



Transport Statement

The Island Project

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1. Introduction

1.1 Background

1.1.1 Calibro has been appointed by *Sanderson Weatherall LLP* (herein referred to as “the Applicant”) to provide an appraisal of the traffic and transport implications associated with the proposed redevelopment of Jerrings Hall Farm on Tanworth Lane, Solihull to accommodate for the relocation of The Island Project school. The Island project is a special autistic school currently located on Diddington Lane, Meriden.

1.1.2 This report has therefore been prepared with the purpose of providing the Local Planning and Highway Authorities with an evidence base that establishes the magnitude and severity of the transport-related development effects. The assessment process has been undertaken with due regard to best practice and current policy, particularly in respect of the Revised National Planning Policy Framework (NPPF).

1.1.3 In this way, the assessment focuses on the following two principle areas of policy.

1. Sustainability

The stated purpose of the NPPF and the wider planning system is “*to help to achieve sustainable development*” and is therefore underpinned by a presumption in favour of sustainable development. In this regard, the economic, social and environmental credentials of the development proposals will be considered throughout this report, so far as relevant to transport and highways matters.

2. Cumulative Impact

Paragraph 109 of NPPF states that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*” and the report therefore seeks to quantify the magnitude of any transport effects (including highway capacity and safety) in order to inform measures of likely severity.

1.2 Site Location

1.2.1 The site is located on the B4102 Tanworth Lane some 2.2-kilometres east of Dickens Heath, 7-kilometres southwest of the centre of Solihull and approximately 16-kilometres south of Birmingham City Centre.

1.2.2 The application site is shown in its strategic context on the plan below which also illustrates the location of the existing school.

Figure 1-1 - Strategic Site Context



1.2.1 The application site has an area of approximately 1.7 hectares and comprises existing farm buildings arranged around a courtyard and surrounded by fields.

1.2.2 An access road some 2.8-metres wide connects to the B4102 Tanworth Lane via a vehicle crossover some 80-metres to the east of the courtyard.

1.2.3 The site is bound by the B4102 Tanworth Lane to the east and agricultural land to the north, west and south.

1.2.4 The application site is shown in its local context below.

Figure 1-2 - Local Site Context



1.2.5 A full description of the road network is provided at [Section 4.0](#) of this report.

1.3 Structure of the Report

1.3.1 This report has been prepared as a Transport Statement to provide the planning and highway authorities with the evidence they require to consider the implications of a planning application for the proposed redevelopment of the existing Jerrings Hall Farm to accommodate the relocation of the Island Project, currently located on Diddington Lane, Meriden. The report constitutes the following structure:

[Section 2.0: Development Proposals](#)

This section of the report outlines the development proposals with a particular focus on transport and parking provision.

[Section 3.0: Non-Car Travel Credentials](#)

The existing non-car travel credentials of the application site are considered within this section of the report with scrutiny given to the sustainability of the site in terms of walking, cycling and public transport.

Section 4.0 Car-borne Travel Credentials

The existing car-borne travel credentials of the application site are considered within this section of the report. This includes a review of the surrounding highway network and its suitability to accommodate vehicular trips associated with the proposed development.

Section 5.0 Traffic Impact

This section of the report considers the magnitude of any traffic effects resultant from the proposed redevelopment, together with its potential significance in the context of the safe and efficient operation of the public highway network.

Section 6.0: Summary and Conclusion

A summary of the findings and closing conclusions are provided in this section of the report.

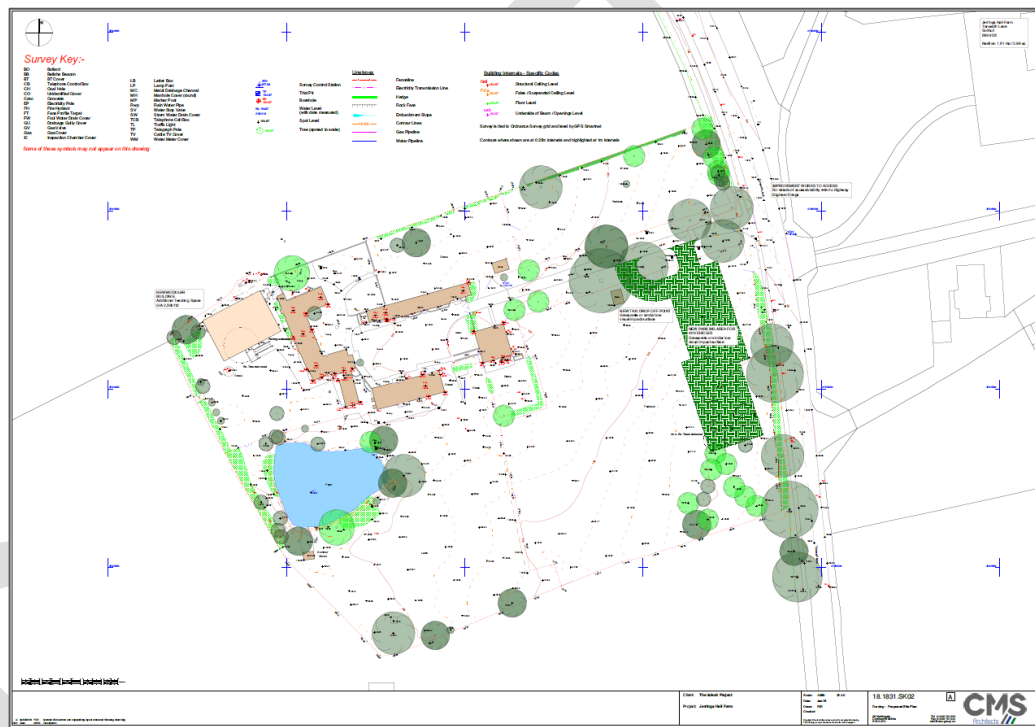
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2. Development Proposals

2.1 Application Details

2.1.1 A detailed description of the proposed development is provided in the Planning Statement prepared by Sanderson Weatherall which accompanies the planning application. However, a plan illustrating the proposed site layout is shown below and to scale at [Appendix A](#).

Figure 2-1 – Proposed Site Layout



2.1.2 In respect of traffic and transport, the salient elements of the proposed scheme comprise the redevelopment of the existing Jerrings Hall farm to accommodate the relocation of The Island Project special autistic school from its current location on Diddington Lane, Meriden.

2.1.3 The existing buildings on the site will be retained whilst a new modular building comprising 2,500ft² to provide additional teaching space will be developed to the west, as illustrated by the plan above.

2.1.4 A car park comprising 40 spaces and a taxi/mini-bus pick-up/drop-off area will be provided within the site, served via the existing access onto the B4102 Tanworth Lane.

