

Marton Parish Council
Neighbourhood Plan Policy Development
Transport Statement

Prepared by

Progress10 Design

Report No: P10-0029-NPC

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Mission Statement.

Progress10 Design have been appointed by **Marton Parish Council** to produce a Transport Statement addressing highway and transport issues related to the development of a Neighbourhood Plan Policy Document for Marton Parish Council in Cheshire.

The following report seeks to identify local issues and has been developed after detailed research and site visits and in the knowledge of potential/committed development sites and identified SHLAA sites.

Assessment views are provided and guidance is provided with regard to: development pressures and objectives, traffic management, developer funding and related highway user issues.

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MARTON P.C. NEIGHBOURHOOD PLAN

TRANSPORT STATEMENT

1. Location and Highway network.

Marton is a small village situated on the A34 approximately 4 miles north of the town of Congleton in the northern half of Cheshire.

Marton Parish is a rural parish with a population of 245 people living locally.

The Parish straddles the A34 with a network of rural lanes to either side of this primary network route road, and is largely characterised by a farming identity and a mix of rural residential property.

The village itself has a small focus of facilities around a short length of the A34 providing a public house and a small number of retail opportunities, a restaurant and a 9-hole golf course.

Marton has very limited sustainable transport options and relies heavily on the private car. There is no local bus service and cycle and pedestrian links to the nearest urban centre are both limited and circuitous.

The local highway infrastructure is in reasonable condition and other than the A34 does not carry a heavy traffic flow. However the constrained nature of the lanes mean that whilst traffic speeds are generally lower than the set speed limits – especially the derestricted limit, pedestrian and cycle modes are pressured by the tight environment of the highway and in many places limited forward visibility.

The rural lanes which constitute the overwhelming majority of roads in the Parish have no footways and only limited verge width with no pedestrian refuge.

2. Transport Policy.

The local highway authority is Cheshire East Council who still hold an in-house Strategic Highways Team that manage the strategic needs of the highway network.

In terms of highway development control the emerging draft Local Plan holds highway policy which was drawn from national documents and widespread research which will allow the LP to offer control over the production of technical transport assessment for new development proposals. In addition the LP includes an up to date approach to parking provision in the varied types of town and rural areas which make up the Cheshire East district.

In terms of the strategic highway network Cheshire East have policy documents and designed technical reports which provide improvement scheme proposals for essential strategic highway corridors.

These reports include estimates for improvement schemes against which development impact can be measured and provisional funding negotiated.

Only one of these document reports will have a passing effect on Marton. This is the A34 corridor assessment for Congleton town itself and covers the length of highway between the Waggon and Horses junction and Rood Hill traffic signals.

The focus of this report is on the traffic congestion on this highway corridor and the needs for improvement at the junctions along its length.

A meeting with Mr Griffiths who deals with strategic highway improvements at CEC revealed that there is no policy document which covers the Marton area for highways. It was indicated that the traffic generation from new development in Congleton and the advent of the Congleton Link Road are likely, alongside the related highway improvements, to see an increase in traffic along the A34 corridor through Marton itself.

This does mean that Marton will see traffic growth on the A34 through route in the future. This means an important part of the Neighbourhood Plan will be identifying traffic management and traffic calming opportunities which will best serve the Parish in controlling vehicle speed of through traffic, and ensuring that the village itself has good pedestrian facilities which safely segregate pedestrians when visiting the village centre.

3. Sustainable Transport Options.

Progress10 consider that the Parish of Marton is not a sustainable community in terms of its modal links to other nearby conurbations.

Congleton is the nearest major service centre and whilst it is only 4 miles distant the current lack of a regular bus service to and from the village means that the only realistic way to travel between Marton village and Congleton is primarily by car or by cycle.

There is a Macclesfield bus route service (No.38), that could be used but it involves a walk at the Congleton end of the journey and a car or taxi journey at the Marton village end for a total journey time of 44 minutes. This is considered to be excessive for a 4 mile journey and Progress10 do not consider this to be a material option in real terms.

If cyclists wish to access Congleton via existing cycle routes they must take a circuitous route via country lanes which travel away from both Marton and Congleton before circling around to reach the destination.

Marton has two cycle routes running through it: the 55 national route and the 71 regional route. These cycle routes travel primarily east-west-east with links which will bring a rider back to Congleton however the journey time is long and the narrow lanes would leave cyclists cramped for space at journey to work times due to narrow carriageways and this is not likely to be attractive as a commuter route.

Progress10 consider that the only way to cycle efficiently to Congleton would be via the A34 itself which is heavily trafficked at journey to work times and this is likely to be a strong deterrent to most cyclists who would only choose to commute if there was an efficient option for them to follow.

Pedestrian links within the village are very limited and due to the majority need for pedestrians to walk on the carriageway in live traffic, walking is only considered to be a sustainable modal choice, within the village outside peak hour traffic flows.

There are no practical and inherently safe pedestrian routes to wider areas which would serve as a sustainable travel choice at journey to work times.

Marton School has an existing travel plan which would benefit from revision and a consideration for staggered arrival times for pupils in different year groups could bring some relief to the congestion which currently manifests itself and causes potential road safety hazard on School Lane.

4. Highway Safety.

Analysis of the national database: 'Crash Map' shows that there have only been a handful of injury crashes in Marton Parish in the last few years.

The majority of these are focused on the A34 primary network route or at side road junctions with this route.

There are two crashes shown on the lanes of Marton Parish. Both are on the No.71 regional cycle route though the accident details show that both crashes involved motorised vehicles and not cyclists.

There is local concern within Marton Parish regarding highway safety and the management of traffic within the Parish itself.

The arrival and dispersal traffic at the school is a focal point of this concern amongst the local highway infrastructure however the principles of traffic management of all categories and related highway safety issues are considered later in this report.

The Parish Council have produced a risk assessment of the parking issues around the school and along School Lane and this will be referred to in the Neighbourhood Plan.

Cheshire East Council have a 'Home to School Transport Policy' which provides information on policy approach to school transport provision and its relationship with statutory walking distances. Walking distances must be reasonably safe when accompanied by a responsible adult. If this is not available there is a requirement for the Authority to provide school transport.

The school in Marton does not have sustainable and safe walking links within its catchment area and the highway infrastructure exceeds, local to the school, the low traffic volumes which are considered under the above CEC policy, to be acceptable, where pupils may be walking to attend school.

5. Planning Application sites.

5.1 SHLAA site: 5059 - Haulage Depot, Bunce Lane, Marton has a current application (ref. 14/4703M) which was approved for '*change of use from haulage depot to residential for a two storey dwelling*'.

The Highway Authority commented on this application that the site had sufficient room to meet necessary parking standards for the dwelling type and that a vehicle could enter and leave the site in a forward gear.

5.2 SHLAA site 3333 – east of school In, Marton, is the subject of a current outline planning application for 27 dwellings and is considered at 6.5 below.

6. Strategic Overview for SHLAA sites.

There are 7 SHLAA sites identified for residential development around Marton village though Nos: 4142 and 5059 are recent additions and not shown in the on-line information.

The following observations give an overview of the likely impact on the parish if any or all of these sites were to be developed

Details of likely: traffic generation, access strategy and impact in terms of hedge removal against junction design are provided below, along with overall considerations for the parish.

Traffic generation.

Traffic generation is normally calculated through the use of the national database: TRICS which is a trip rate indicator computer system that provides a trip rate per residential unit against example surveyed sites.

TRICS has a few sites which match well to the rural nature of Marton Parish and therefore Progress10 have used these example trip rates to determine a likely trip rate for the rural SHLAA sites in Marton Parish. Progress10 feel these rates are reasonable to use to calculate likely traffic generation from the SHLAA sites examined below.

The likely trip rate for sites in this rural location without practical sustainable modal choice would be quite high.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the tabled figures below give a reasonable indication of the likely traffic generation numbers from the SHLAA sites in question:

Access Strategy.

