Tamworth Local Plan Examination

Hearing Statement

14.1: Has the capacity of the transport infrastructure been assessed, and does the Plan provide a deliverable framework for Improvements that are required?

Tamworth Golf Course Site

May 2015

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Document history

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2	Final Report	L Thorne	-	A Muir	A Muir	21/05/2015

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Appendices

14.2: Has the capacity of the transport infrastructure been assessed, and does the Plan provide a deliverable framework for improvements that are required?

Tamworth Golf Course

Highway Infrastructure

1.1 A Transport Assessment (TA) was undertaken in support of an Outline Planning Application (OPA) made by Tamworth Borough Council's (TBC) Regeneration Team in February 2015 for the re-development of the Tamworth Golf Course Site (TGCS) as follows:

'Demolition of clubhouse and construction of up to 1,100 dwellings, primary school, local community centre, parking, comprehensive green infrastructure comprising community woodland, community park, extension to local nature reserve, formal and informal open spaces, footpaths, cycleways, water areas (including enhancement to existing ponds and creating a sustainable urban drainage system) landscaping and vehicular access.'

1.2 The TA evaluates the impact which the proposed development may have upon the local highway network and also considers the existing sustainable transport network and services and discusses potential gaps and opportunities. The TA was produced in accordance with the Department for Transport's (DfT) Guidance on Transport Assessments (2007). The scope of the TA was discussed and agreed with Staffordshire County Council (SCC) as the Local Highway Authority (LHA), Warwickshire County Council (WCC) as the neighbouring LHA and the Highways Agency (HA) now Highways England (HE).

1.3 The TA identified 18 keys junctions within the vicinity of the Site, The name and location of each of these junctions are shown on the drawing at Appendix 1. Four of the junctions (junctions 9, 10, 11 and 18) are junctions with the A5 trunk road and one junction (junction 4), would be a new junction proposed to form a secondary access point into the TGCS as part of the proposed OPA. Following agreement with SCC, the impact of vehicular trips (junction capacity analysis) was assessed for 12 of these junctions (two of which are junctions with the A5) as highlighted in Table 14/1 at Appendix 2. The junctions assessed were selected based on the results of initial percentage impact assessments. The junction assessments took into account, the following:

- 2014 Base Year (for calibration purposes);
- 2019 Opening Year (base traffic + committed development + proposed TGC development);
- 2019 HE Junctions Only Opening Year (base traffic + committed development + proposed TGC development);
- 2024 Future Assessment Year (base traffic + committed development); and
- 2024 Future Assessment Year (base traffic + committed development + proposed TGC development).

1.4 The impacts of vehicular trips associated with the proposed development of the TGCS on the junctions identified above was undertaken using appropriate junction modelling software (ARCADY, PICADY and LinSig). The results indicate that the majority of the junctions within the vicinity of the site can support the level of trips which would be generated by the development proposed without undue impact on their operation.

1.5 The TA identified that some mitigation measures may be required at the Glascote Way/Marlborough Road roundabout (junction 13). This would comprise the local widening of Marlborough Way on both the approach to and exit from the roundabout. This would create a longer two lane approach and slightly wider flare on approach and a longer two lane, longer merge exit. The existing adopted highway boundary appears to have sufficient space to accommodate the extent of the widening works required.

1.6 Policy IM1 (Infrastructure and Developer Contributions) of the Tamworth Submission Local Plan (SLP) seeks to ensure the timely delivery of required new infrastructure to ensure that roads, local services and local facilities can cope with the extra demands placed upon them. It sets out a framework for securing the delivery of new and upgraded infrastructure through developer contributions and, when implemented, the Community Infrastructure Levy (CIL). It also recognises that viability of new development needs to be taken into account when agreeing the type and amount of infrastructure contributions required and allows for flexibility in doing so. The proposed junction approach and exit upgrades could be met through a S106 contribution either wholly from the proposed development or from a cumulative payment from a number of sites in the locality, whichever is deemed appropriate.

1.7 HE were consulted on an ongoing basis throughout the production of the TA. At the scoping stage, HE reviewed and accepted the trip generation and assignment used within the TA. Consultation with HE led to an agreement that Junction 10 and the M42 and Stoneydelph should be modelled and assessed. Work and further consultation with HE on the results of this modelling is still ongoing with a series of technical notes between HE and TBC's consultant Atkins exchanged since the submission of the pending OPA. This approach was agreed as acceptable with HE at a meeting on 22nd January 2015.

Public Transport Infrastructure

1.8 The TGCS has good access to public transport, with local bus services linking the Site with Tamworth town centre and other parts of the Tamworth urban area including the Robert Peel Hospital, Wilnecote and Polesworth. Lichfield and Birmingham can also be reached from bus stops in the vicinity although these services are less frequent. Tamworth train station provides frequent services to Birmingham New Street, Nottingham, London Euston, Cardiff Central and Penzance. The site also has excellent connections to the local cycle and footpath network.

1.9 The Tamworth Infrastructure Development Plan (IDP) outlines a number of public transport and cycle/pedestrian related improvements which are needed to support the growth envisaged for the Borough across the period to 2031. The requirement for this type and level infrastructure is supported by the Draft 2014 Tamworth Borough Integrated Transport Strategy (ITS) and is to be delivered through SLP Policy IM1 (Infrastructure and Developer Contributions). These improvements include:

- Real time passenger information bus stops;
- Improvements to Tamworth Railway Station; and
- Improved Borough wide cycle and pedestrian network links.

