



Waste Transfer Station, Daventry

Transport Statement

On behalf of **Daventry District Council**

Project Ref: 41903 | Date: October 2017

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Document Control Sheet

Project Name: Waste Transfer Station, Daventry

Project Ref: 41903

Report Title: Transport Statement

Date: October 2017

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| Revision | Date | Description | Prepared | Reviewed | Approved |
|----------|------|-------------|----------|----------|----------|
| | | | | | |

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1 Introduction

1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Daventry District Council to provide a Transport Statement (TS) in support of a planning application to redevelop the Waste Transfer Station (WTS), Daventry. The location of the WTS is shown in **Figure 1.1**. A site layout plan is included in **Appendix A**.



Figure 1.1 - Location of the WTS

1.2 Report Structure

- 1.2.1 This TS has been prepared in accordance with Guidance on Transport Assessments issued by both the Department for Transport and Daventry District Council.
- 1.2.2 The structure of the TS is as follows:
- Section two describes the national and local policy context relevant to the proposed changes to the WTS.
 - Section three describes the existing conditions of the WTS. The details included are; the site location; the local highway network; accessibility by public transport, walking and cycling; and a review of accident records on the local highway network in proximity to the WTS.
 - Section four presents the development proposals, including access arrangements and parking provision for vehicles and cycles

- Section five presents the trip generation anticipated for the proposed changes and the vehicular impacts on the highway network
- Section six presents the transport strategy for the redevelopment
- Section eight provides a summary of the TS and draws conclusions to the report

2 Policy Context

2.1 Introduction

2.1.1 This Transport Statement has been prepared in line with relevant national and local policy and guidance. A summary of key policy and guidance has been provided in this section to demonstrate how the proposed changes aligns with these policies.

2.2 National Policy

National Planning Policy Framework (2012)

2.2.1 The key aim of the National Planning Policy Framework (NPPF) is to promote and achieve sustainable development. It states that *“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- i. the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- i. safe and suitable access to the site can be achieved for all people; and*
- ii. improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

2.2.2 Two of the core planning principles detailed in paragraph 17 of the NPPF include actively managing *“patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”* and to *“take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs”*.

2.2.3 NPPF also encourages reducing the need to travel, the movement of goods and people by sustainable modes of transport where travel is required, the provision of high quality public transport with priority provided to pedestrians and cyclists, and creating *“safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians”*.

2.2.4 This Transport Statement has been prepared to support the sustainable objectives set out in the NPPF at the site.

Planning Practice Guidance (March 2014)

2.2.5 Planning Practice Guidance (PPG) provides links between the NPPF and identifies the following with regard to Transport Statements:

“Transport Assessments and Statements are ways of assessing the potential transport impacts of developments... The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

2.2.6 Transport Statements, Transport Assessments and Travel Plans are important as they:

- promote and encourage sustainable travel
- create “accessible, connected, inclusive communities”
- reduce the impact of trip generation
- reduce the impact on the environment through reducing carbon emissions, and
- improve quality of life, health and road safety

2.2.7 The identified principles have been applied to this Transport Statement. The WTS is in a location with good accessibility by walking, cycling and public transport to the neighbouring areas and centre of Daventry.

Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (January 2011)

2.2.8 The White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen forms part of the government’s overall strategy to tackle carbon emissions from transport. The White Paper encourages short trips (less than five miles) to be undertaken using sustainable modes of transport such as walking, cycling and public transport; and sets out mechanisms for local authorities to deliver local sustainable transport. It also provides practical guidance for local authorities on dealing with transport issues in their areas, supported by case studies.

2.2.9 The priority set out for local transport is to, “*encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion*”.

2.2.10 This Transport Statement supports the priorities set out in the White Paper by promoting a sustainable site and encouraging sustainable travel to and from the WTS.

2.3 Local Policy

Northamptonshire County Council - Northamptonshire Transportation Plan: Fit for Purpose (March 2012)

2.3.1 The Northamptonshire Transportation Plan (NTP) is Northamptonshire County Council’s Local Transport Plan and sets out Northamptonshire County Council’s transport policies, objectives and vision for the long term. The Transportation Plan covers the period to 2026

2.3.2 The NTP sets out the main strategy for Northamptonshire and it is supported by a suite of ‘daughter’ documents which comprise a number of Thematic Transport Strategies.

2.3.3 A list of the key priorities outlined within the NTP are summarised below:

- i. enhancing strategic connections and addressing congestion on the road network; and
- ii. making public transport and cycling more attractive and encouraging and incentivising low-carbon travel.