Access strategy will be considered against the public highway frontage and the available junction design options. Necessary visibility splays and geometry will be considered against likely development numbers and the required standard of road design for the site itself.

Consideration will be made on sustainability and other modal choice for access links.

Where appropriate, Progress10 will give an opinion on the likely impact of the access strategy on: hedge rows, trees and any other implicated aspect.

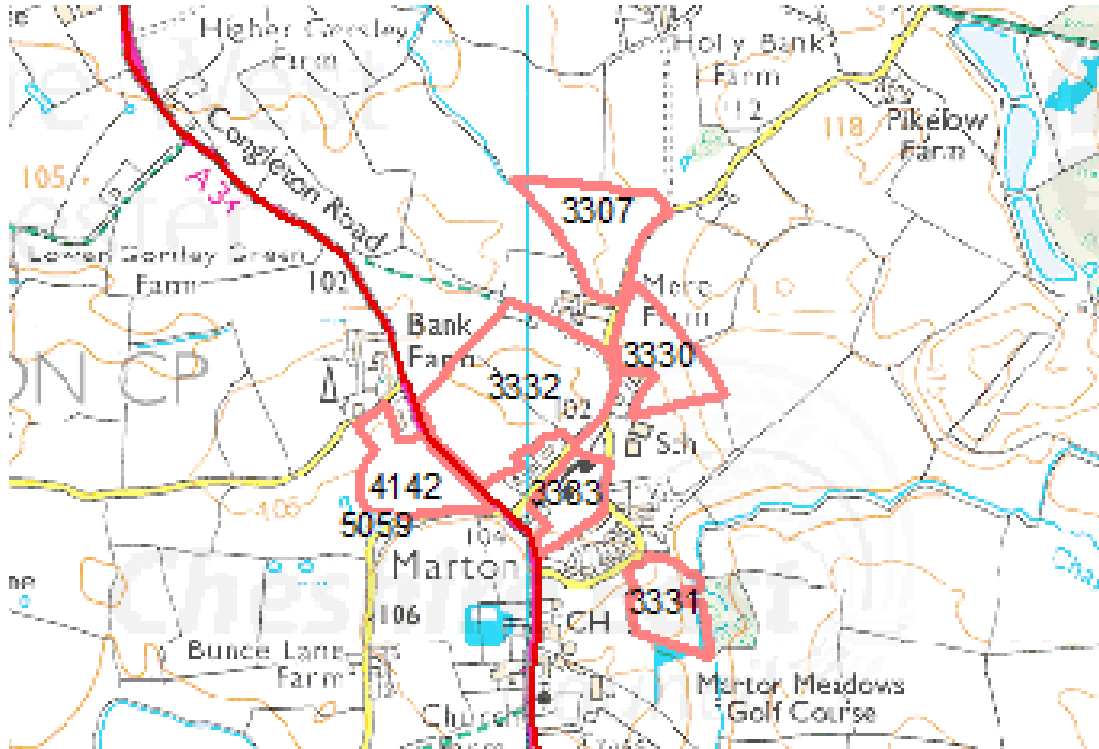
The table below lists the 7 SHLAA sites and details the main issues which are referenced in the Cheshire East Council SHLAA report:

SHLAA REF	ADDRESS	SIZE (HA)	STATUS	NO OF UNITS	SUIT-ABILITY	AVAIL-ABLE	ACHIE-VABLE	DELIV-ERABLE
3307	WEST OF MARTON LN	2.56	G/FIELD	77	NO	YES	NO	NO
3330	NORTH OF SCHOOL, SCHOOL LANE, MARTON	2.05	G/FIELD	62	NO	YES	NO	NO
3331	SOUTH OF OAK LN, MARTON	1.49	G/FIELD	45	NO	YES	NO	NO
3332	WEST OF SCHOOL LN, MARTON	5.8	G/FIELD	175	NO	YES	NO	NO
3333	EAST OF SCHOOL LN, MARTON	1.28	G/FIELD	39	NO	YES	NO	NO
4142	ADJ MERE GARAGE CONG'N RD MARTON	2.12	G/FIELD	64	NO	YES	NO	NO
5059	DEPOT BUNCE LN MARTON	APP 14/40 73M	B/FIELD	1	1 DWLG APVD	YES	YES	YES

TABLE 6.1: PRECIS OF SHLAA SITE LOCATIONS AND DETAILS.

Note: It can be seen that apart from SHLAA site No. 5059, that the remaining sites are not well identified for development and all are given negative indicators with regard to: suitability, achievability and deliverability.

SHLAA Sites Location Plan:



PLAN No: 6.1 – SHLAA Site Location Plan, Marton Village (excl. 5059).

SHLAA site assessments:

6.1 SHLAA REF 3307 – LAND WEST OF MARTON LN, MARTON (77 dwellings):

This site is located on the north west side of School Lane just into the de-restricted speed limit area (60mph).

With just this one frontage to the adopted public highway the site is limited for access options and also the route back to the wider highway network.

The frontage carriageway is very narrow and measured widths showed an average carriageway width of approximately 4 metres and a narrow point of 3.6 metres.

These widths do not meet the standards within the national design document: Manual for Streets with regard to the minimum design width for two private cars to pass.

There is evidence on site of regular over running of the highway verge despite the low traffic flows and there are no footways or pedestrian refuge available to carry pedestrians back towards the village centre.

The carriageway running surface is largely in good condition.

At this point the road is called Marton Lane rather than School Lane and it carries regional cycle route 71 plus the national cycle route 55.

The highway verge fronting the site is nominally 1 metre wide and alone would not lend itself to footway provision however if this site were to be developed the developer would have the option to remove the frontage hedge and widen footway provision into the site boundary.

The issue here would be that without the frontage control back towards Marton village and without sufficient highway verge available any footway provision would end issuing pedestrians onto the narrow carriageway risking conflict with regular traffic and farm vehicles along its length.

Vehicle speeds on Marton Lane in the vicinity of the site were measured at between 20 and 40 mph during the site visit.

Beyond the site frontage.

The narrow lane back to Marton village has narrow points which measure less than 3.5 metres and there is insufficient width of verge within public highway boundaries to provide any meaningful widening of the carriageway to meet desirable standards. Again there is no pedestrian refuge generally along the length of School Lane as far as the main A34 route.

If the alternate route is taken to leave this SHLAA site, Marton Lane travels north and east and carries the cycle routes as far as the A536 which would link back to Congleton or north to Macclesfield.

This length of public highway is of similar dimension and condition to the site frontage and the link back to Marton village. The carriageway is regularly impacted by mud and detritus from farming operations leaving the surface contaminated.

Vehicle Trip Rates.

The TRICS database demonstrates that the likely trip rate for a site of this rural location without practical sustainable modal choice would be quite high.

The peak hour trip generation potential of the proposed SHLAA sites has been estimated using trip rates from the V7.1.1 version of the TRICS database.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the following figures give a reasonable indication of the likely traffic generation numbers from this site location:

	Morning peak 8.00 – 9.00a.m.		Evening peak 17.00 – 18.00p.m.		Totals	
	Arrivals	Departures	Arrivals	Departures	a.m.	p.m.
Trip Rate	0.188	0.454	0.404	0.241	0.642	0.645
77 residential units	14	35	31	19	49	50

Table 6.2: Traffic generation from 77 residential units - all figures rounded.

Access strategy.

The frontage of this site is on the outside of a long bend in the road which lends itself to the provision of visibility splays.

Traffic approach speeds are reasonably low given the narrow carriageway and the restricted width of the road and therefore Progress10 consider that acceptable visibility splays would be available for a simple priority junction positioned somewhere in the vicinity of the site frontage.

Junction geometry itself would be easily provided as it would extend back into the site however the narrow carriageway of Marton Lane would have a significant effect on the turning movements into and out of the junction and particularly for service and emergency vehicles.

The vehicle track for a refuse vehicle for instance does need to use both sides of an access road carriageway when entering a residential development of significant scale with a 4.8 or 5.5 metre wide carriageway. This occurs when the major road off which such a development is served has regular and significant width and accommodates the swing of the vehicle within that width.

