

GLEESON HOMES AND REGENERATION

PROPOSED
RESIDENTIAL DEVELOPMENT
LAND OFF LOWFIELD ROAD, BOLTON ON DEARNE.

TRANSPORT ASSESSMENT

WESTGATE CONSULTING (LEEDS) LIMITED
64 WESTGATE
GUISELEY
LEEDS
LS20 8HJ

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1.0 INTRODUCTION AND BACKGROUND INFORMATION

- 1.1 This Transport Assessment forms part of a planning application submitted by Gleeson Homes & Regeneration to develop an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre and is within the Dearne South ward.
- 1.2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The TA by Halcrow which formed part of the application, assumed that the site would be developed for 50 residential units including 40 houses and 10 apartments served by way of a new priority junction with Lowfield Road.
- 1.3 In 2011, detailed application no. 0963 was granted for some 60 residential units on the same plot of land, including a mix of two, three and four bed houses served by way of the same new priority junction with Lowfield Road that was approved previously. This development is currently under construction and a copy of the approved layout site plan is at **Appendix 1**.
- 1.3 The proposed development will form an extension to the approved scheme with access onto Lowfield Road by way of the arrangements permitted as part of 2008/1599, as shown on the plan at **Appendix 12**.
- 1.4 This Transport Assessment will provide the necessary information to assist the Local Planning and Highway Authority to assess the planning applications.
- 1.5 This Transport Assessment will consider the transport implications of the proposals to achieve a sustainable development and identify any residual impacts together with appropriate mitigation measures. In particular, based upon trip data from the TRICS Consortium database and the guidance given in the Department for Transport (DfT) publication 'Guidance on Transport Assessment', March 2007, it will consider the access arrangements and likely

transport impact on the surrounding highway network, including on the adjacent hump back railway bridge.

- 1.6 It will be demonstrated that that the site can be satisfactorily accessed and that the traffic likely to be generated by the development proposals can be accommodated safely and satisfactorily on the local highway network. The site is also well located to encourage trips by more environmentally friendly modes of travel than the private car.
- 1.7 A separate Residential Travel Plan has been produced in conjunction with this Transport Statement both of which demonstrate the development will accord with Local and Central Government advice.
- 1.8 This Transport Assessment will conclude that there are no highways or transportation reasons which would prevent the proposed development being granted planning consent.

2.0 TRANSPORT POLICY CONSIDERATIONS

National Planning Policy Framework, March 2012

- 2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which the document indicates should be seen as a 'golden thread' running through the decision making process.
- 2.2 Within the overarching roles that the planning system ought to play the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:
- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focussing significant development in locations which are or can be made sustainable.
- 2.3 Paragraph 32 of NPPF 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:
- 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;
 - safe and suitable access to the site can be achieved for all people; and
 - 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.
- 2.4 NPPF indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests that a key tool to facilitate this will be a Travel Plan. The

application includes a separate Residential Travel Plan prepared by TPS on behalf of Gleeson Homes and Regeneration.

South Yorkshire's Transport Plan 2011 – 2015 (LTP3)

- 2.6 South Yorkshire's third Local Transport Plan (LTP3) has three component parts: the Transport Strategy, the Implementation Plan and the Annual Delivery Programme which sets out in detail the agreed prioritised delivery programme for the next financial year as well as briefly outlining the proposed four year programme.
- 2.7 The Transport Strategy has four main goals. The primary goal is to support the economic growth of the City Region. At the same time it aims to enhance social inclusion and health, reduce greenhouse gas emissions and maximise safety.
- 2.8 In translating the Transport Strategy into action, it follows four cross-cutting principles:-
- **Squeeze more from existing assets**– in the current funding climate this principle will ensure assets are well managed and maintained and used to their fullest potential, minimising the need for major infrastructure work. It is key to this first Implementation Plan. Efforts will be targeted on the routes, locations, customer groups and issues we have identified from our evidence base as being particularly important;
 - **Make our growth sustainable** – it will look to achieve economic growth while minimising the impact on the environment, reducing emissions wherever possible;
 - **Give people choice** – it will enable people to make informed choices about whether and how they travel, through providing a range of transport links and services to match varying lifestyles; and
 - **Encourage a change in travel culture** - facilitating a shift from car dependency to more active and sustainable travel modes.
- 2.9 Relevant Transport strategy policies include:

