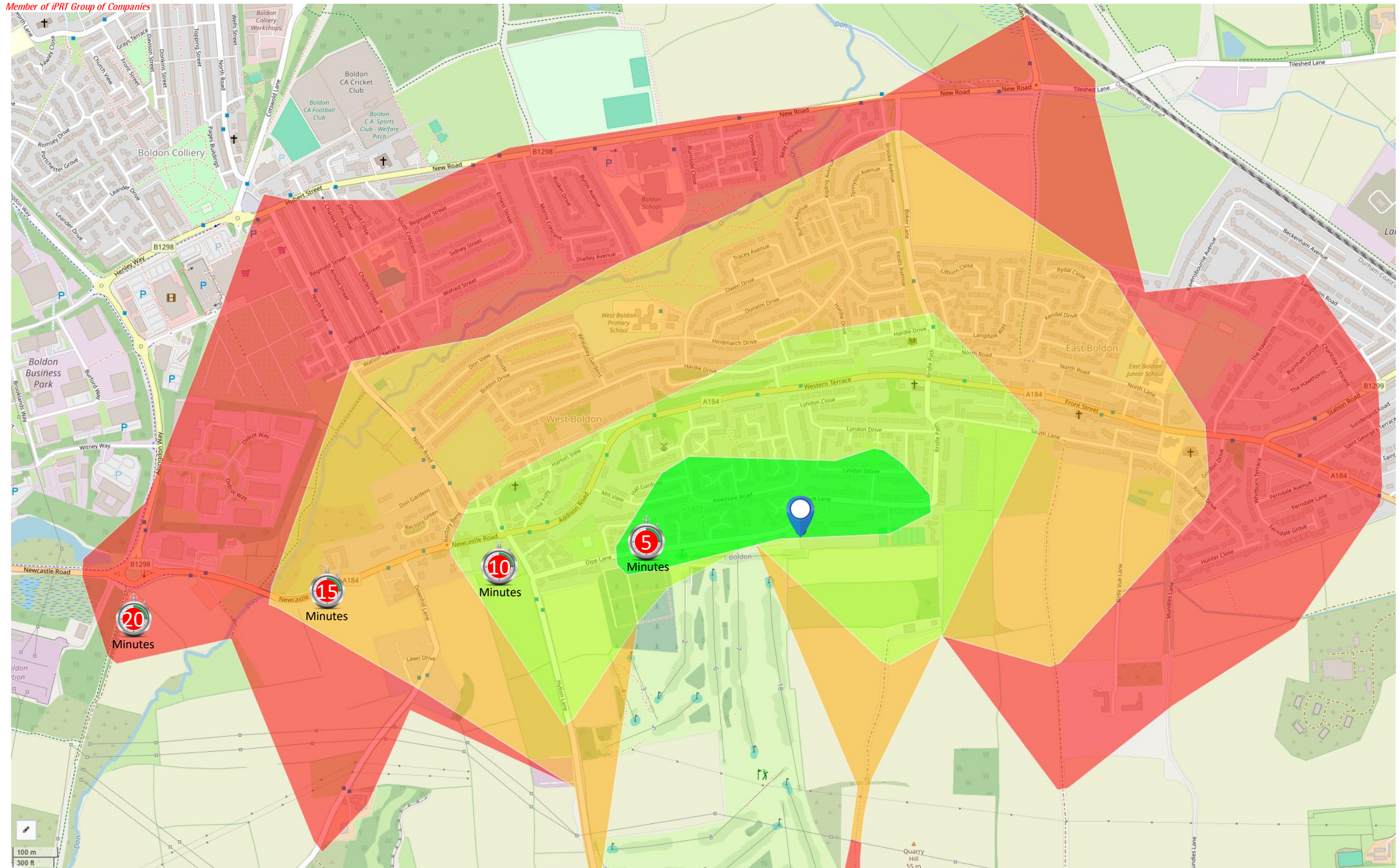
Proposed Site Plan
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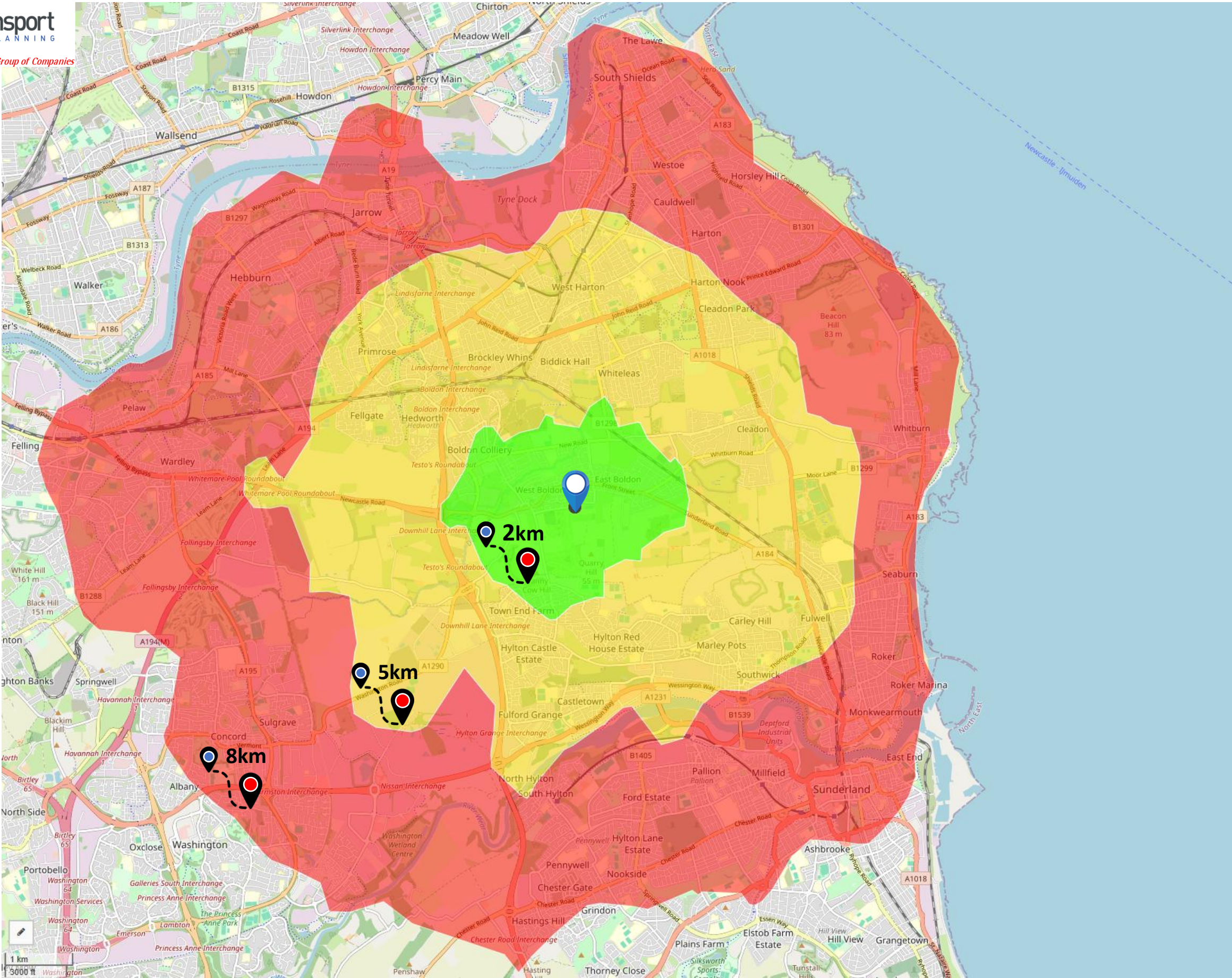


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REVISION	DETAILS	DATE
CLIENT	CASTLE	
PROJECT	BOLDON GOLF CLUB	
DRAWING TITLE	SWEPT PATH ANALYSIS	
DRG No.	NO. 1226-001	REV
DRG SIZE	A1	SCALE 1:250
		DATE 27/02/25



TITLE <i>Illustrative Walk Isochrones</i>	NOTES These isochrones are intended to provide an illustration of the potential extent of isochrones and not intended to be precise distances	DRAWN BY RAH	DRAWING REF W-001
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TITLE <i>Illustrative Cycle Isochrones</i>	NOTES These isochrones are intended to provide an illustration of the potential extent of isochrones and not intended to be precise distances	DRAWN BY RAH	DRAWING REF C-001
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