In the instance of this site off Marton Lane, the very narrow major road carriageway means that the junction mouth of the access road into a development site would need to be significantly wider and provide an entry carriageway much wider than normal to accept a refuse vehicle track for instance.

This would allow safe tracking without over-riding of the kerb or internal footways and ensure safe turning movements for this large vehicle type as well as regular traffic. It would also protect the verges of Marton Lane from certain vehicle damage from over-riding.

Public realm and visual amenity.

An issue which would arise from this scale of junction design would be the fact that there would be large scale adverse impact on the existing hedge row which fronts the site and the junction design would be out of all proportion to those roads around it which would bring an extensive hard and visually urban feature into a soft countryside environment.

Marton Lane/School Lane.

There are no practical options to widen the carriageway of this local rural lane which would allow it to meet current standards for carriageway width design and there is no continuous facility to provide footways back towards Marton village.

In addition if the development of this site was encouraged and pursued there would be a need to revise speed limits and extend the 30 mph speed limit which would push signage further into the countryside.

In addition it is likely that if widening were able to be provided that this would then require positive drainage of surface water and this would lead to extensive excavation of existing roads and either a system of sustainable drainage or a managed system that would need to be formally adopted by the utility companies.

Progress10 consider that to bring this level of urbanisation and intrusion to this area of narrow rural lanes would be both expensive and may contravene planning policy with regard to the loss of hedgerow and the intrusion into the countryside by hard material urban design.

Local traffic conditions.

Though Marton Lane is very lowly trafficked the main issue for the vehicular route back to the A34 from this SHLAA site is the traffic congestion which manifests itself at school arrival and dispersal times.

A site visit with Parish councillors to observe the traffic conditions in the vicinity of the school showed significant congestion.

Parental parking is heavy both on carriageway and on one area of highway verge and this means that at this time parents with one or more children are mixing in the carriageway with live traffic including coaches which are bringing pupils to the school from the wide catchment area.

The development of this site for 77 dwellings would bring additional traffic to School Lane of at least 45 PCU's (passenger car units) and this would create a material increase in the congestion which currently manifests itself with the increased likelihood of pedestrian/vehicular conflict.

This situation would be unsatisfactory.

In addition it may also put further stress on Oak lane which is an alternate route to the A34 but which is tortuous and even narrower in places than Marton Lane and School Lane.

Conclusion.

Progress10 consider that this site is not located in a suitable part of the highway network for this level of development and that the traffic generation would be onerous in its effect on School Lane at school arrival time in the morning.

The inability of this site to provide: a standard junction arrangement, practical and safe footway links and meaningful carriageway widening to accommodate regular two-way traffic means that this site can not offer a viable access strategy.

The conclusion in the Cheshire East Council SHLAA document that this site is not: suitable, achievable or deliverable is endorsed by Progress10 Design.

6.2 SHLAA REF 3330 – NORTH OF SCHOOL, SCHOOL LN, MARTON (62 dwellings):

Contrary to the SHLAA title this site is located on the east side of School Lane and its frontage spans the 30/60 mph speed limits with the majority of its frontage in the 30 mph area.

With just this one frontage to the adopted public highway the site is limited for access options and also the route back to the wider highway network.

The frontage carriageway is very narrow and measured widths showed an average carriageway width of approximately 3.8 metres and a narrow point of 3.5 metres.

These widths do not meet the standards within the national design document: Manual for Streets with regard to the minimum design width for two private cars to pass.

There is evidence on the site frontage of regular over running of the highway verge despite the low traffic flows and there are no footways or pedestrian refuge available to carry pedestrians back towards the village centre.

The carriageway running surface is largely in good condition.

At this point the road is called Marton Lane rather than School Lane and it carries regional cycle route 71 plus the national cycle route 55.

The highway verge fronting the site is of varying width and widens from just 1 metre to approaching 1.5 metres at the village end of the site frontage. This would not lend itself to footway provision until the wider verge was reached however if this site were to be developed the developer would have the option to remove the frontage hedge and widen footway provision into the site boundary.

It may also be possible for the development to offer an extension to this footway along the existing and wider highway verge on the same side as the vicarage and the school however once this point was reached the opportunity to provide a pedestrian footway link would end.

With no frontage control the existing issue of a lack of footways back to the A34 would prevail and the site would remain dislocated from the A34 footway provision due to the lack of pedestrian links along School Lane and Oak Lane.

Vehicle speeds on Marton Lane in the vicinity of the site were measured at between 20 and 40 mph during the site visit.

Beyond the site frontage.

School Lane back to Marton village does widen and will allow two private vehicles to pass when there is no on-street parking.

School Lane is heavily congested at school arrival and dispersal times and this effectively reduces School Lane to informal one-way working with vehicles reversing to let each other pass. Again there is no pedestrian refuge generally along the length of School Lane as far as the main A34 route.

If the alternate route is taken to leave this SHLAA site, Marton Lane travels north and east and carries the cycle routes as far as the A536 which would link back to Congleton or north to Macclesfield.

This length of public highway is of similar dimension and condition to the site frontage and the link back to Marton village. The carriageway is regularly impacted by mud and detritus from farming operations leaving the surface contaminated.

Vehicle Trip Rates.

The TRICS database demonstrates that the likely trip rate for a site of this rural location without practical sustainable modal choice would be quite high.

The peak hour trip generation potential of the proposed SHLAA sites has been estimated using trip rates from the V7.1.1 version of the TRICS database.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the following figures give a reasonable indication of the likely traffic generation numbers from this site location:

	Morning peak 8.00 – 9.00a.m.		Evening peak 17.00 – 18.00p.m.		Totals	
	Arrivals	Departures	Arrivals	Departures	a.m.	p.m.
Trip Rate	0.188	0.454	0.404	0.241	0.642	0.645
62 residential units	12	28	25	15	40	40

Table 6.3: Traffic generation from 62 residential units - all figures rounded.

Access strategy.

The frontage of this site is on the inside of a bend in the road which renders the provision of visibility splays more difficult to achieve. The curve in the alignment of the carriageway, to points behind the eye-line of an emerging driver mean that a provided visibility splay would cut further into the existing hedge line and necessitate the removal of more of the hedgerow itself.

Despite this impediment the site frontage has sufficient length and due to the very narrow carriageway the vehicle approach speeds are sufficiently low for the visibility splays to be provided against required standards if a simple priority junction was optimally spaced within the site frontage.

Junction geometry itself would be easily provided as it would extend back into the site however the narrow carriageway of Marton Lane would have a significant effect on the turning movements into and out of the junction and particularly for service and emergency vehicles.

The vehicle track for a refuse vehicle for instance, does need to use both sides of an access road carriageway when entering a residential development of significant scale with a 4.8 or 5.5 metre wide carriageway. This occurs when the major road off which such a development is served has regular and significant width and accommodates the swing of the vehicle within that width.

In the instance of this site off Marton Lane, the very narrow 'major road' carriageway means that the junction mouth of the access road into a development site would need to be significantly wider and provide an entry carriageway much wider than normal to accept a refuse vehicle track.

This would allow safe tracking without over-riding of the entrance kerb or internal footways and ensure safe turning movements for this large vehicle type as well as regular traffic. It would also protect the verges of Marton Lane from certain vehicle damage from over-riding.

Public realm and visual amenity.

An issue which would arise from this scale of junction design would be the fact that there would be large scale adverse impact on the existing hedge row which fronts the site and the junction design would be out of all proportion to those roads around it which would bring an extensive hard and visually urban feature into a soft countryside environment.

Marton Lane/School Lane.

There are no practical options to widen the carriageway of this rural lane which would allow it to meet current standards for carriageway width design and there is no continuous facility to provide footways back towards Marton village.

In addition it is likely that if widening were to be provided that this would then require positive drainage of surface water and this would lead to extensive excavation of existing roads and either a system of sustainable drainage or a managed system that would need to be formally adopted by the utility companies.

