



Worcestershire Local Transport Plan 3

Requirements for Transport Assessments and Statements

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The Worcestershire Requirements for Transport Statements (TA) and Assessments (TS)

Introduction

This document has been developed by Worcestershire County Council to provide a reference for prospective developers as to the minimum standards that Worcestershire County Council will expect for transport assessments and statements to be considered for approval.

It sets out the requirements for transport assessments and statements in explicit detail, whilst also providing reference to relevant policies and plans to ensure that future transport assessments and transport statements are policy compliant.

All new developments in Worcestershire must be designed as sustainable developments.

Therefore, transport statements and assessments **must not** focus on road building or highway capacity enhancements as a means of catering for the transport impacts of development sites, without a detailed exploration of measures to encourage sustainable transport behaviour, including increased use of walking, cycling and passenger transport. In preparing a transport statement or assessment, the following considerations will therefore be appropriate:

ENCOURAGING ENVIRONMENTAL SUSTAINABILITY

- **Reducing the need to travel, especially by car** - reducing the need for travel, reducing the length of trips, and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses.
- **Tackling the environmental impact of travel** - by improving sustainable transport choices, and by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling, making these modes a **realistic** alternative to the car, particularly in terms of cost and convenience.
- **The accessibility of the location** - the extent to which a site is, or is capable of becoming, accessible by non car modes, particularly for large developments that involve major generators of travel demand.
- **Other measures which may assist in influencing travel behaviour (ITB)** - achieving reductions in car usage (particularly single occupancy vehicles) by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control through active and well managed travel plans.

MANAGING THE EXISTING NETWORK

- **Making best possible use of existing transport infrastructure** - for instance by low-cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures such as bus lanes, or other forms of Intelligent Transport Systems (ITS) to improve operations on the highway network. It should be noted that the capacity of the existing public transport infrastructure and footpaths is finite, and in some areas overcrowding already exists.

- **Managing access to the highway network** - taking steps to maximise the extent to which the development can be made to 'fit' within the available capacity by managing access from developments onto the highway network.

MITIGATING RESIDUAL IMPACTS

- **Through demand management** - using traffic control measures across a wide network to regulate flows.
- **Through improvements to the local public transport network, and walking and cycling facilities** - for example, by extending bus routes by increasing bus frequencies, protecting buses from the effects of traffic congestion and designing sites to facilitate walking and cycling, supported by active and well-managed travel plans.
- **Through minor physical improvements to existing roads** - it may be possible in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc. within the existing highway boundary.
- **Through provision of new or expanded roads** - it is considered good transport planning practice to demonstrate that the other opportunities above have been *fully* explored before considering the provision of additional road space such as new roads or major junction upgrades. Transport Assessments or Statements that focus on the provision of enhanced highway infrastructure, without detailed consideration of measures to promote the use of sustainable modes, will be rejected.

Consideration of these matters should take place at an early stage in the process of preparing a development proposal. Work on developing the transport assessment can then help inform, and be informed by, discussions about the location of the site and the scale and mix of uses proposed.

A properly prepared Transport Assessment or Transport Statement will allow Local Planning Authorities to assess the development's compatibility with the relevant planning policy framework (usually the Local Development Framework) and, in particular, the relevant transport strategy (usually the Local Transport Plan). It will allow the transport implications of proposed developments to be properly considered and, where appropriate, will help identify suitable measures to achieve a more sustainable and environmentally sound outcome. A Transport Assessment or Transport Statement can also address issues likely to be of concern to the local traffic authority and the Highways Agency where relevant, in performing their network management duties.

Overview of Requirements for Transport Assessment

The consultant shall set out the methodology and standards to be used for the Transport Assessment in a technical note for comment by the Highway Authorities.