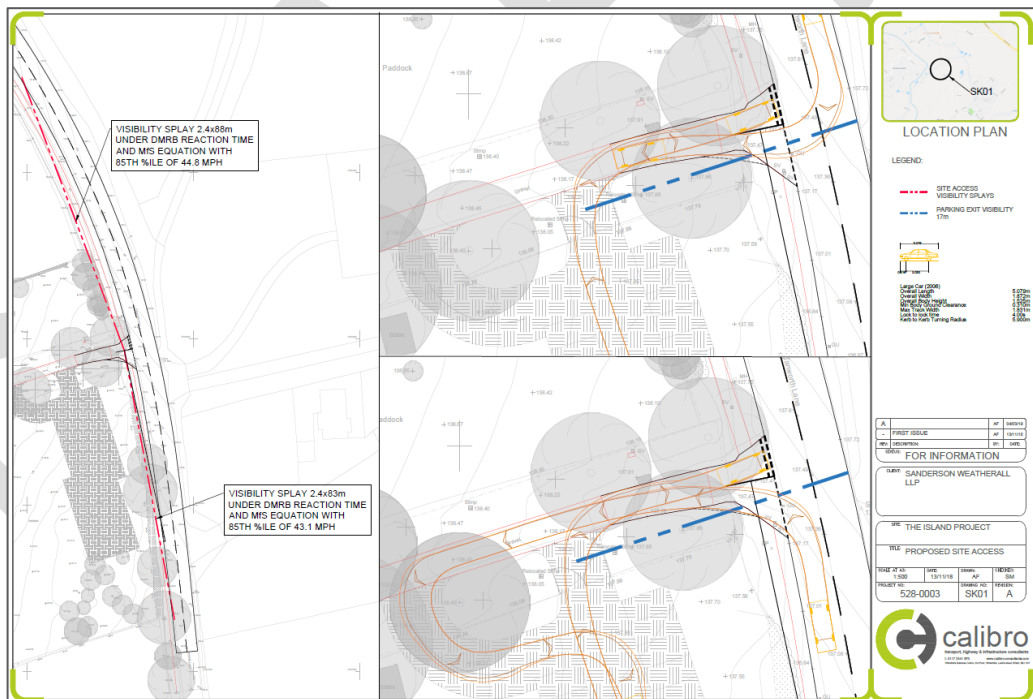
2.2 Means of Access

Vehicular Access

2.2.1 Vehicular access will be provided via the existing access onto the B4102 Tanworth Lane which will be upgraded to serve the proposed development. The improvements to the junction will comprise a widening of the existing arrangement in order to accommodate two-way vehicle movements.

2.2.2 The proposed access arrangements are shown on the figure below which is included to scale at [Appendix B](#).

Figure 2-2 - Proposed Access Arrangements



2.2.3 The design of the junction has considered appropriate Stopping Sight Distances (SSD) with reference to recorded speeds from an ATC survey undertaken by an independent surveyor on Tanworth Lane within the vicinity of the site, between Saturday 20th October and Friday 26th October 2018.

2.2.4 The raw survey data is included at [Appendix C](#) and results are summarised in the table below:

Table 2-1 – Tanworth Lane ATC Speed Survey Results

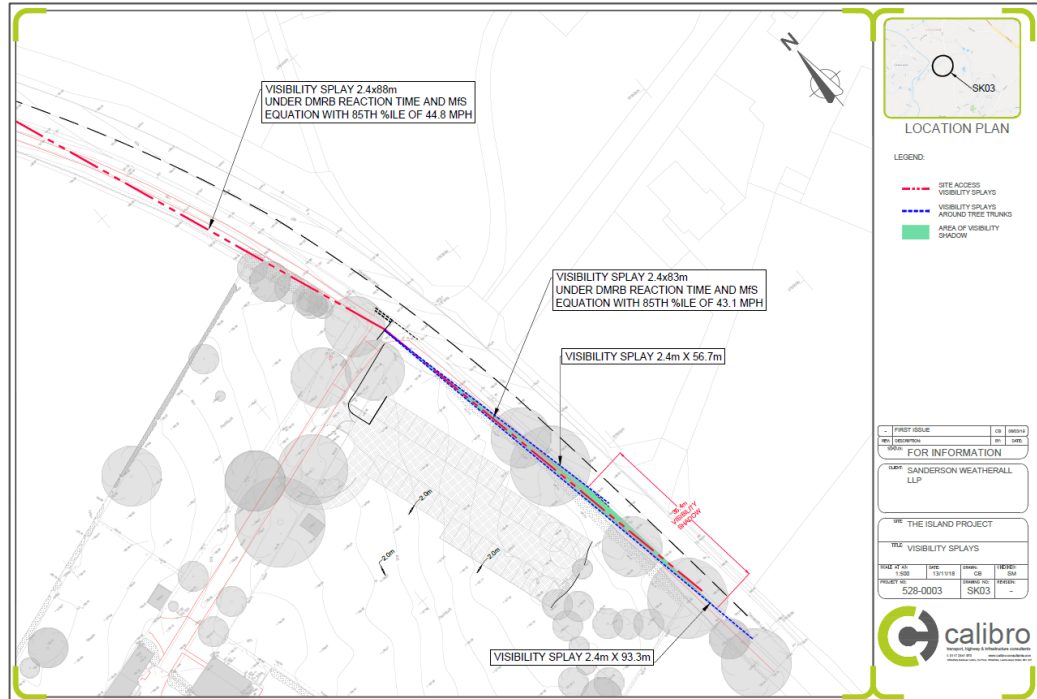
Vehicle Speeds	Northbound	Southbound
Mean Speed (mph)	39.3	40.8
85th Percentile (mph)	45.6	47.3
85 th Percentile Wet Weather Speeds (mph)	43.1	44.8

2.2.5 Tanworth Lane is neither a trunk road or a ‘street’ as defined within Manual for Streets (MfS), therefore the appropriate Stopping Sight Distance (SSD) can be calculated by adopting the equation given by Design Manual for Roads and Bridges (DMRB) in combination with the deceleration factor given by MfS. This reflects the fact that drivers’ awareness levels may be lower than if they were navigating through a street scene but that the DMRB deceleration factor allows for a snow-covered road surface, whereas MfS assumes a more realistic wet weather surface. This hybrid equation uses a 2.0 second reaction time taken from DMRB and a 4.41 metres per second deceleration rate taken from MfS.

2.2.6 On this basis, the recorded 85th percentile wet weather speeds on Tanworth Lane would equate to a requirement for visibility splays of 88-metres to the north and 83-metres to the south.

2.2.7 The figure above demonstrates that the required visibility splay can be secured to the north. Visibility of 93.3-metres can be achieved to the south of the access which is beyond the required distance of 83-metres. However, there is a tree located within the visibility envelope which results in a visibility shadow of some 35.4-metres, as illustrated by the figure below which is included to scale at [Appendix D](#).