Progress10 consider that to bring this level of urbanisation and intrusion to this area of narrow rural lanes would be both expensive and may contravene planning policy with regard to the loss of hedgerow and the intrusion into the countryside by hard material urban design.

Local traffic conditions.

Though Marton Lane is very lowly trafficked the main issue for the vehicular route back to the A34 from this SHLAA site is the traffic congestion which manifests itself at school arrival and dispersal times. A site visit with Parish councillors to observe the traffic conditions in the vicinity of the school showed significant congestion.

Parental parking is heavy, both on carriageway and on one area of highway verge and this means that at this time many parents with one or more children are mixing in the carriageway with live traffic, including coaches, which are bringing pupils to the school from the wide catchment area.

The development of this site for 62 dwellings would bring additional traffic to School Lane of at least 38 PCU's (passenger car units), in the morning peak hour and this would create a material increase in the congestion which currently manifests itself with the increased likelihood of pedestrian/vehicular conflict.

This situation would be unsatisfactory without appropriate mitigation.

In addition it may also put further stress on Oak lane which is an alternate route to the A34 but which is tortuous and even narrower in places than Marton Lane and School Lane.

Conclusion.

Progress10 consider that this site is not located in a suitable part of the highway network for this level of development and that the traffic generation would be onerous in its effect on School Lane at school arrival time in the morning.

The inability of this site to provide: a standard junction arrangement, practical and safe footway links and meaningful carriageway widening to accommodate regular two-way traffic means that this site can not offer a viable access strategy.

The conclusion in the Cheshire East Council SHLAA document that this site is not: suitable, achievable or deliverable is endorsed by Progress10 Design.

6.3 SHLAA REF 3331 – SOUTH OF OAK LN, MARTON (45 dwellings):

This site is located on the south east side of Oak Lane and its frontage is dominated by mature hedge line and trees. The site slopes down from Oak Lane with a significant gradient which would make the design of a junction with Oak Lane more challenging. Oak Lane has a 30 mph speed limit along its full length and the tortuous and narrow carriageway ensures that traffic speeds are very low.

With just this one frontage to the adopted public highway the site is limited for access options and also the route back to the wider highway network.

The frontage carriageway is very narrow and measured widths showed an average carriageway width of approximately 3.5 metres and a narrow point of 3.2 metres. Oak Lane itself is narrower in places on its approach to School Lane where a minimum carriageway width was measured at 2.8 metres (a standard parking space is 2.4 metres wide).

These widths do not meet the standards within the national design document: Manual for Streets with regard to the minimum design for two private cars to pass.

There is evidence on the site frontage of regular over running of the highway verge despite the low traffic flows and there are no footways along the carriageway. There is pedestrian access to existing property to the north side of Oak Lane, both from the carriageway and at each end of what appeared to be an unmade drive which fronts those properties. Oak Lane has no pedestrian refuge or footway available to carry pedestrians back towards the village centre. At the site visit several pedestrians were observed walking within the carriageway and one couple were observed returning from the local shop with milk and meeting a van on Oak Lane which required them to squeeze into the hedge for safe passage.

The carriageway running surface is in reasonable condition.

The highway verge fronting the site is of varying width and less than 1 metre wide. This would not lend itself to footway provision however a developer would have the option to remove the frontage hedge and widen footway provision into the site boundary.

This type of widening could only provide footway on the available site frontage however as there is third party land between this site and the existing footway on the A34 which would prevent a meaningful footway link being provided to existing footways on the A34. Therefore the existing issue of pedestrians being exposed to live traffic within Oak Lane would continue, with the added concern that pedestrian and vehicular traffic would increase.

Vehicle speeds on Oak Lane in the vicinity of the site were measured at up to 20mph during the site visit however the vehicle sample was very low due to this road having a very low traffic flow outside school arrival and dispersal times and this may not be a representative traffic speed.

Beyond the site frontage.

This site has two options for the distribution of its traffic, both pedestrian and vehicular.

Taking egress from this site you can turn left towards the A34 and this narrow length of carriageway is not well suited to opposed vehicular traffic and aside from a short length of wider highway verge does not offer recognised pedestrian refuge.

The junction of Oak Lane with the A34 is so narrow that it does not support a standard give way marking and will not accommodate opposed turning movements from even two private cars. This means that if a vehicle is taking egress onto the A34 that a vehicle wishing to turn in to Oak Lane either waits on the A34 which restricts through flow traffic on the A34, or if committed to a turning manoeuvre can be obstructed by the egress vehicle which would obstruct both directions on the A34 and give rise to a collision hazard.

Currently Oak Lane is so lowly trafficked that this situation arises only rarely and road traffic crash records show no negative indicators, however if the traffic flow on Oak Lane was increased, the potential for this type of vehicular conflict would be increased and this must be a negative indicator against the development of this SHLAA site.

In addition, pedestrian movements in this direction, if increased, would raise the potential for pedestrian/vehicular conflict and as can be seen from the assessment above, this site can not provide meaningful pedestrian links to the A34 footway network.

Progress10 consider that this link from the site to the A34 is not a suitable route for increased traffic and can not be improved from development funding due to the third party land constraints.

The option for distribution is leaving the site and turning right towards School Lane.

This route, other than for school arrival and dispersal pedestrian traffic, would most likely be used by vehicular traffic.

The junction of Oak Lane with School Lane is poor with zero visibility in the non-leading direction (looking left), even outside school arrival and dispersal times, and it is considered that this would see very limited vehicular use by traffic generated from this site as the destination options are limited or would be seen as impractical.

School Lane is heavily congested at school arrival and dispersal times and this effectively reduces School Lane to informal one-way working with vehicles reversing to let each other pass.

Again there is no pedestrian refuge generally along the length of School Lane as far as the main A34 route.

The approach along Oak Lane has a minimum carriageway width of 2.8 metres and there are no passing places for vehicles on this extremely narrow length of carriageway with the school frontage on the right.

There is a short length of footway on Oak Lane opposite to the frontage of the school and with an informal opportunity to cross to the side gate of the school this would offer some comfort to pedestrians who otherwise are not catered for on Oak Lane.

It is clear from the above evidence that the overall distribution of vehicular traffic from this site would be directly towards the A34 with its sub-standard junction and limited leading visibility.

Vehicle Trip Rates.

The TRICS database demonstrates that the likely trip rate for a site of this rural location without practical sustainable modal choice would be quite high.

The peak hour trip generation potential of the proposed SHLAA sites has been estimated using trip rates from the V7.1.1 version of the TRICS database.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the following figures give a reasonable indication of the likely traffic generation numbers from this site location:

	Morning peak 8.00 – 9.00a.m.		Evening peak 17.00 – 18.00p.m.		Totals	
	Arrivals	Departures	Arrivals	Departures	a.m.	p.m.
Trip Rate	0.188	0.454	0.404	0.241	0.642	0.645
45 residential units	8	21	18	11	29	29

Table 6.4: Traffic generation from 45 residential units - all figures rounded.

Access strategy.

The frontage of this site is relatively straight. It has a significant hedge and mature trees along the frontage, much of which would certainly be lost in order to provide the necessary visibility splays for the simple priority junction which would be required to serve the site. In addition the fact that an access road would slope up to the existing carriageway of Oak Lane would maximise the impact on existing hedges and trees from the visibility splays.

Despite this impediment the site frontage has sufficient length and the due to the very narrow carriageway the vehicle approach speeds are sufficiently low for the visibility splays to be provided against required standards if a simple priority junction was optimally spaced within the site frontage.

Junction geometry itself would be easily provided as it would extend back into the site however the narrow carriageway of Oak Lane would have a significant effect on the turning movements into and out of the junction and particularly for service and emergency vehicles.

The vehicle track for a refuse vehicle for instance, does need to use both sides of an access road carriageway when entering a residential development of significant scale with a 4.8 or 5.5 metre wide carriageway. This occurs when the major road off which such a development is served has regular and significant width and accommodates the swing of the vehicle within that width.