- To improve connectivity between major Settlements;
- To focus new development along key public transport corridors and in places adjacent to existing shops and services;
- To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies;
- To develop public transport that connects people to jobs and training in both urban and rural areas;
- To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes;
- To ensure public transport is accessible to all;
- To encourage active travel and develop high-quality cycling and walking networks; and
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.

3.0 THE LOCAL HIGHWAY NETWORK AND ITS CURRENT USAGE

The Application Site

- 3.1 The development site is located some 14.0 kilometres to the southeast of Barnsley town centre. It is bounded to the north by land that is currently being developed under approval 2011/0963, to the east by residential dwellings, to the south by green field land and to the west by the Sheffield – Wakefield railway line.
- 3.2 The site previously housed a furniture manufacturing company, however, it is now cleared.
- 3.3 The site, and the adjacent housing plot now under construction, were previously served by an informal access off the southern kerb line of Lowfield Road. This was replaced by the approved access onto Lowfield Road and the informal access was closed. As noted at paragraph 1.3, the approved access will also serve the proposed development site and hence there will be not be a net increase in the number of accesses onto the public highway. The location of the application site in relation to the highway network is shown on the plan attached at **Appendix 2**.

The local highway network

- 3.4 The site is located within Bolton upon Dearne, a predominantly residential area approximately 14.0 kilometres to the south east of Barnsley town centre. The only vehicular access to the development will be from approval 2011/0963 and Lowfield Road.
- 3.5 Approval 2011/0963 comprises some 60 houses that will be accessed from internal residential roads comprising 5.5m wide carriageways and 2m wide footways on both sides.
- 3.6 Lowfield Road is a cul-de-sac some 670 m long that runs in an easterly direction from its junction with Station Road. The road is lit, is subject to a 30mph speed limit but is not marked with centre line road markings. It provides access to a station car park that is located on the north side of

Lowfield Road and to existing residential development, of which some 112 houses are located to the east of the site access. Typically, Lowfield Road has a carriageway some 6-6.5m wide, which is more than adequate for two way traffic flow. In the vicinity of the development site, there is a far side footway typically 1.2-1.5 m wide and a nearside verge.

- 3.7 Approval 11/0963 was subject to a number of planning conditions including widening the footway on the far side of Lowfield Road on the length from the site access to the railway bridge to achieve a uniform width of 2.0m. This work, which is shown on the plan at **Appendix 3**, will be undertaken prior to completion of the development and prior to starting the proposed development.
- 3.8 Some 175m west of the approved site access, Lowfield Road crosses the Sheffield - Wakefield railway line by way of a bridge where the road comprises a carriageway some 6 m wide, and a single footway some 1 m wide on the northern side. In addition, a separate 2m wide pedestrian footbridge has been constructed over the railway line on the northern side of the road immediately adjacent to the railway bridge and this provides safe and convenient pedestrian links to both the station and across the railway line.
- 3.9 The forward visibility along Lowfield Road at the railway bridge falls short of the new construction standard of 43m for a road subject to a 30 mph speed limit. However, a survey of the speed of traffic using Lowfield shows that the 85th ile wet weather journey speed of traffic at the bridge is some 24 mph in both directions, which equates to a design speed of 40kph. The speed survey results are set out at **Appendix 4**.
- 3.10 Lowfield Road becomes Station Road at the junction with Calder Road, some 55.0 metres west of the bridge. Station Road forms a ghost island priority junction with B6098 Station Road and Angel Street which forms main route through Bolton upon Dearne. The B6098 provides a link between the A635 and the A623 which in turn provides a direct route to Mexborough, A630 and

Rotherham town centre. A635 performs the function of a primary distributor type of road providing links to Barnsley town centre, the A1(M), the M1 Motorway at Junction 37 and the A19 and Doncaster town centre. Accessibility to the site by car is therefore considered to be excellent due to its close proximity with Barnsley, Rotherham and Doncaster town centres and the national motorway network.