Figure 2-3 - Site Access Visibility Splays



2.2.8 Based on the recorded average speed of 39.3, vehicles would only be within this visibility shadow for two seconds before they become visible again to vehicles waiting at the junction.

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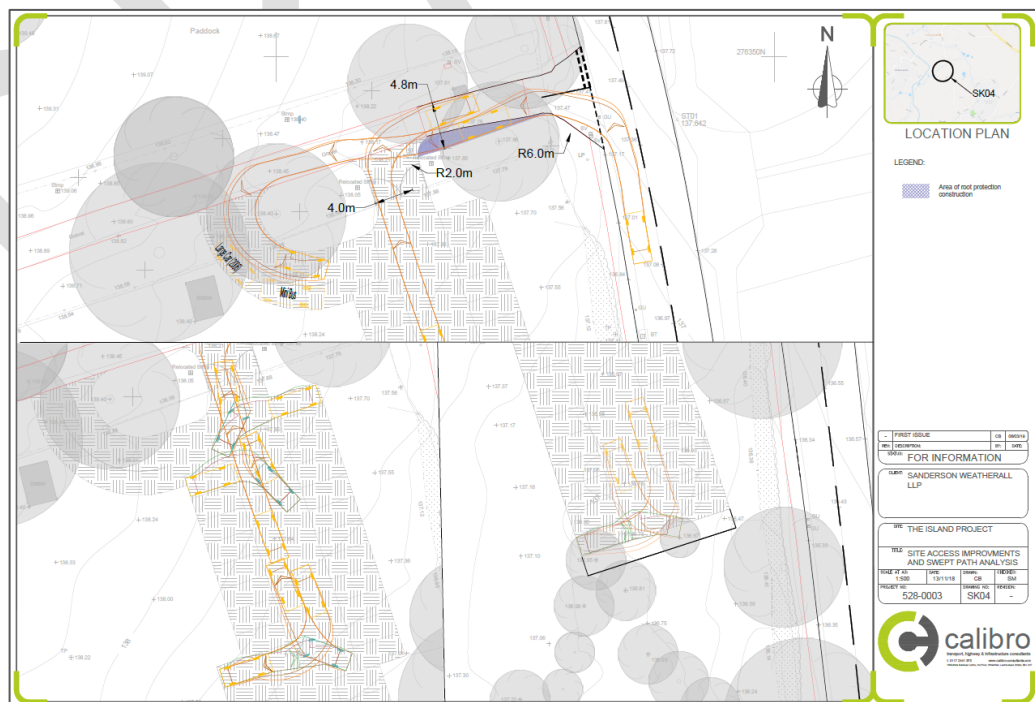
2.2.9 It should be noted that the access is currently in use and there is no adverse highway safety record in this location, as evidenced by the data contained at [Section 4.3](#). Whilst it is accepted that the development proposals will result in an intensification of the use of the access, MFS 2 suggests that there is no relationship between junction visibility and an increased risk of injury collisions. On this basis, visibility from the site access is considered acceptable in the context of guidance.

Vehicular Access

2.2.10 The existing internal access road is not currently of sufficient width to accommodate two-way vehicle traffic. As such, it is proposed to widen a section of this road to 4.8-metres wide which is sufficient to allow two vehicles to safely pass as per Figure 7.1 of MfS. Indeed, this is evidenced by the swept path analysis shown below which demonstrates that two large cars can safely pass on the improved access road. The drawing is included to scale at [Appendix E](#).

2.2.11 As illustrated by Figure 2.2, sufficient intervisibility is achievable such that vehicles entering the site and exiting the car park will be able to see one another before reaching a section of the access road where it is too narrow to pass.

Figure 2-4 - Swept Path Analysis of Access Arrangements and Car Park

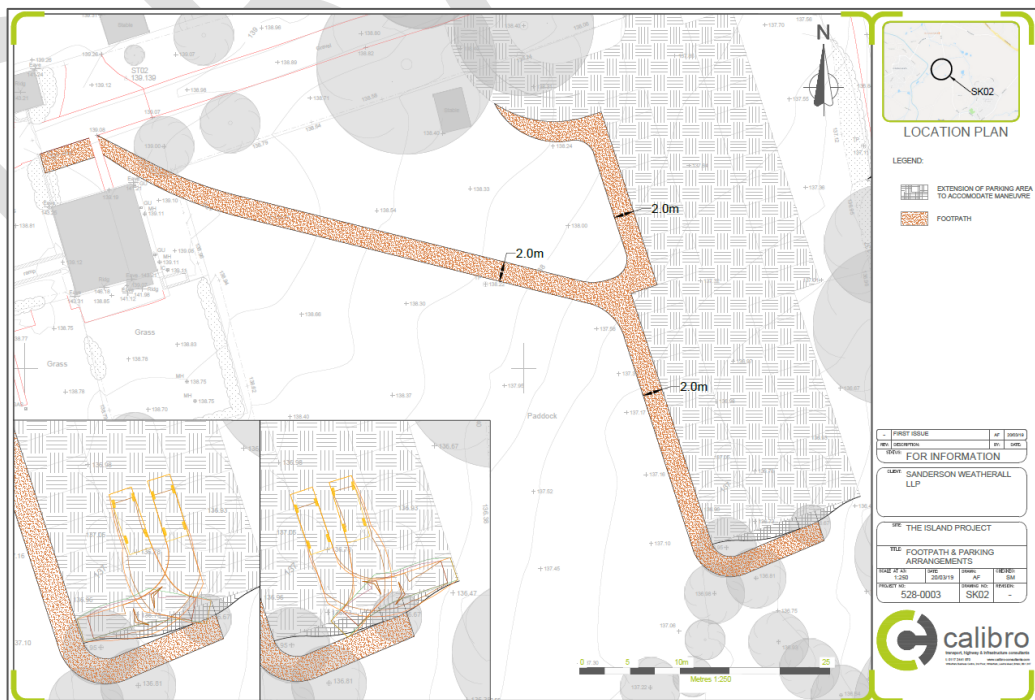


- 2.2.12 The car park will be located on the southern side of the internal access road and will have a separate ingress and egress. In this way, the car park will operate a one-way system reducing the propensity for conflict between vehicles entering and exiting the car park concurrently.
- 2.2.13 The western access will comprise the entrance to the car park whilst the eastern access will form the exit. A taxi/mini bus pick-up/drop off area is proposed to be provided on the entrance to the car park, as illustrated on the figure above. The swept path analysis demonstrates that a large car can safely pass a taxi (large car) and mini-bus parked on the pick-up/drop-off bay.
- 2.2.14 Based on the above, the existing access arrangements are considered appropriate to serve the proposed redevelopment.

Pedestrian and Cycle Access

- 2.2.15 Under the proposals, a 2.0-metre footpath will be provided along the western side of the car park. This footpath will provide a pedestrian connection between the car park and the courtyard. This arrangement is shown on the plan below which is included to scale at [Appendix F](#).