In the instance of this site off Oak Lane, the very narrow ‘major road’ carriageway means that the junction mouth of the access road into a development site would need to be significantly wider and provide an entry carriageway much wider than normal to accept a refuse vehicle track.

This would allow safe tracking without over-riding of the entrance kerb or internal footways and ensure safe turning movements for this large vehicle type as well as regular traffic. It would also protect the verges of Oak Lane from certain vehicle damage through over-riding.

Public realm and visual amenity.

An issue which would arise from this scale of junction design would be the fact that there would be large scale adverse impact on the existing hedge row which fronts the site and the junction design would be out of all proportion to those roads around it which would bring an extensive hard and visually urban feature into a soft countryside environment.

Oak Lane.

There are no practical options to widen the carriageway of this rural lane which would allow it to meet current standards for carriageway width design and there is no continuous facility to provide footways back towards Marton village.

In addition it is likely that if widening were to be provided that this would then require positive drainage of surface water and this would lead to extensive excavation of existing roads and either a system of sustainable drainage or a managed system that would need to be formally adopted by the utility companies.

Progress10 consider that to bring this level of urbanisation and intrusion to this area of narrow rural lanes would be both expensive and may contravene planning policy with regard to the loss of hedgerow and the intrusion into the countryside by hard material urban design.

Local traffic conditions.

Though Oak Lane is very lowly trafficked it does suffer from school arrival and dispersal traffic which impacts on the sub-standard junction of Oak Lane with the A34. This impact would be compounded by traffic generation from the development site which would in the majority, choose the direct route to the A34 for immediate distribution from the site.

The development of this site for 45 dwellings would bring additional traffic to oak Lane of at least 29 PCU's (passenger car units), in the morning peak hour and this would create a material increase in traffic congestion which currently manifests itself with the increased likelihood of pedestrian and vehicular conflict.

In addition it may also put further stress on School Lane which is an alternate route to the A34 and which is heavily congested at school arrival and dispersal times.

Conclusion.

Progress10 consider that this site is not located in a suitable part of the highway network for this level of development and that the traffic generation would be onerous in its effect on Oak Lane and particularly at its junction with the A34.

The inability of this site to provide: a standard junction arrangement, practical and safe footway links and meaningful carriageway widening to accommodate regular two-way traffic means that this site can not offer a viable access strategy.

The conclusion in the Cheshire East Council SHLAA document that this site is not: suitable, achievable or deliverable is endorsed by Progress10 Design.

6.4 SHLAA REF 3332 – WEST OF SCHOOL LN, MARTON (175 dwellings):

This site is located on the North West side of School Lane and its Marton Lane frontage is within the 30 mph speed limit. The land within the site slopes down and the middle of the site is very low and wet due to this being the site of the old mere which was drained in the late 1880's.

This is a large site and has another frontage with the A34 which is 160 metres long. Again the site suffers from the ground being lower than the frontage carriageway of the A34 by approximately 1.5 metres. The low wetland area dominates the centre of the site. The speed limit on this frontage is also 30 mph.

The two frontages to the adopted public highway offer opportunities to serve the site and this may be a necessary approach by developers who may see the need to split the site into two areas, each served from a different access due to the impact of the low wet area of land which heavily restricts the centre of the site.

The Marton Lane frontage carriageway is reasonably wide at circa 5 metres however the route back to the A34 suffers the same lack of footway provision for pedestrians and the congestion and lack of refuge do not lend this frontage the opportunity of even reasonable accessibility similar to sites: 3307 and 3330.

At this point the road is called Marton Lane rather than School Lane and it carries regional cycle route 71 plus the national cycle route 55.

The highway verge on this Marton Lane frontage of the site is of varying width and approximately 1 metre wide. This would not lend itself to acceptable footway provision however if this site were to be developed the developer would have the option to remove the frontage hedge and widen footway provision into the site boundary.

If a developer was to offer this frontage footway it would be an isolated provision as once the end of the frontage was reached the opportunity to provide a pedestrian footway link would end and with no frontage control and the existing issue of a lack of footways back to the A34 would prevail and the site would remain dislocated from the A34 footway due to the lack of pedestrian links along School Lane and Oak Lane.

Vehicle speeds on Marton Lane in the vicinity of the site were measured at between 18 and 32 mph during the site visit.

A34 site frontage.

The A34 is a primary route network road and serves to provide a strategic north south link between Manchester and locally Congleton. Beyond the A34 reaches as far as Stoke-on Trent and Stafford before continuing south.

The A34 carries a significant traffic flow and is particularly busy at times of peak hour traffic.

The carriageway of the A34 varies in width but is generally around 8 metres wide as it passes through the village centre. It does not have a straight alignment and in particular on the bends carries a double white line system.

There are 3 side road junctions which adjoin the A34 within the village and they have mixed standards in terms of geometry with varying degrees of visibility and levels of traffic flow.

If SHLAA site 3332 was to be served from the A34 frontage the design of the required junction would be determined by the level of traffic generation and it is possible that this junction may be required to provide a ghost island right turn lane (GIRTL), in order to remove right turn traffic into the site from the through flow traffic along the A34.

Certainly the potential capacity of this site may necessitate a GIRTL and this would in turn demand a widening of the A34 to achieve necessary minimum lane widths for the junction.

The Design Manual for Roads and Bridges normally requires a GIRTL to be designed with widening on both sides of the major road carriageway however this site would not have sufficient land control to achieve this and Progress10 recognise that with an appropriate Road Safety Assessment, single side widening would be acceptable.

Progress10 consider that if this site were to be served for housing that an access from the A34 would be the best opportunity because the Marton Lane option is so poor and is not sustainably linked.

A concern for the Neighbourhood Plan would be that to access from the A34 would be expensive for a developer and that they may well try to achieve an access from Marton Lane which would be more cost efficient but less viable for access by varied modal choice and present hazard to pedestrians and other road users due to peak hour congestion in the vicinity of the school and generally along School Lane.

School Lane is heavily congested at school arrival and dispersal times and this effectively reduces School Lane to informal one-way working with vehicles reversing to let each other pass. Again there is no pedestrian refuge generally along the length of School Lane as far as the main A34 route.

Traffic generation would be significant from this development and if it were accessed from Marton Lane, Progress10 consider that the impact would be significant and may be considered 'severe' under paragraph 32 of the national Planning Policy Framework.

Sustainability.

This SHLAA site is allocated for circa 175 new dwellings.

A site of this scale in this rural location would generate a significant amount of traffic just to access services and facilities which are not available within the village.

It should therefore be considered that a development of this size in this location should provide a local food retail opportunity within the environs of the site so that it would serve the local population and reduce the number of single occupancy car borne trips that would otherwise be generated.

Marton village is not a sustainable location for services and facilities and has only a small number of facilities within the village itself.

Vehicle Trip Rates.

The TRICS database demonstrates that the likely trip rate for a site of this rural location without practical sustainable modal choice would be quite high.

The peak hour trip generation potential of the proposed SHLAA sites has been estimated using trip rates from the V7.1.1 version of the TRICS database.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the following figures give a reasonable indication of the likely traffic generation numbers from this site location:

	Morning peak 8.00 – 9.00a.m.		Evening peak 17.00 – 18.00p.m.		Totals	
	Arrivals	Departures	Arrivals	Departures	a.m.	p.m.
Trip Rate	0.188	0.454	0.404	0.241	0.642	0.645
175 residential units	33	79	71	42	112	113

Table 6.5: Traffic generation from 175 residential units - all figures rounded.

Access strategy.

Commentary has been made above regarding the likely need for a ghost island right turn lane from the A34 to access this site.

In addition Progress10 would offer that same comments for access from Marton Lane as were made for the other two SHLAA sites identified on Marton Lane:

The Marton Lane frontage of this site is on the inside of a bend and therefore any junction with visibility splays would have a significant impact on the existing mature hedge which fronts the site at this point. Much of this hedge would certainly be lost in order to provide the necessary visibility splays for the simple priority junction which would be required to serve the site. In addition the fact that an access road would slope up to the existing carriageway of Marton Lane would maximise the impact on the existing hedges from the visibility splays.