2.3.4 The NTP’s ‘daughter’ documents that are relevant to this redevelopment are:

- Northamptonshire Smarter Choices Strategy

- Northamptonshire Bus Strategy
- Northamptonshire Cycling Strategy
- Northamptonshire Parking Strategy
- Northamptonshire Walking Strategy
- Northamptonshire Highway Development Management Strategy

2.3.5 The proposed development seeks to promote cycling to work through the provision of cycle storage facilities.

Daventry Town Transport Strategy

2.3.6 The Daventry Town Transport Strategy sets out the overarching vision for transport in Daventry and sets out its strategy to achieve it. This strategy is one of a series of thematic daughter documents to the Northamptonshire Transportation Plan that was adopted in 2012.

2.3.7 The strategy seeks to improve the attractiveness of sustainable transport modes for travelling within and from Daventry as an alternative to using the car. The strategy aims a reduction of 20% in single occupancy car journeys to work from new developments and a reduction of 5% in single occupancy car journeys to work from the existing town

2.3.8 The strategy aspires to achieve its aims by:

- Increasing the use of public transports in Daventry
- Increasing the number of pedestrians and cyclists

2.3.9 The strategy seeks to achieve the above by improving infrastructure, connectivity and increasing the attractiveness of journeys.

2.3.10 The provision of a cycle storage rack will promote cycling to and from work at WTS

Northamptonshire County Council's Creating Sustainable Communities – Planning Obligations Framework and Guidance Document (January 2015)

2.3.11 The Planning Obligations Framework and Guidance (POFG) policy document outlines the Council's approach to developer contributions via planning obligations, through Section 106 agreements. The document provides guidance on the level and type of contribution that developers will be expected to make towards infrastructure provided by the Council that is necessary to achieve sustainable development. It is an update of the Council's "Creating Sustainable Communities: Planning Obligations Framework and Guidance document which was adopted in March 2011.

2.3.12 With regards to Transportation and Highways, the POFG states that the contribution from developers towards transport infrastructure will be identified through a Transport Assessment process, and will be made up from all or some of the following components:

- contributions to strategic infrastructure;
- contributions to town/area infrastructure;
- contributions to or Delivery of site specific measures;

- contributions to, or Service Level Agreements for, public transport; and
- contributions to travel plan monitoring and where appropriate, the management and delivery of approved travel plans by the County Council.

2.3.13 This transport statement highlights the proposed contributions that the WTS redevelopment will have on site specific measures.

West Northamptonshire Joint Core Strategy Local Plan (December 2014)

2.3.14 The Joint Core Strategy (JCS) sets out the long-term vision and objectives for the whole of the West Northamptonshire area for the plan period up to 2029, including strategic policies for steering and shaping development. It identifies specific locations for strategic new housing and employment and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development will be limited.

2.3.15 The JCS states that priority will be given to proposed transport schemes that will contribute to behavioural change by:

- Providing access by walking, cycling and public transport to key facilities and services;
- Promoting the use of walking, cycling and public transport over and above private car trips'
- Maximising the use of existing capacity within transport infrastructure; and
- Managing demand for car-based travel within urban areas.

2.3.16 When determining planning applications, Local planning Authorities need to be assured that the existing infrastructure provision can support the development proposals. The JCS outlines that when this is not the case, necessary additional infrastructure should be provided. This is reiterated in Policy INF2 – Contributions to Infrastructure Requirements –which states that:

“New development will only be permitted if the necessary on and off-site infrastructure that is required to support it and mitigate its impact, is either in place, or there will be a reliable mechanism in place to ensure that it will be delivered. “

2.3.17 The existing infrastructure will be able to support the redevelopment of the WTS as the Traffic flow to and from the site is unlikely to change. The redevelopment also provides for cycle storage facilities which will help to promote cycling.

3 Existing Conditions

3.1 Introduction

3.1.1 This section identifies the existing transport conditions associated with the application site. It describes the location, surrounding local highway network, pedestrian and cycle access/infrastructure and current local transport provision. A review of road safety data for the local road network surrounding the application site is also provided.

3.2 Application Site Location and Highway Network

3.2.1 Daventry is a market town which lies in the administrative boundary of Daventry District council in Northamptonshire. The town is located 17.5 km to the west of Northampton and 14 km south of Rugby

3.2.2 The WTS is located adjacent to High March and the A425 in Daventry (**Figure 1.1.**). The WTS is bound to High March road to the east, industrial developments to the south, the A425 to the west and a roundabout to the north. The site is accessed from High March.

3.2.3 The High March provides connectivity to the A425, which provides linkages to Daventry as well as other destination further afield such as Northampton and Rugby

3.3 Pedestrian and Cycle Facilities

3.3.1 Footpaths, approximately 2m in width, are present on both sides of the road on High March. No cycle lanes are provided on the roads connecting to High March and none are present on High March.