Figure 2-5 - Proposed Footpath Arrangements



- 2.2.16 Cycle access will be via the vehicular access point.
- 2.2.17 Further details concerning the availability of pedestrian and cycle infrastructure in the locality is given at [Section 3.0](#) of this report.

Service Arrangements

- 2.2.18 Servicing arrangements for the proposed development will mirror the existing situation whereby on collection days, bins are moved to a point adjacent to the site access and collected by a refuse vehicle which stops on the B4102 Tanworth Lane.
- 2.2.19 It is not anticipated that the proposed use of the site will require any additional vehicle trips in comparison to the existing use.
- 2.2.20 The accident records outlined at [Section 4.3](#) suggest that there have been no incidents recorded within the vicinity of the site access and therefore no safety issues associated with the existing refuse collection arrangements. As such, the servicing arrangements are considered appropriate.

2.3 Car Parking Provision

- 2.3.1 The development proposals include the provision of a total of 40 car parking spaces to serve the relocated school. These will be provided in a car park located the south of the existing access road, as illustrated on the site layout plan above.

- 2.3.2 This level of parking provision mirrors the provision at the existing site on Diddington Lane, Meriden and in this respect the parking proposals are therefore considered appropriate. **[NOTE TO TEAM – PLEASE CONFIRM]**

2.4 Cycle Parking Provision

2.4.1 At the existing site in on Didington Lane in Meriden, XX cycle parking spaces are provided in XXXX.

2.4.2 As such, this same number of spaces will be reprovided at the new site.

[NOTE TO TEAM – PLEASE CONFIRM EXISTING AND PROPOSED CYCLE PARKING ARRANGEMENTS]

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3. Existing Travel Credentials

3.1 Introduction

- 3.1.1 The existing travel credentials of the application site are considered within this section of the report, including the accessibility and availability of pedestrian, cycle and public transport infrastructure.
- 3.1.2 The non-car accessibility credentials of the application site have been assessed by way of GIS-based modelling, using centralised travel networks and public transport data to identify the geographical catchment of each mode and the amenities located therein. All accessibility analysis outputs are included at [Appendix G](#) of this report.
- 3.1.3 It is noteworthy that the proposals do not represent a new development, rather a relocation of an existing school to a new site. As such, the non-car travel credentials of the application site should be considered in the context of the location of the existing school.

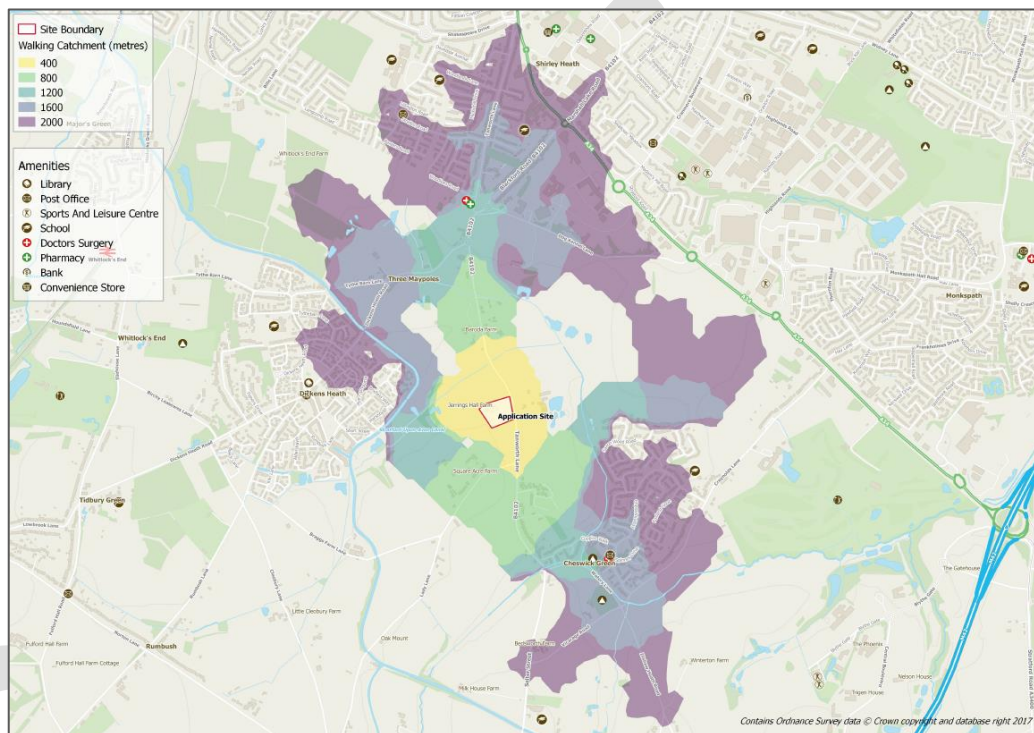
3.2 Non-Car Travel Credentials

Accessibility by Foot

- 3.2.1 The National Planning Policy Framework (NPPF) does not define a catchment within which travel by foot is considered feasible and the suggested maximum desirable walk distance of 2-kilometres advocated with the document entitled '*Guidelines for Providing for Journeys on Foot*' has been adopted.
- 3.2.2 The scheme directly connects to the existing contiguous footway on the western side of Tanworth Lane which provides access to the village of Cheswick Green to the south, and some extents of Dickens Heath and Solihull to the west and north. The footway measures around 1.2 to 2-metres wide and is illuminated to a modern standard by street lighting from some 300 metres north of the site.
- 3.2.3 The scheme is located within walking distance of several facilities and amenities which may be accessed by future staff on a daily basis, such as post offices and pharmacies.
- 3.2.4 A bus stop is located adjacent to the site with additional stops approximately 950-metres walking distance from the site.

- 3.2.5 On the basis of current infrastructure provision, a GIS-based accessibility model has been created to indicate the geographical area that is accessible from the site based on the industry standard walk-threshold of two kilometres.
- 3.2.6 The area accessible by walking from the site is shown on the figure below and included at [Appendix G](#):

Figure 3-1 - Walking Catchment



- 3.2.7 The above figure illustrates that the southern extents of Solihull, the northern extents of Dickens Heath, the southern extents of Shirley Heath as well as most of Cheswick Green including the facilities and amenities located there are accessible by foot and situated within two kilometres walking distance. The site is therefore compliant with policy in terms of accessibility by foot.

Accessibility by Bike

- 3.2.8 The industry-accepted distance over which cycling is feasible for most of the population is five kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.
- 3.2.9 Whilst there is no specific cycling infrastructure provided within the immediate vicinity of the site, the local roads within the cycling catchment area are considered suitable for cycling as they appear to have sufficient geometry and low vehicle speeds so that informal cycling on the carriageway is possible without detriment to highway safety. Indeed, the below extract from the Strava Heat Map demonstrates that the roads within the vicinity of the site are frequently used by cyclists.