Despite this impediment the site frontage has sufficient length and the vehicle approach speeds are sufficiently low for the visibility splays to be provided against required standards if a simple priority junction was optimally spaced within the site frontage.

Junction geometry itself would be easily provided as it would extend back into the site however the restricted width and alignment of the carriageway of Marton Lane would have a significant effect on the turning movements into and out of the junction and particularly for service and emergency vehicles.

The vehicle track for a refuse vehicle for instance, does need to use both sides of an access road carriageway when entering a residential development of significant scale with a 4.8 or 5.5 metre wide carriageway. This occurs when the major road off which such a development is served has regular and significant width and accommodates the swing of the vehicle within that width.

In the instance of this site off Marton Lane, the curved alignment of the ‘major road’ carriageway means that the junction mouth of the access road into a development site would need to be wider and provide a wider entry carriageway to accept a refuse vehicle track.

This would allow safe tracking without over-riding of the kerb or internal footways and ensure safe turning movements for this large vehicle type as well as regular traffic. It would also protect the verges of Marton Lane from certain vehicle damage through over-riding.

Public realm and visual amenity.

An issue which would arise from this scale of junction design on Marton Lane would be the fact that there would be large scale adverse impact on the existing hedge row which fronts the site and the junction design would be out of all proportion to those roads around it which would bring an extensive hard and visually urban feature into a soft countryside environment.

Marton Lane.

There would be an option to widen Marton Lane at this point and provide a frontage footway which would ameliorate some of the impact on amenity however this in itself would urbanise Marton Lane and Progress10 would still express concern that to generate pedestrians from the site onto Marton Lane would not be appropriate due to the lack of sustainable links back to the village for pedestrians.

In addition it is likely that if widening were to be provided that this would then require positive drainage of surface water and this would lead to extensive excavation of existing roads and either a system of sustainable drainage or a managed system that would need to be formally adopted by the utility companies.

Progress10 consider that to bring this level of urbanisation and intrusion to this area of narrow rural lanes would be both expensive and may contravene planning policy with regard to the loss of hedgerow and the intrusion into the countryside by hard material urban design.

Local traffic conditions.

The Marton Lane/School Lane route back to the A34 has all of the issues mentioned previously in this report with regard to: congestion at school arrival and dispersal times and pedestrian safety issues though this route is lowly trafficked at other times.

These issues would be significantly compounded by traffic generation from the development site which would in the majority, choose the direct route to the A34 for immediate distribution from the site.

The development of this site for 175 dwellings would bring additional traffic to Marton Lane though without a defined access strategy defining one or two points of access it is not possible to give accurate figures for traffic impact onto Marton Lane/School Lane.

Conclusion.

Progress10 consider that this site does have potential options for an appropriate access from the A34 however this would be subject to a detailed design and if a ghost island right turn lane was required the need for widening of the A34 would demand a Section 278 legal agreement under the Highways Act 1980 so that the Highway Authority could appropriately supervise those works.

A junction of this magnitude could serve the whole site.

The option for an access from the Marton Lane frontage is much less favourable and Progress10 would not consider that this would be appropriate to serve the whole site. This access option is fraught with complications and the lack of sustainable pedestrian links and the impact in terms of urbanisation of the Marton Lane environment is a real concern.

The traffic generation would be onerous in its effect on Marton Lane and particularly at school arrival and dispersal times.

In addition the fact that this site is so wet, once having been the site of Marton mere means that either the site could only be developed around the periphery or that any highway construction would be likely to need a minimum 20 year design life which would increase the cost to the developer in constructing it.

The conclusion in the Cheshire East Council SHLAA document that this site is not: suitable, achievable or deliverable is an interesting one as the option for a properly designed access off the A34 could make this site developable however all of the reasoning behind the decision on the SHLAA may not be wholly highway based.

Given the design concerns for highway infrastructure both within and for access to this site the CEC statement that the site can not be delivered is endorsed by Progress10.

6.5 SHLAA REF 3333 – EAST OF SCHOOL LN, MARTON (39 dwellings):

The site comprises greenfield land with its main frontage to the adopted public highway of School Lane. The site has a second frontage to Oak Lane. The route back to the A34 and the small number of facilities within the village centre has no footpaths or material pedestrian refuge and pedestrians must walk in the carriageway.

The carriageway of School Lane has a good width of up to 5.5 metres with only narrow verges, the alignment of the road is straight. There is a high hedge bank and trees fronting the site. The Oak Lane frontage has a narrow verge and footpath and the carriageway is approximately 3 metres wide. This carriageway width does not meet the standards within the national design document: Manual for Streets with regard to the minimum design width for two private cars to pass. The carriageway running surface is largely in good condition.

School Lane carries regional cycle route 71 plus the national cycle route 55.

If the alternate route is taken to leave this site, Marton Lane travels north and east and carries the cycle routes to the A536 which would link to Congleton or north to Macclesfield.

The development site could provide a frontage footway by using land within the site curtilage however there is no opportunity to provide a footway of material width to connect the site to the existing footways on the A34.

Like other SHLAA sites along the School Lane/Marton Lane corridor, this site suffers the same issues regarding connectivity for pedestrians who must walk in the carriageway in order to reach the limited local facilities.

This site is particularly affected by the parking of vehicles at school arrival and dispersal times and the detail in planning application 15/2274M demonstrated that a viable junction position with regard to highway geometry would be adversely affected by the school traffic which would severely obstruct the safe use of the junction.

The site can not offer meaningful pedestrian links back to the village centre and this is an issue shared with the two SHLAA sites on Marton Lane and the SHLAA site on Oak Lane.

Vehicle speeds on School Lane in the vicinity of the site were measured at between 15 and 30 mph during the site visit.

Vehicle Trip Rates.

The TRICS database demonstrates that the likely trip rate for a site of this rural location without practical sustainable modal choice would be quite high.

The peak hour trip generation potential of the proposed SHLAA sites has been estimated using trip rates from the V7.1.1 version of the TRICS database.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the following figures give a reasonable indication of the likely traffic generation numbers from this site location:

	Morning peak		Evening peak		Totals	
	8.00 – 9.00a.m.		17.00 – 18.00p.m.			
	Arrivals	Departures	Arrivals	Departures	a.m.	p.m.
Trip Rate	0.188	0.454	0.404	0.241	0.642	0.645
39 residential units	7	18	16	9	25	25

Table 6.6: Traffic generation from 39 residential units - all figures rounded.

Access strategy.

The frontage of this site onto School Lane is straight and it would be possible to provide a simple priority junction on this frontage with correct geometry and visibility splays.

There would be adverse impact on both the hedge and hedge bank and existing mature trees in order to provide the necessary junction.

It is likely that a junction onto School Lane would not be of excessive scale when considered against standards and therefore there is likely to be less impact on amenity from the junction itself.

Any junction that was provided would need to be tracked for a refuse vehicle to demonstrate that there was no overriding of verge or footway areas.

Local traffic conditions.

Though School Lane is very lowly trafficked the main issue for the vehicular route back to the A34 from this SHLAA site is the traffic congestion which manifests itself at school arrival and dispersal times. A site visit with Parish councillors to observe the traffic conditions in the vicinity of the school showed significant congestion.

Parental parking is heavy, both on carriageway and on one area of highway verge and this means that at this time many parents with one or more children are mixing in the carriageway with live traffic, including coaches, which are bringing pupils to the school from the wide catchment area.

The on street parking resulting from the school arrival and dispersal traffic would regularly obstruct any junction on the School Lane frontage of this site which was proposed by a new development.

The development of this site for 39 dwellings would bring additional traffic to School Lane of at least 25 PCU's (passenger car units), in the morning peak hour and this would create a material increase in the congestion which currently manifests itself with the increased likelihood of pedestrian/vehicular conflict.

This situation would be unsatisfactory without appropriate mitigation.

Conclusion.