The Transport Assessment shall, as a minimum, cover the following aspects by using a methodology and strategy that is appropriate for the scale of development:

Trip Generation and Distribution

1. An evidence based assessment of the likely trip generation and distribution by mode and time period by the development showing the proportion of trips with origins and destinations external to the site, including an assessment for freight. Evidence should be presented to demonstrate how the predicted external trip generation would be secured, delivered, monitored and maintained.
2. An evidence based assessment of the anticipated origin and destination of external trips.
3. An evidence based assessment of the mode share for external trips, including for freight. In view of national, regional and local policies promoting sustainable developments it is expected that the mode share for sustainable modes will be maximised. Evidence should be presented to demonstrate how this would be secured, delivered, monitored and maintained. This will include proposals for:
 - Transport infrastructure, including walk, cycle, passenger transport, and highways
 - Passenger transport services and facilities
 - Travel plans, including incentives to use more sustainable modes

Accessibility Assessment

1. The evidence base for mode shares should include a detailed assessment of the accessibility of the site across all transport modes, taking into account proposed additional transport provision. Specifically, accessibility to the following service areas should be considered: residential areas (particularly those of employees), other employment sites; key gateways (airports, rail stations etc.), retail centres; schools; further education facilities; GP surgeries; Hospitals (A&E); leisure centres.
2. The evidence base must include a detailed assessment of the accessibility of the proposed development across all transport modes. In particular the assessment must provide a significant element of the justification for:
 - *Passenger transport mode shares*
 - *Passenger transport demand and revenue*
 - *The sustainability of the passenger transport network*
3. Worcestershire County Council would expect the accessibility assessment to follow best practice and in particular the preferred methodology set out in the Worcestershire Integrated Passenger Transport Strategy (IPTS) Accessibility Best Practice Report.
4. In particular, we would expect the methodology to include using a combination of Accession and GIS, assess the quality of access provided by passenger transport to/from/within a new development and compare it to that provided by key competing modes (e.g. private car). The assessments would be undertaken for the proposed “opening year” scenario and subsequent years scenarios (taking account of the phasing of the development).
5. The assessment must include a Weighted Accessibility Assessment Using the Accession Model, calculating:

- Passenger Transport Origin Accessibility to Employment/Health/Education/Retail/Leisure Opportunities (i.e. access to these opportunities both within and outside the new development)
- Passenger Transport Destination Accessibility (i.e. access to development related employment, health, education, retail and leisure facilities from “external” locations)
- Private Car Origin Accessibility to the same set of Employment/Health/Education/Retail/Leisure opportunities
- Private Car Destination Accessibility to development related employment, health, education, retail and leisure facilities from the same set of “external” locations)

6. The passenger transport accessibility modelling MUST:

- Provide the basis of a clear and technically robust comparison between the accessibility of passenger transport and car to and from the development, sufficient to support the forecast mode shares
- Take account of all passenger transport modes in combination (i.e. rail, local bus, community transport) and also in isolation (i.e. the accessibility performance of road-based passenger transport network in the absence of improvements to rail-based infrastructure and services)
- Take account of the perceived “weightings” applied by passenger transport users/non-users to various elements of a journey (e.g. access, wait, in-vehicle, interchange, egress)
- Be undertaken on the basis of weighted measures of accessibility, i.e. the *Hansen/Gravity Continuous Measure*
- Be undertaken for the Weekday AM Peak, Weekday Inter-peak, Weekday PM Peak, Weekday evening, Saturday daytime, Saturday evening and Sunday daytime periods
- Take account of the effects of traffic congestion on both bus, community transport and car journey times
- Be undertaken for the passenger transport network a whole AND individual modes (e.g. bus and rail)
- Consider walking and cycling accessibility to sites and to passenger transport infrastructure (such as served bus stops, bus stations etc)

7. Mapping and tabulation of the results, enabling identification of:

- Areas and periods of poor accessibility to specific facilities and services
- Areas and periods where accessibility is insufficient to deliver the target mode shares for passenger transport
- The passenger transport infrastructure and service enhancements needed to provide the level of passenger transport accessibility needed to deliver the target mode shares
- The walking and cycling infrastructure required to ensure that residential areas can access key services and facilities, including passenger transport services, to support social inclusion.