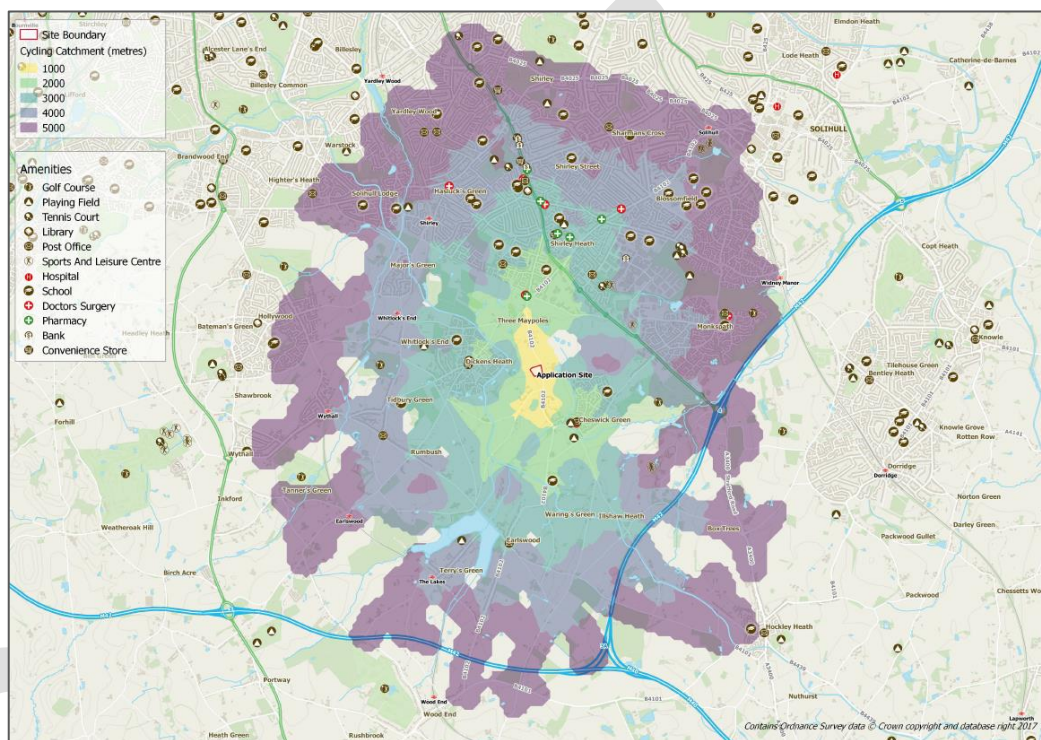
Figure 3-2 - Strava Heat Map



3.2.10 The highway safety analysis included at Section 4.3 below demonstrates that there is no adverse safety record on the roads within the vicinity of the site as a consequence of the above cycle use.

3.2.11 On the basis of the above, the resultant catchment area for cycling is shown on the figure below.

Figure 3-3 - Cycling Catchment



3.2.12 Application of a 5-kilometre threshold to the site would indicate the potential for staff or students to cycle from the southern Shirley and western extents of Solihull in addition to the surrounding villages and hamlets including Dickens Heath and Cheswick Green. The site is located within 2.7-kilometres of Whitlocks End Railway Station which equates to approximately a 9-minutes based on an average speed of 19kph.

3.2.13 In consideration of the above, the application site is located where access by bicycle is a realistic alternative to car travel for some journeys. As such, the proposed development is acceptable in the context of its credentials to encourage journeys by bike.

Accessibility by Bus

3.2.14 It is accepted that public transport comprises two principle aspects:

1. Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and
2. Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

3.2.15 In the case of the first criterion, the nearest bus stop, named Baroda Farm, are located 400-metres north of the site on Tanworth Lane. The stop is serviced by the number 872 bus which runs between Knowle and King Edward VI Camp Hill.

3.2.16 The next closest bus stops, named Cheswick Green Inn, are located on Dickens Heath Road some 900-metres north of the site. They are served by 823, 872, 884, S3 Signature and S3W buses which almost all run through Solihull and serve most of the neighbouring villages.

3.2.17 The table below summarises the services at the above bus stops.

Table 3-1 – Baroda Farm, Tanworth Lane Bus Services

Service	Three May Poles, Baroda Farm (400 metres)					
	Route	Weekday			Sat	Sun
		Start	Freq. (mins)	End	Freq. (mins)	Freq. (mins)
872	Knowle - Monkspath - King's Heath	1 SERV PER DAY (07:17)			-	-
	King's Heath - Monkspath - Knowle	1 SERV PER DAY (16:32)			-	-
A6	Cheswick Green - Solihull	07:38	60	17:38	60	-
	Solihull - Cheswick Green	08:16	60	18:16	60	-
A7/A7W	Solihull - Hockley Heath - Solihull (Clockwise)	08:09	60	22:09	60	60
A8/A8W	Solihull - Hockley Heath - Solihull (Anticlockwise)	06:46	60	22:26	60	60

Table 3-2 – Cheswick Green Inn, Dickens Heath Road Bus Services

Service	Dickens Heath Road/Tamworth Lane (988 metres)					
	Route	Weekday			Sat	Sun
		Start	Freq. (mins)	End	Freq. (mins)	Freq. (mins)
A4	Solihull - Inkford Brook	08:14	60	18:14	60	-
	Inkford Brook - Solihull	07:29	60	17:29	60	-
A5	Solihull - Dickens Heath	07:43	60	20:45	60	60
	Dickens Heath - Solihull	06:59	60	19:59	60	60
872	Knowle - Monkspath - King's Heath	1 SERV PER DAY (07:18)			-	-
	King's Heath - Monkspath - Knowle	1 SERV PER DAY (16:31)			-	-
823	Three May Poles - Blossomfield	1 SERV PER DAY (07:36)			-	-
	Blossomfield - Monkspath	1 SERV PER DAY (15:31)			-	-
884	Olton - King Edward VI Five Ways	1 SERV PER DAY (07:11)			-	-
	King Edward VI Five Ways - Olton	1 SERV PER DAY (16:47)			-	-

- 3.2.18 The below figures demonstrate the frequency of buses servicing the stops within the vicinity of the application site. Larger versions are included at [Appendix G](#).
- 3.2.19 On the basis of the above, bus travel represents a viable alternative to car use for staff and students associated with the development of the application site.
- 3.2.20 In consideration of the accessibility afforded by bus, an accessibility model has been created to identify the geographical catchment that is accessible within a 60-minute intermodal travel time, i.e. walk>bus>walk. This reflects the maximum commute time that is considered to be reasonable, particularly for those residents that are on the lower incomes that may be willing to travel longer distances for employment. However, it is noted that the typical length of commute in the area is 38-minutes which has also been shown.
- 3.2.21 The catchment areas for the bus services during the morning and afternoon peak periods are shown in the below figures:

Figure 3-4 - Bus AM Peak Catchment

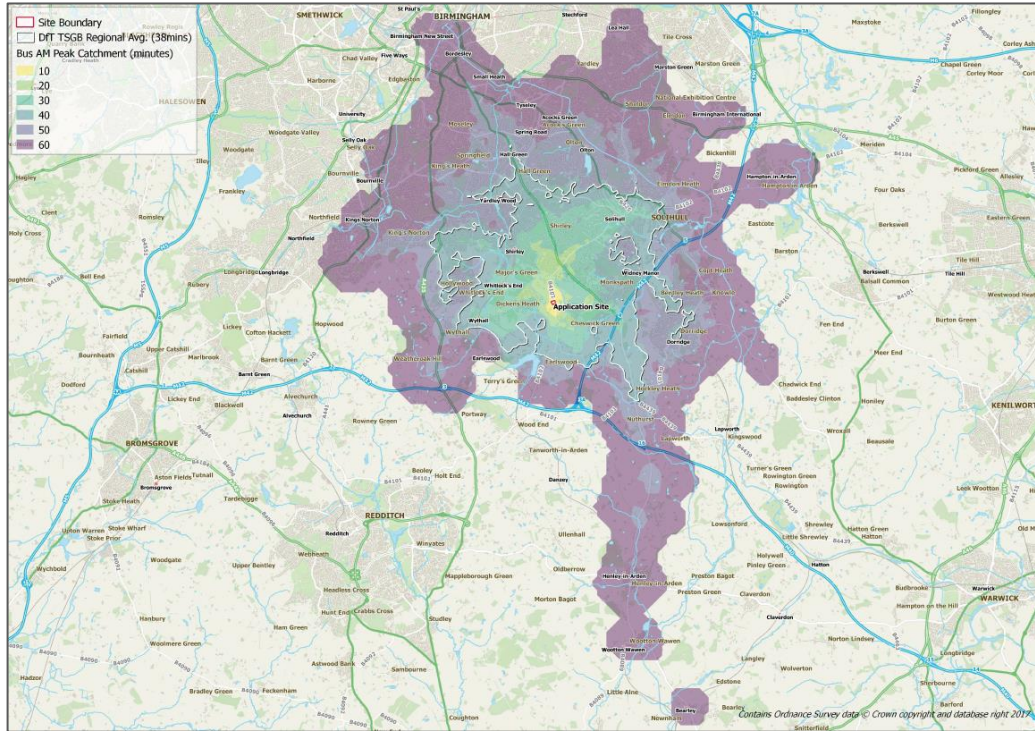
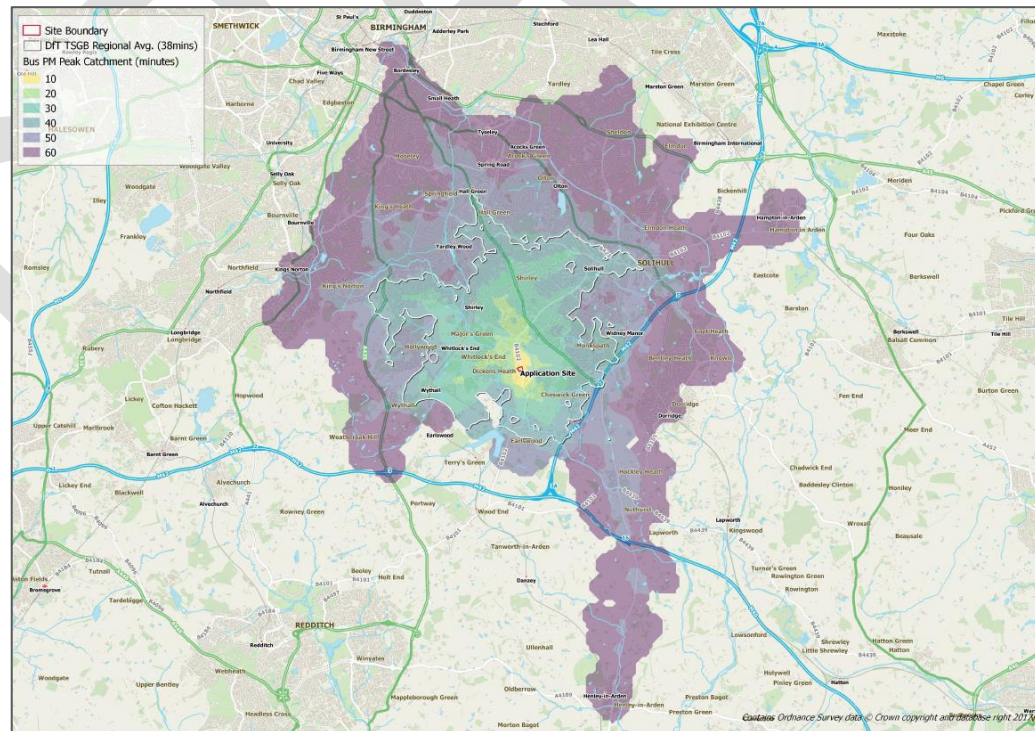


Figure 3-5 - Bus PM Peak Catchment



- 3.2.22 The figures above demonstrate that, a range of destinations are accessible by bus including Birmingham City Centre, Birmingham Airport and Solihull to the north, in addition to villages located on the A3400 corridor to Wootton Waven to the south.
- 3.2.23 The railway station at Whitlock's End is accessible by bus with the A4 and 884 services with a journey time of around 30 minutes.