Progress10 consider that this site is not located in a suitable part of the highway network for this level of development and that the traffic generation would be onerous in its effect on School Lane at school arrival time in the morning.

The inability of this site to provide practical and safe footway links means that this site can not offer a viable access strategy to all modes.

The site is not sustainable and is not served by public transport

The conclusion in the Cheshire East Council SHLAA document that this site is not: suitable, achievable or deliverable is endorsed by Progress10 Design.

6.6 SHLAA REF 4142 – ADJACENT TO MERE GARAGE, CONGLETON ROAD, MARTON (64 dwellings):

This site has two frontages to the public highway: one onto Bunce Lane which is derestricted (60 mph), and one onto the A34 which has a 30 mph speed limit and is the local primary route network road.

The A34 frontage has a good width highway verge and footway for the majority of its length with just a footway towards the northern end. This means that a junction optimally spaced on this frontage would be able to provide good junction geometry and visibility.

64 dwellings is unlikely to require a ghost island right turn lane on the A34 to remove right turning traffic from the through flow traffic and therefore the site could probably be served from a simple priority junction only. This means it would be unlikely that the A34 carriageway would need to be widened and this access option would be the most economically viable for the development of the site.

The site itself is lower than the highway but not by a significant depth and this should be able to be overcome with appropriate design.

The second option to this site is the one fronting Bunce Lane.

Bunce Lane is significantly higher than the ground level within the site and whilst there is the potential for the site to be served from Bunce Lane it would require significant construction and the engineering works to access the public highway and may also need a Section 278 Agreement under the Highways Act 1980. This means that the likely option for access to this site would be via the A34 frontage.

A34 site frontage.

The A34 is a primary route network road and serves to provide a strategic north south link between Manchester and locally Congleton. Beyond, the A34 reaches as far as Stoke-on-Trent and Stafford before continuing south. The A34 carries a significant traffic flow and is particularly busy at times of peak hour traffic.

The carriageway of the A34 varies in width but is generally around 8 metres wide as it passes through the village centre. It does not have a straight alignment and in particular on the bends carries a double white line system.

There are 3 side road junctions which adjoin the A34 within the village and they have mixed standards in terms of geometry with varying degrees of visibility and levels of traffic flow.

If SHLAA site 4142 was to be served from the A34 frontage the design of the required junction would be determined by the level of traffic generation. It is likely that this site could, against the prescribed number of units in the SHLAA, be served by a simple priority junction.

Progress10 consider that if this site were to be served for housing that an access from the A34 would be the best opportunity because the Bunce Lane option would require significant engineering works which may prove cost-prohibitive.

Traffic generation from this development is shown below in this report and Progress10 consider that it is likely that a solution for traffic generation against traffic capacity on the A34 would be evident if the site was assessed for development of this scale.

Sustainability.

A site of this scale in this rural location would generate a reasonable amount of traffic to access services and facilities which are not available within the village.

Marton village is not a sustainable area and this site like any of the other sites within Marton would suffer from a lack of local facilities resulting in a greater use of the private car for the family shop or to travel to work.

This site, like any other should offer or provide solutions for sustainable links for both the development and for the local area in general. A travel plan alone would not be sufficient mitigation however appropriate mitigation would need to be in scale with the development to align with the guidance in the National Planning Policy Framework.

Vehicle Trip Rates.

The TRICS database demonstrates that the likely trip rate for a site of this rural location without practical sustainable modal choice would be quite high.

The peak hour trip generation potential of the proposed SHLAA sites has been estimated using trip rates from the V7.1.1 version of the TRICS database.

For the purpose of this, assessment trip rates of 0.642 (a.m.), and 0.645 (p.m.), have been derived and the following figures give a reasonable indication of the likely traffic generation numbers from this site location:

	Morning peak 8.00 – 9.00a.m.		Evening peak 17.00 – 18.00p.m.		Totals	
	Arrivals	Departures	Arrivals	Departures	a.m.	p.m.
Trip Rate	0.188	0.454	0.404	0.241	0.642	0.645
64 residential units	12	29	26	15	41	41

Table 6.7: Traffic generation from 64 residential units – all figures rounded.

Access strategy.

Commentary has been made above regarding the likely use of a simple priority junction to serve this development from the A34.

Conclusion.

Progress10 consider that this site does have potential options for an appropriate access from the A34 however this would be subject to a detailed design. The Highway Authority may consider that a Section 278 Agreement would not be necessary for this site and may cover construction within the public highway via the Section 38 agreement for adoption, should the site be developed.

A Section 278 Agreement would only be necessary if the mitigation for sustainable accessibility centred around improvements to local footway links or similar and was remote from the site frontage.

A simple priority junction would have sufficient capacity to serve this site and assessment via a Transport Statement would be very likely to demonstrate that the peak hour traffic generation figures could be considered 'severe' under paragraph 32 of the NPPF.

Whilst Progress10 recognise that the SHLAA document states this site is not considered to be deliverable, Progress10 do consider that of all of the SHLAA sites identified for the Marton parish area, this one is the most realistic for a viable access strategy.

6.7 SHLAA REF 5059 – BUNCE LN DEPOT, BUNCE LN, MARTON (1 dwelling):

Planning permission was granted in December 2014 for one 3-bed dwelling on this brownfield site to replace the haulage depot use.

In highway terms the redevelopment of this site provided a reduction in traffic generation and adequate of-street parking and vehicle turning facility to satisfy the Highway Authority of its credentials.

Traffic generation from this site would not have a material impact on the existing highway network.

6.8 SHLAA site assessment as an overview in table form.

The following table offers an ‘at a glance’ assessment of the SHLAA sites in Marton Parish and gives a guide to their opportunity for development.

SHLAA REF	ADDRESS	ACCESSIBILITY ASSESSMENT: LOW/MEDIUM/HIGH (L/M/H)						
		Traffic Generation	Traffic Impact	Ped Cycle Options	Bus Service Options	Sustain-ability	Access-ibility	Overall
3307	WEST OF MARTON LN	50	M/H	L	L	L	L	L
3330	NORTH OF SCHOOL, SCHOOL LANE, MARTON	40	M/H	L	L	L	L	L
3331	SOUTH OF OAK LN, MARTON	29	M/H	L	L	L	L	L
3332	WEST OF SCHOOL LN, MARTON	112	L/M (A34)	L/M	L	L/M	L	L/M
3333	EAST OF SCHOOL LN, MARTON	25	L/M	L	L	L	L	L
4142	ADJ MERE GARAGE CONG'N RD MARTON	41	L	L/M	L	L/M	L	L/M
5059	DEPOT BUNCE LN MARTON	NON MATERIAL	N/M	L	L	L	L	N/M

Table 6.8: Overall assessment of SHLAA sites.

7. Development Traffic Generation.

At the time of writing traffic generation from new development is considered to be an area of concern where it is considered to be 'severe' under the National Planning Policy Framework.

This would be the case if there was a significant increase in queuing at a vital junction node or if additional traffic exacerbated a potential hazard on the public highway.

There may also be a significant concern if the sustainability of a site was in question and this produced a more intense use of private car journeys where a sustainable development would ensure these were minimised.

As can be seen from the site assessments above against the identified SHLAA sites, Progress10 have expressed concern regarding access strategy and traffic generation where impact onto the narrow and often single track country lanes is not considered sustainable and pedestrian and other sustainable modes of travel are not adequate or meet standards.

If any of these sites were to come forward for development and the anticipated level of traffic impact was evident through analysis, Progress10 consider that a defence against such development traffic on the grounds of severity and sustainability could be available if appropriate mitigation was not identified.

8. Traffic Management and Speed Limits.

The centre of Marton village is dominated in highway terms by the A34 primary route which currently has a 30 mph speed limit. The speed limit on the northbound and southbound approaches into the village is 50 mph.

The centre of the village contains the: church, public house, 9-hole golf course and a small group of retail outlets including a restaurant.