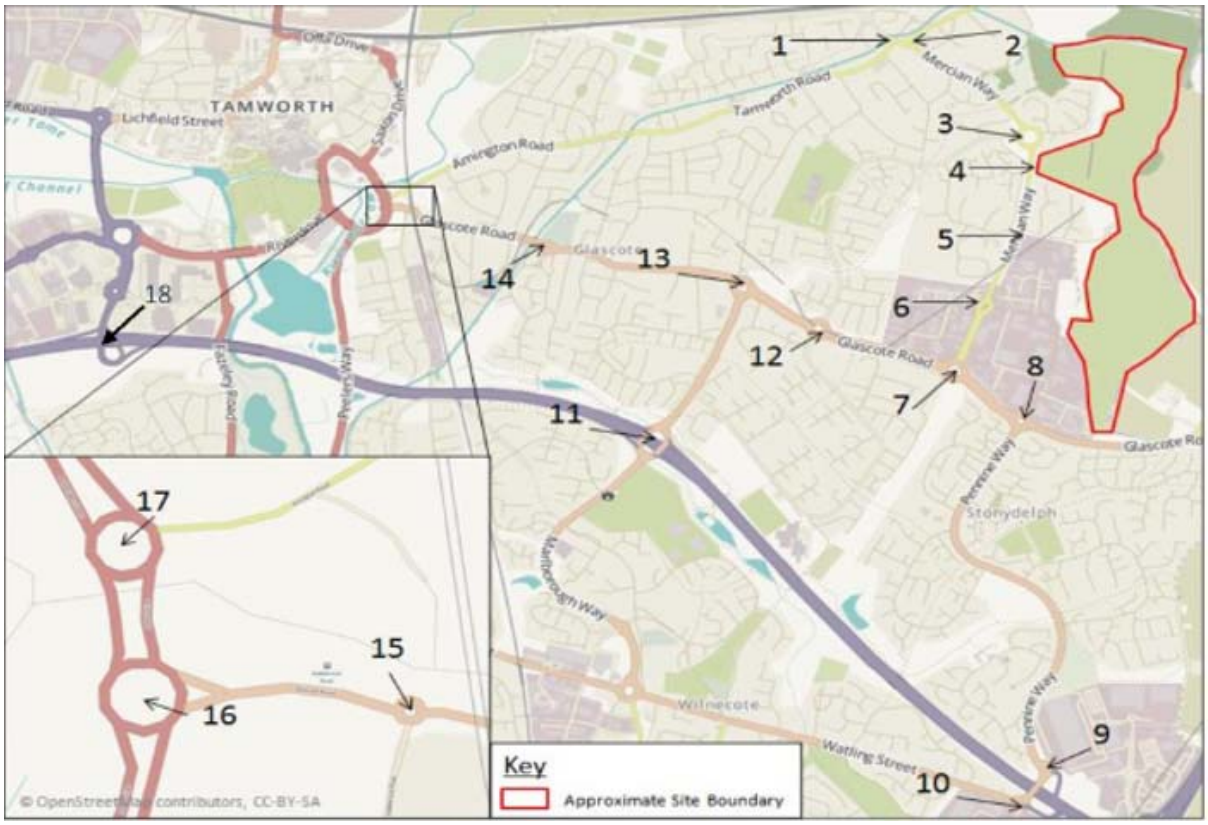
1.10 The development of the TGCS provides an opportunity to increase and improve public transport infrastructure within the Borough. The pending OPA includes for the routing of a bus service providing direct access to the local centre and primary school and connecting to the existing bus network. This could include for real-time passenger information bus stops which the ITS advises would improve connectivity in the Borough. The proposed development would also see the creation of approximately 3.8km of new cycle and pedestrian routes linked to the existing network. These would ensure that the site provides excellent connectivity for cyclists linking the Site to the town centre, train station and other parts of the Borough. The implementation of Policy IM1 could be used to secure additional contributions from this and other development to pay towards further bus stop improvements and improvements to Tamworth train station.

1.11 A significant amount of transport assessment work has been undertaken to determine whether the local transport infrastructure has the capacity to accommodate the re-development of the TGCS for 1,100 new dwellings. It is clear from the information set out above that subject to some localised and reasonably minor junction upgrade works, the local highway network could adequately accommodate the level of development proposed. Improvements to the identified junction, along with wider improvements to local public transport provision (bus and train) and extensions to the local cycle network

could all be delivered as envisaged by the IDP via developer contributions achieved through the framework set out within SLP Policy IM1.

Appendix 1: Transport Assessment Key Junctions

Transport Assessment Key Junctions



Appendix 2: Transport Assessment Assessed Junctions

Table 14/1: Transport Assessment Assessed Junctions

Junction Reference Number	Junction Name	Junction Type	Distance to Site (Eagle Drive)
5	Eagle Way/Mercian Drive	Priority T Junction	0km
6	Mercian Way/Sandy Way	4 Arm Roundabout	0.3km
7	Mercian Way/Glascote Road	4 Arm Roundabout	0.6km
8	Glascote Road/Penine Way	4 Arm Roundabout	1.1km
9	Pennine Way/Watling Street/A5 Junction (Northern Roundabout)	4 Arm Roundabout	3.1km
10	Pennine Way/Watling Street/A5 Junction (Southern Roundabout)	4 Arm Roundabout	3.4km
12	Glascote Road/Woodland Road/Silver Link Road	4 Arm Roundabout	1.3km
13	Glascote Road/Marlborough Way	4 Arm Roundabout	1.8km
14	Glascote Road/Abbey Road	3 Arm Roundabout	2.6km
15	Glascote Road/Kettlebrook Road	3 Arm Roundabout	3.2km
16	Anker Drive/Glascote Road	3 Arm Roundabout	3.3km
17	Anker Drive/Bolebridge Street/Amington Road	3 Arm Roundabout	3.4km
-	M42 Junction 10	Roundabout	7.8km

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