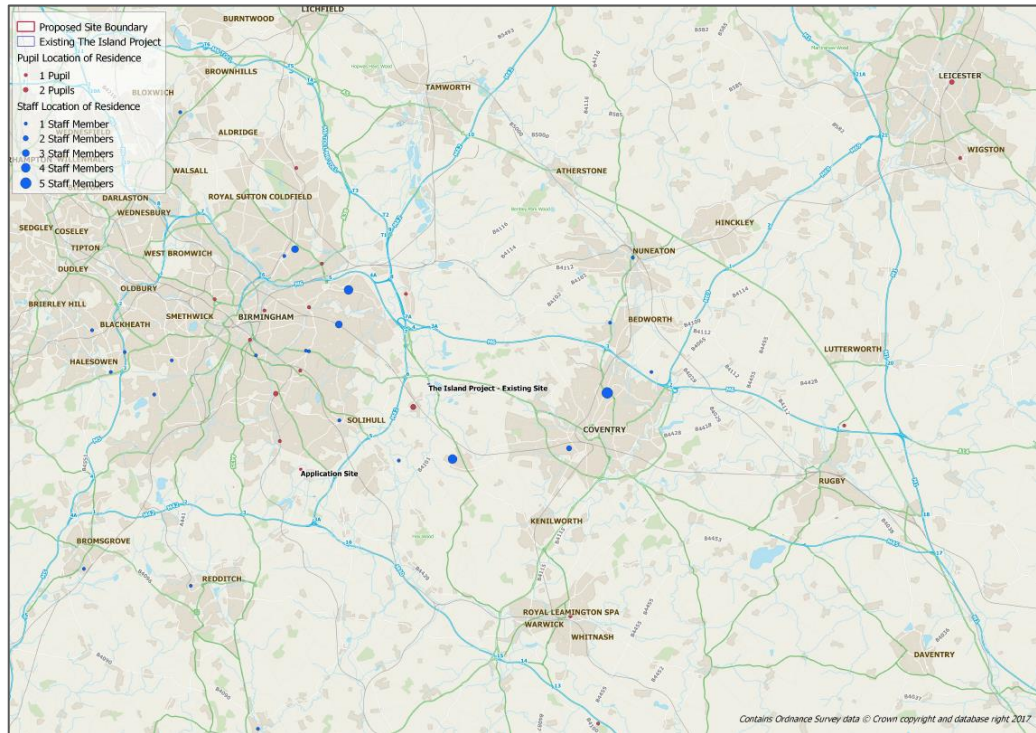
Accessibility by Rail

- 3.2.24 Whitlocks End is the nearest railway station to the site located some 2.7-kilometres to the west of the site. A total of 20 cycle parking spaces covered by CCTV are provided at the station which are. The station has 111 free car parking spaces including eight accessible spaces. The station can also be accessed via the 865, 884 and A4 bus services which stop at Whitlocks End Station located adjacent to the railway station.
- 3.2.25 The station is served by up to three trains per hour to central Birmingham and hourly trains to Stratford-upon-Avon.

3.3 Location of Staff and Pupil Residences

- 3.3.1 The Island Project is a special autistic school and as such, has different characteristics to a regular school in terms of the catchment from which it draws its pupils. Specialist schools such as The Island Project have wide catchment areas
- 3.3.2 The applicant has provided the postcode district for the residence of each member of staff and pupil working at or attending The Island Project. This data has been input into a GIS software and the plan below illustrates where the staff and pupils reside in the context of the locations of the proposed and existing sites. A larger version is included at [Appendix H](#).

Figure 3-6 - Pupil and Staff Approximate Location of Residence



3.3.3 The plan above demonstrates that the residences of students and staff of The Island Project are distributed across a wide area of the West Midlands, with very few being located within close proximity of the existing or proposed sites. In this way, very few students or staff live within reasonable walking and cycling distance of either site.

3.4 Section Conclusion

3.4.1 The evidence set out within this section of the report confirms that the application site is accessible by a range of non-car travel options which offer viable alternatives to trips by car.

3.4.2 It is noted that the application site does have better non-car travel credentials than the existing site and in this way, the development proposals would represent a betterment in terms of accessibility.

4. Car Borne Travel Credentials

4.1 Introduction

4.1.1 This section of the report considers the road network surrounding the application site. The highway network study area therefore comprises the following links:

- B4102 Tanworth Lane;
- B4102 / Dickens Heath Road Roundabout; and
- Dickens Heath Road

4.2 Highway Geometry

B4102 Tanworth Lane

4.2.1 Locally, the B4102 Tanworth Lane connects the site to the villages Cheswick Green some 850-metres to the south to Shirley Heath some 1.6-kilometres to the north of the site.

4.2.2 Within the vicinity of the site, it is subject to a 40-mph speed limit and measures 7.4-metres in width which is sufficient to safely accommodate large vehicles passing safely, as per Figure 7.1 of MfS.

4.2.3 A contiguous footway is provided along the western side of Tanworth Lane, of 1.5-metres in width, separated from the road by a verge, which allows a pedestrian and a pushchair to pass each other according to MfS.

4.2.4 Some 1.6-kilometres north of the site, the B4102 connects to Stratford Road via a roundabout junction. Stratford Road is an arterial dual carriageway which connects to Junction 4 of the M42 some 2.8-kilometres southeast of the B4102. The M42 comprises part of the high speed and high capacity Strategic Road Network (SRN) managed by Highways England.

B4102 / Dickens Heath Road Roundabout

4.2.5 Some 900-metres to the north of the site, the A4102 Tanworth Lane connects to Dickens Heath Road via a roundabout junction.

- 4.2.6 Each of the three arms of the roundabout comprises two lane approaches of around 3.1-metres per lane. A pedestrian crossing point comprising dropped kerbs, tactile paving and a central refuge is provided across the Dickens Heath Road approach.
- 4.2.7 The roundabout is well illuminated with street lighting and a private access serving an agricultural field is provided on the eastern side of the roundabout.
- 4.2.8 The circular carriageway measures some 9-metres in width and comprises two lanes, around a central island of a 16-metres diameter.
- 4.2.9 An unsegregated shared path for cyclists and pedestrians is provided along the western extents of the roundabout, with a minimum width of 3 metres, which is sufficient to allow a cyclist to safely pass a pedestrian as per the DfT Local Transport Note 1/12 “*Shared Use Routes for Pedestrians and Cyclists*”.