8. Mapping and tabulation of the results, enabling comparison between passenger transport and private car accessibility to specific facilities and services during the modelled periods.

9. Use this data to assess (in general terms) the “competitiveness” of passenger transport and the extent to which this undermines the achievement of national, regional and local policy objectives

Catchment Area Assessment

A Catchment Area Assessment, which includes:

1. Population in the development area within 250-metre walk of a direct (no interchange) passenger transport service to key destinations (to be agreed with Worcestershire County Council)
2. Population within a 250-metre walk of a ONE interchange passenger transport service to key destinations
3. Repeat the above assessments for 800-metre walk catchment area

Passenger Transport Solutions 20-year Business Case

A 20-year business case for passenger transport solutions demonstrating the anticipated revenue support profile over those 20 years and the proposed source of funding for that revenue support. The business case should demonstrate how provision of passenger transport would promote its use from the start of occupation of the development and proposals for securing and phasing proposed passenger transport provision.

Safety Assessment

A safety assessment, including an analysis of road traffic collisions in an area to be defined in agreement with Worcestershire County Council to identify cluster sites that exist that could be made worse by traffic generated by the development. Identification of measures to tackle these cluster sites for inclusion in the site transport strategy.

Traffic Impact Assessment

Evidence based assessment of the traffic impact of the development at the date of full occupation, including for freight. This assessment should identify and take full account of committed development and the emerging development scenarios from the West Midlands and South West Regional Spatial Strategies. The assessment must also take account of any emergent local transport strategy (this will be identified and provided by Worcestershire County Council). The Traffic Impact Assessment must include the following:

1. Proposed mitigation measures with sufficient feasibility study of the proposed measures to demonstrate their deliverability and cost.
2. Proposals to cater for trips internal to the development.
3. Assessment of CO₂ emissions from all transport modes serving the development. Identification of measures to tackle emissions problems for inclusion in the site transport strategy.
4. An assessment of the impact on any existing or proposed Air Quality Management Areas (AQMA). Identification of measures to tackle any adverse impacts on AQMA's for inclusion in the site transport strategy.

5. An assessment of the traffic impacts during the construction phase and proposals to mitigate that impact.

Geographical Scope

1. To be defined in consultation with Worcestershire County Council.
2. Demonstrate effective connections to the strategic road network and by passenger transport to key locations.
3. Impacts on the strategic and local road network and villages.
4. Specific impacts on the roads and junctions to be defined in consultation with Worcestershire County Council.
5. The consultant should check with the Highways Agency and Network Rail to determine any specific requirements they have.

References

Although not an exhaustive list, the following policy documents should be considered as a minimum when compiling Transport Assessments or Transport Statements:

- **The Planning and Compulsory Purchase Act, 2004**
- **The Traffic Management Act, 2004**
- **Department for Transport:** *Guidance on Transport Assessment*
www.dft.gov.uk/pgr/regional/transportassessments/guidanceonta
- **Department for Transport:** *Circular 2/07 - Planning and the Strategic Road Network*
www.dft.gov.uk/pgr/regional/strategy/policy/circular207planningandstrategic
- **Department for Communities and Local Government:** Planning Policy Statements
www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements
- The Third Worcestershire Local Transport Plan (LTP3) Compendium
- The Worcestershire Highways Design Guide
- The Worcestershire Local Area Agreement
- Local Development Frameworks: There will be three of these in Worcestershire:
- The South Worcestershire Local Development Framework (www.swdevelopmentplan.org)
- The Wyre Forest Local Development Framework (www.wyreforestdc.gov.uk/cms/environment-waste-and-planning/planning/local-development-framework.aspx)
- The Bromsgrove Local Development Framework
- The Redditch Local Development Framework

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To the best of our knowledge all information was correct at the time of printing: March 2011.