3.4 Public Transport Provision

3.4.1 The nearest bus stops are on Admirals Way adjacent to Trafalgar Way. These bus stops are located within 150 m walking distance north of the WTS. The bus stops can be easily accessed from the site by footways.

3.4.2 The bus stop on Admirals Way serves the D1, D2, and D3 services. Further details of the bus services are provided in **Table 3.1**

3.4.3 The first inbound and outbound trips on the weekdays are 07:13 and 06:19, respectively. The last inbound and outbound trips on the weekdays are 22:38 and 22:37, respectively.

Table 3.1 - Details of the bus service in proximity to the WTS

| Service No. | Operator | Route | Frequency | | | Approximate Travel Time |
|-------------|-----------------------------|---|-----------|------------|------------|---|
| | | | Mon-Fri | Sat | Sun | |
| D1 | Stagecoach Northamptonshire | Northampton - Weedon - Daventry - Grange Estate | Hourly | No service | No service | 25 mins to Daventry Ericsson Close 35 mins to Northampton |

| | | | | | | |
|----|--------------------------------|--|------------|--------|---------------|---|
| D2 | Stagecoach Northamptonshire | Northampton - Weedon - Daventry - Monksmoor - Lang Farm | No service | Hourly | No service | 25 mins to Daventry Ericsson Close 35 mins to Northampton |
| D3 | Stagecoach Northamptonshire | Northampton - Bugbrooke - Weedon - Daventry - The Grange - Lang Farm | No service | Hourly | No service | 40 mins to Daventry Ericsson Close |

3.5 Road Safety Assessment

3.5.1 Accident data between 2012-2016 in proximity to the WTS was collated. This data was collected to determine the number of Personal Injury Collisions (PICs) occurring within the local network surrounding the WTS. The search area of the accident data is illustrated in **Figure 3.1**.



Figure 3.1 - Road Accident Search Area

3.5.2 The data provided by Crashmap details the severity of the accident, date, number of vehicles and the number of casualties involved in the accident; no information is provided regarding causation factors, types of vehicles involved, the time of day and weather conditions. A summary of the information is provided in **Table 3.2**.

3.5.3 Thirteen accidents were reported over the five-year period within the study area. All the recorded accidents have been reported as slight casualties.

Table 3.2 - Summary of PICs

| Severity | Location | Date | | | Number of Vehicles | Number of Casualties |
|----------|---|------|-------|------|--------------------|----------------------|
| | | Day | Month | Year | | |
| Slight | Admirals Way | 20 | 11 | 2015 | 2 | 1 |
| Slight | Admirals Way, entering western roundabout | 04 | 03 | 2015 | 2 | 4 |
| Slight | A425 | 12 | 03 | 2014 | 1 | 1 |
| Slight | A425, entering southern roundabout | 08 | 04 | 2015 | 2 | 1 |
| Slight | London Road, entering western roundabout | 13 | 11 | 2015 | 2 | 1 |
| Slight | London road, on roundabout | 16 | 08 | 2013 | 2 | 1 |
| Slight | London road, on roundabout | 07 | 05 | 2015 | 4 | 1 |
| Slight | London Road, on entry to High March | 12 | 07 | 2014 | 2 | 1 |
| Slight | London Road | 01 | 10 | 2015 | 2 | 1 |
| Slight | Western Avenue | 29 | 04 | 2015 | 1 | 3 |
| Slight | London Road B4038 | 23 | 04 | 2014 | 2 | 1 |
| Slight | Long March | 01 | 10 | 2014 | 2 | 1 |
| Slight | B4038 | 11 | 10 | 2013 | 1 | 1 |

Source: Crashmap

4 Development Proposals

4.1 Introduction

4.1.1 This section of the report sets out the redevelopment proposals and provides detail on the proposed access and movement strategy for the site.

4.2 Development Proposals

4.2.1 It is proposed that the existing WST and yard is to be redeveloped. The redevelopment includes a new two bay workshop and a new Waste Transfer Station Building. There is no change of use proposed. The new buildings are proposed to replace the existing buildings, allowing a more efficient and effective site layout.

4.3 Vehicular Access Arrangements

4.3.1 The current access to the site is gated and via a priority junction from High March which has been designed to accommodate large articulated vehicles. The existing access arrangements will be retained and remain unchanged. The site access is shown in **Appendix B**. Swept path tracking is provided in **Appendix C**.

4.4 Pedestrian and Cycle Access Strategy

4.4.1 Pedestrian access is provided from the High March footpath into the site. The existing pedestrian/cycling access will be retained and remain unchanged. The pedestrian routes will be clearly marked on the site to ensure suitable separation of vehicles and pedestrians. Drop kerbs will be provided to allow level access to the building.

4.5 Public Transport Strategy

4.5.1 The nearest bus stop to the WTS is approximately 150m north from the site on Admirals Way, which is served by the D1, D2 and D3 services. The bus stops can be easily accessed from the site by footways.