These facilities form what can be considered the centre of the village whilst the limited number of residential properties tend to be served off the narrow lanes which join the A34 at the three local junctions. There are no bus services in the village and footway provision, whilst quite good on the A34 itself is almost completely missing from the adjoining lanes.

It is the view of Progress10 that a case could be made for the imposition of a lower speed limit 'buffer' on the main approaches to the village set at 40 mph in order that traffic approach speeds are incrementally reduced on approach.

There are a number of Department for Transport and Government documents which provide guidance on the setting of speed limits and rural village environments gain recognition. There are specific elements which can be built into a case for the reduction of local speed limits and there is specific reference to the introduction of 20 mph speed limits for villages.

(Note: Progress10 consider that it is unlikely that the Highway Authority would consider a 20mph speed limit appropriate for the A34 and given the reasonably low road traffic crash record on the A34, the 30mph speed limit is probably the most appropriate for this length of carriageway).

The elements considered for speed limit changes revolve around: environment, accident record, impacts on walking and cycling, environmental, quality of life, noise, vibration, route management and road function to name but a few.

The primary documents are:

- Department for Transport Circular 01/2013
- Traffic Signs Regulations and General Directions 2002 (TSRGD 2002)
- Road Traffic Regulation Act 1984
- DfT Speed Limit Appraisal Tool 2013.

Often there are local policy documents too which are based on the national guidance and these can also be employed.

This documentary guidance would allow a case to be developed which would give Marton Parish Council an opportunity to work with the local highway authority in developing a more appropriate set of speed limits for 'buffer zones' – and not just for the village itself - but also perhaps for other areas of the Parish where similar benefit may well be justified.

9. Neighbourhood Plan Recommendations.

The identified SHLAA sites around the village of Marton would produce a significant material impact on the village and the Parish in terms of traffic and other impact as outlined earlier in this report.

The sites are considered to be unsustainable generally as they have little or no sustainable modal choice other than broken footway links to the limited village facilities.

Access strategy and design for many of the sites is limited and poor. Only site 4142 has some real merit in terms of the possibility of development.

It is recommended that the Parish should seriously consider resisting development on any of these sites on the evidence provided in this report and in particular in highway impact terms. The précis table at 6.8 gives a broad guide to the quality of accessibility for each site which is a good one-glance guide and taken from the detailed report on each SHLAA site.

There is a train of thought though which must be considered, and that is the ambition of the Parish to improve the local highway network with regard to traffic speed and flow with better local management through an improved highway environment.

These improvements would need to be aimed at controlling traffic speeds and enhancing the highway environment for pedestrian and cycle travel and for very local event opportunity.

New development may be able to contribute funding towards these improvements or provide them as local improvements offering betterment.

8.0 Traffic Management.

Traffic Management would offer a number of options to calm traffic through the village environment of Marton and the following principles could not only be considered for the village itself but also for other smaller hamlets within the Parish.

8.1 Speed Limits and Public Realm features.

40mph 'buffer' speed limits would help calm the village environment however they would almost certainly need some physical features in terms of 'gateways on the adjacent verges and higher profile signing.

Local carriageway narrowing at the gateways would help curb approach speeds and this could be a feature secured via development funding or through the Local Area Partnership of CEC for highways.

Given the width of the A34 carriageway through the village itself, some local points of carriageway narrowing to minimum width standards would also restrain vehicle speed and allow the development of informal pedestrian crossing opportunities across the narrower carriageway width.

The existing lining system through the village is badly worn and the Parish Council should press the highway authority for more frequent maintenance.

8.2 Public Realm treatments.

One of the factors discussed in national guidance on speed limits is that lower limits should be realistic and where set at lower speed for example, they should be complimented by public realm works and road geometry which would make the approaching driver more aware and encourage the use of appropriately low speeds within the driving environment.

These Public Realm measures have moved on from 'traffic calming' and are no longer referred to by that name.

These features would provide the same effect whilst having the potential to enhance the environment for pedestrians and cyclists and other vulnerable road users.

In addition and with the correct approach to design and the use of materials, Public Realm works will certainly give opportunities to enhance and compliment the character of the existing local environment.

Planting, benches and more prominent pedestrian features and areas would all help to make a driver aware of the environment they are driving through and help moderate their speed.

Progress10 recognise that this will be a fundamental issue for the Parish of Marton.

In addition, 'quiet surface' technology could be used to re-surface the main routes into and out of the village within the lower speed limit areas and this would reduce traffic noise and vibration.

9. Aftercare.

If there is not already one available the Parish should also seek to negotiate for a speed indicator device which could have dedicated posts provided at set points on the approach to the village centre. This would record traffic flows and speeds for evidence and can be set either to show approach speeds or not, but in both modes will still record flow and speed.

10. Funding.

Should development be proposed for any of the SHLAA sites identified earlier in this report and a planning permission be likely or achieved, this would be the potential funding provider for this significant level of works to calm and protect the village of Marton and perhaps the wider Parish.

The Parish should seek to attend development meetings and invite developers to exhibit proposals in the village where meetings could be convened to discuss Parish needs with developer teams and the local Authority.

This would allow the Parish to negotiate for improvements like or similar to those outlined above and given the likely impact locally from development of any scale, it is considered that this type of contribution could be shown to be compliant with the Community Infrastructure Levy Regulations 2010 and the Community Infrastructure Levy (Amendment) Regulations 2014.

11. Conclusion.

There are clear and strong highway indicators for Marton Parish (and in particular for Marton village), which should influence the development of the Neighbourhood Plan.

The Plan should lead development, and the traffic impact from new development needs to be a material consideration in whether the Plan will support or deter new development proposals.

New development must, under local and national policies, be sustainable and provide accessibility and the availability of sustainable modal choice for existing and future residents of Marton Parish and this needs careful consideration.

At this time the Parish has very little sustainable resource or facilities and in particular, the highway network throughout the Parish offers very limited pedestrian access. There are of course public footways and bridleways however they provide only limited connectivity and are not practical on an everyday basis.

Opportunities for local highway improvements to provide for walking and or cycling are very limited, although most developer's consultants will always claim that cycling is available on the existing highway network.

The fact is that many of the lanes in the Parish are constrained physically and visually and this can make cycling less attractive at times of higher traffic flow such as peak hours.

The SHLAA sites assessed earlier in this report are all centred on the village of Marton and have the scale to multiply the existing number of dwellings a number of times.

These sites must be considered to be unsustainable as they will be almost wholly reliant on single or other car occupancy travel, and this would cause considerable traffic impact not just on the village, but throughout the Parish itself.

Given the scale of these developments as a whole it would be reasonable to argue a 'severe' impact under the National Planning Policy Framework for some aspects of the SHLAA sites. In particular the impact on hedgerows and trees would be unrecoverable, and for the larger sites traffic impact would be very significant.

Having considered this impact there is not an option to provide improvement to sustainable modes of travel which might be expected from large housing developments and it is clear that even the larger scale sites cannot spend money to improve sustainable travel where options to achieve that do not exist.

The cumulative impact of the identified SHLAA sites on the village of Marton could certainly be considered to be 'severe' in local terms on a reasonable number of grounds and this could be tested against the National Planning Policy Framework.

Local concerns.

The Parish Council have concerns regarding traffic flow volumes along the A34 and would seek to provide traffic calming to help mitigate: traffic speed, noise and vibration.

Buffer speed limits are considered above in this report and Progress10 would recommend that these features are combined with 'gateway' features to highlight changes in speed limit to the approaching driver.

Carriageway narrowings and public realm enhancements are also recommended.

Progress10 find that there are no real options to alleviate the A34 traffic flow as this primary north-south route through the Parish. It should therefore be accepted to some degree that the A34 will remain the primary route in this area for the foreseeable future and policy within the neighbourhood plan should work towards appropriate treatment to best manage the existing and future traffic flows.

Progress10 find that the best options to ameliorate these concerns for new traffic generation remain with traffic management and the sustainable credentials of new development.

Progress10 have identified options which are practical in this respect and which would also be possible should sufficient funding become available.

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