Dickens Heath Rd

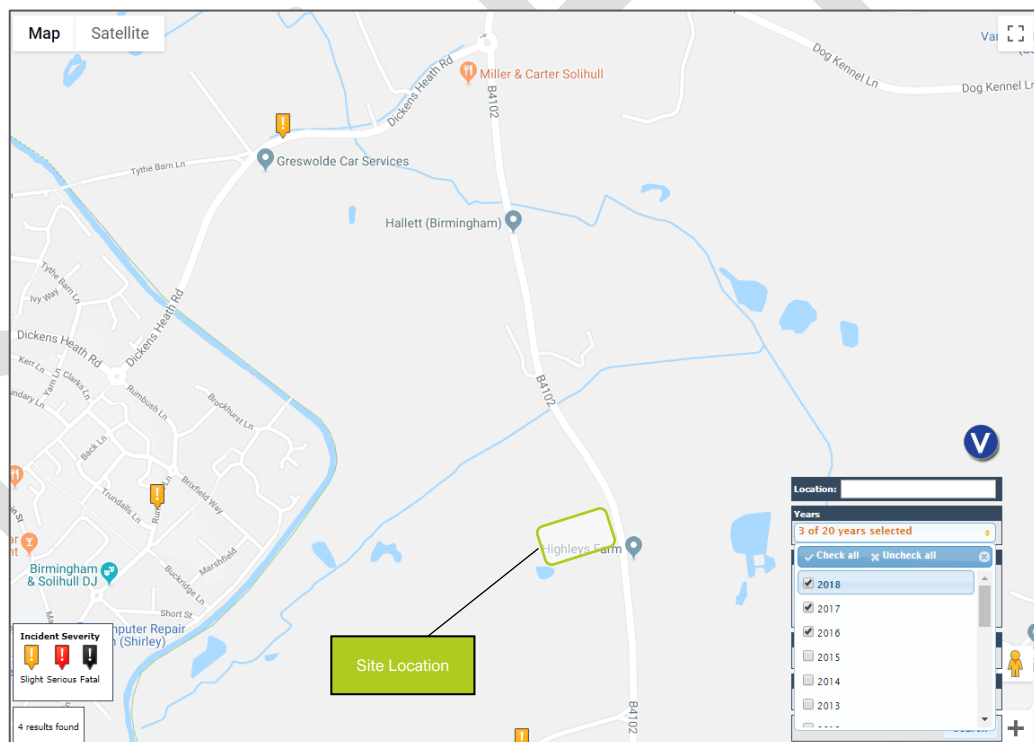
- 4.2.10 Between the above-mentioned roundabout and the village of Dickens Heath, Dickens Heath Road measures between 6.6-metres and 7.3-metres wide and can therefore accommodate two-way HGV traffic. Indeed, Dickens Heath Road is on a bus route.
- 4.2.11 The road is subject to a 30mph speed limit and is illuminated to a modern standard.
- 4.2.12 The road serves a small number of residential dwellings as well as allotments and a restaurant, in addition to northbound and southbound bus stops located some 65-metres to the west of the roundabout junction with Tanworth Lane junction. Some 700-metres to the south of the roundabout with Tanworth Lane, the road enters the village of Dickens Heath.
- 4.2.13 A shared footway/cycleway is provided along the southern side of Dickens Heath Road measuring some 3-metres in width, which is sufficient to allow a cyclist to safely pass a pedestrian as per DfT guidance.

4.3 Highway Safety Risks

4.3.1 Road safety data has been obtained via the public database available at crashmap.co.uk for the most recent three-year period available: 2016 to 2018 inclusive. Within the vicinity of the site, no personal injury accidents (PIAs) have occurred during the most recent three-year period available. The study area comprises the links set out in the section above, as illustrated on the figure below.

4.3.2 The data demonstrates that one incident was recorded on Dickens Heath Road. The incident involved two vehicles, which resulted in three slight casualties. Another incident was recorded on Lady Lane to the south of the site which involved one vehicle and resulted in one slight casualty. As illustrated by the figure below, there are no accident clusters or hotspots within the study area during the most recent 3-year period.

Figure 4-1 - PIA Accident Data



4.4 Section Conclusion

4.4.1 The proposed development benefits from easy access to the local and strategic highway network which provides good links to local, regional and national centres.

- 4.4.2 The analysis included above confirms that there are no inherent highway safety risks in the existing operation of the adjoining highway network and the proposed redevelopment is therefore acceptable in the context of highway safety and geometry.

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5. Traffic Impact

5.1 Introduction

5.1.1 This section of the report considers the impacts of the redevelopment in the context of the magnitude and significance of the possible changes in traffic movements on the adjoining highway network.

5.2 Future Trip Attraction Potential

5.2.1 The proposals are for the redevelopment of the farm site for the relocation of The Island Project, a special autistic school.

5.2.2 An automatic traffic count (ATC) survey has been carried at the access of the existing school between Saturday 20th and Friday 26th October 2018 to understand the current trip attraction associated with The Island Project.

5.2.3 The raw survey data is included at [Appendix I](#) and is summarised in the table below:

Table 5-1 - Proposed Development Vehicle Trips

Trip Attraction	Arrivals	Departures	Total
07:00 - 08:00	1	0	1
08:00 - 09:00	18	4	22
09:00 - 10:00	11	10	21
10:00 - 11:00	5	3	8
11:00 - 12:00	3	4	7
12:00 - 13:00	3	3	6
13:00 - 14:00	2	1	3
14:00 - 15:00	2	3	5
15:00 - 16:00	10	11	21
16:00 - 17:00	3	16	19
17:00 - 18:00	0	2	2
18:00 - 19:00	0	1	1
Total	58	58	116

5.2.1 The table above suggests that the proposed development is forecast to generate 22 and 21 vehicle trips in the morning and afternoon peak hours respectively. This equates to on average around one additional vehicle trip every three minutes, which is not considered to be material or discernible in the context of highway safety or capacity.

5.2.2 Allied to the above, these trips will not be new to the wider network, they will simply be transferred from their existing routes accessing current location of the school.

5.3 Section Conclusion

5.3.1 Based on the above, the vehicle trips associated with the proposed development are not considered material nor discernible in the case of highway safety or the capacity of the surrounding highway network.

5.3.2 The traffic impact of the proposed redevelopment therefore cannot be considered to be severe in the context of the NPPF.

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6. Summary and Conclusion

6.1 Report Summary

6.1.1 Calibro has been appointed on behalf of the Applicant to consider the traffic and transportation implications of the redevelopment of the former Jerrings Hall Farm to accommodate the relocation of The Island Project special autistic school. To this end, this report has considered the various transport-related effects and its findings may be summarised as follows: -

- a) The proposed redevelopment will comprise a special autistic school accommodating 23 pupils and 49 staff members.
- b) The non-car accessibility credentials of the site have been considered in [Section 3.0](#) of this report with reference to GIS-based modelling techniques in combination with a review of the primary desire lines and availability of infrastructure. With reference to this, it is concluded that opportunities exist to undertaken journeys to and from the site by non-car modes.
- c) The existing highway network has also been appraised. The review concluded that the surrounding highway network adheres to existing design guidance and would be of a suitable standard to accommodate the immaterial number of vehicular trips generated by the scheme.
- d) The trip generation potential of the proposed development was considered with the use of a traffic count at the access of the existing school site in Meriden. The assessment concluded that the redevelopment proposals would not have a severe impact on the safety or operation of the local highway network.

6.2 Report Conclusion

- 6.2.1 In view of the above findings, it is concluded that the accessibility credentials of the proposed development set out within [Section 3.0](#) meet with the requirements of sustainability, which underpins current planning policy.
- 6.2.2 [Section 5.0](#) concludes that the vehicle trips associated with the proposed redevelopment are not considered material nor discernible in the case of highway safety or the capacity of the surrounding highway network.
- 6.2.3 It is concluded that there are no highway or transportation reasons, which should prevent the proposed redevelopment of this site.

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Appendix A
Proposed Site Layout Plan

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Appendix B
Proposed Access Arrangements

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Appendix C
Tamworth Lane ATC Survey Data

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Appendix D
Site Access Visibility Splays

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Appendix E
Swept Path Analysis

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Appendix F
Footpath Arrangements

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Appendix G
Accessibility Outputs

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Appendix H
Pupil and Staff Approximate Location of Residence

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Appendix I
The Island Project ATC Survey Dates



hello@calibro-consultants.com
www.calibro-consultants.com