4.5.2 A “desirable” walking distance of 400m is recommended by the CIHT (‘Providing for Journeys on Foot, 2000) which can be completed in approximately 5 minutes on foot, although it is accepted that a “preferred maximum” of 1,200m be adopted otherwise. The proposed site therefore meets the “desirable” walking distance as a result of the close proximity to the bus stops. The bus stops can be accessed via footways from High March.

4.6 Parking Strategy

4.6.1 The Northamptonshire Parking Standards (2016) sets the minimum parking spaces required for each land use. The site of interest is categorised as a recycling centre / civic amenity. The Northamptonshire Parking Standards requires the site to have:

- 1 car parking space per full time staff
- 1 cycle parking space per 4 staff
- 1 motorcycle/scooter space + 1 per 20 car spaces
- 10% of total car parking spaces to be disabled parking

- 4.6.2 The proposed redevelopment is expected to have 4 to 5 staff. This equates to requiring a minimum of 4 to 5 car parking spaces, 1 cycle parking space, 1 motorcycle/scooter space and 0 or 1 disabled parking space.
- 4.6.3 Four car parking bays, one of which will be a disabled parking bay, and a six cycle spaces are proposed. A parking space for a motorcycle is also to be provided. This ensures that the proposed redevelopment has an adequate number of car parking spaces. The number of cycle parking and disabled parking spaces meets the requirements of the Parking Standards. A summary of the parking requirements is provided in **Table 4.1**.
- 4.6.4 All parking spaces proposed will be 2.5m x 5.0m and provide a minimum of 6.0m clear reversing spaces as required.
- 4.6.5 Much of the site is covered with hardstanding and is used for open stage of various waste streams and parking for a range of vehicles including light vans, cars and refuse vehicles. A large proportion of the hardstanding is given over to manoeuvring space for large articulated vehicles and small items of mobile plant.
- 4.6.6 The proposed 6 cycle spaces are located adjacent to the vehicle workshop. The staff changing area of the building includes a shower for use by staff who cycle to work.

Table 4.1 - Summary of the parking requirements

| Type of Parking | Northamptonshire Parking Standards | Proposed Parking |
|---------------------|------------------------------------|------------------|
| Cars | 4/5 | 4 |
| Cycle | 1 | 6 |
| Motorcycle/scooters | 1 | 1 |
| Disabled | 0/1 | 1 |

5 Trip Generation and Vehicular Impact

5.1 Existing Trip Generation

5.1.1 The existing trip generation for the site is as follows:

- 5790 trucks per annum
- 23 trucks per day and
- 3 trucks per AM and PM peak hour

5.2 Proposed Trip Generation

5.2.1 The existing level of trips is not anticipated to change following the proposed redevelopment as there is no change in use or intensity of use proposed. The operational programme of the site is also not anticipated to change significantly. The proposed use of compaction vehicles as opposed to kerbsiders may improve efficiency relative to the existing trip generation.

5.3 Vehicular impact

5.3.1 The proposed redevelopment will have a negligible impact on the current traffic flow as there is no anticipated increase in trip generation. The redevelopment will contribute 3 trucks per peak hour. This only equates to 1 truck every 20 minutes.

5.4 Junction Capacity Assessment

5.4.1 The proposed redevelopment is likely to have a negligible (if any) impact on the current traffic flow and junction capacity. It is therefore deemed unnecessary to carry out a junction capacity assessment of any of the local junctions.

6 Summary & Conclusion

6.1 Summary

- 6.1.1 Peter Brett Associates LLP (PBA) has been commissioned, by Daventry District Council, to provide a Transport Statement (TS) in support of an outline planning application for the redevelopment of the Waste Transfer Station, Daventry.

6.2 Conclusion

- 6.2.1 The redevelopment proposals are in line with national and local transport policy in that the redevelopment promotes sustainable modes of transport through the provision of a cycle storage. The redevelopment is also in close proximity to bus stops which provide accessibility to surrounding neighbourhoods and the town centre.
- 6.2.2 A review of road accident data on the road network surrounding the application site found that there were no obvious road safety issues that needed to be considered as part of the development due to the low occurrence of accidents, the even spread of accident locations, the low severity of these accidents and the negligible change in site activity.
- 6.2.3 The effects of the redevelopment on the existing traffic flows were deemed negligible. This view is adopted as the redevelopment does not include any intensification or expansion of operations on the site.
- 6.2.4 It is therefore concluded that in consideration of the contents of this Transport Statement, the impact of the proposed development is not severe and therefore there are no reasons in transport terms why this proposed development should not be approved.

Appendix A Site Layout

Appendix B Site Access

Appendix C Swept Path Tracking