Usage of the local highway network

- 3.11 Traffic surveys of the usage of the following junctions were undertaken by Bryan G Hall Ltd on Thursday 7 March 2013 between the hours 07:00 - 09:30 and 15:30 – 18:00:

Station Road/Angel Street ghost island priority T-junction

Site access/Lowfield Road priority T-junction

- 3.12 The survey results, which are attached at **Appendix 5**, show that the peak usage of the network occurred between 8:00 am to 9:00 am in the morning and between 5:00 pm to 6:00 pm in the evening. Diagrams showing the flows on the network during these two periods are at **Appendix 6**.
- 3.13 During the AM Peak hour Lowfield Road, in the vicinity of the site access, carried a maximum 2-way flow of 90 vehicles during the morning peak hour and 76 vehicles during the evening peak hour. This confirms that the traffic flows on Lowfield Road at the railway bridge are very low i.e a maximum of one vehicle every 40 seconds.
- 3.14 The traffic surveys also reveal that the 112 number of existing houses that are located to the east of the site access generate some 85 and 73 two way trips during the morning and evening peak periods respectively. These flows equate to .76 and .65 trips per dwelling respectively.
- 3.15 Computer analyses of the peak hour performance of the Station Road/Angel Street ghost island priority T-junction junction has been undertaken using the programme PICADY. The results which are attached at **Appendix 7** and

summarised in table 3.1 below, show that the junction currently operates with significant reserve capacity during both peak periods and this is confirmed by site observations. It can be concluded therefore that the computer model reasonably represents actual site conditions.

Table 3.1

Movement	2013 Existing Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.48	1	0.31	0
Angel Street to Station Road	0.03	0	0.13	0

Public Transport

3.16 B6098 Station Road is also a bus route for services 224 and 226 which together provide connections with a 30 minute frequency to Barnsley and Doncaster, as detailed at **Appendix 8a and 8b**. The 224 route locally diverts from Angel Street onto High Street whereas the 226 route runs from Station Road onto High Street. Bus stops for the 226 service are located at the Station Road/ Angel Street junction, some 300 m from the edge of the development site. For the 224 service, the nearest bus stops are located on High Street near the junction with Angel Street, some 400 m from the edge of the development site.

3.17 Bolton Upon Dearne railway station is located some 210m from the site access as shown on the plan at **Appendix 10**. It provides a 60 minute frequency to Leeds and Sheffield, as detailed at **Appendix 8c**. The site will therefore be accessible by train to residents of the site.

Accident Record

3.17 3.17 The record of personal injury accidents that have occurred on the local highway network during the period 1 January 2007 to 31 December 2012 has

been obtained from the Local Highway Authority. A plot of the locations and summary of accidents within the study area are attached at **Appendix 9**. The record can be summarised as follows.

- 3.18 A total of four personal injury accidents occurred within the study area of which three were recorded as 'slight' and one as 'serious' in severity. There were no personal injury accidents recorded on Lowfield Road in the vicinity of the site access junction or along its length. One of the 'slight' accidents was recorded at the Station Road/ Angel Street priority junction. The accident occurred when a child fell from a vehicle while it was negotiating the bend from Station Road to Angel Street. The second 'slight' accident occurred on Station Road north of the priority junction when a car collided with a pedal cycle. The third 'slight' accident occurred at the junction of Angel Street and High Street when a vehicle on Angel Street slowed for temporary traffic lights and was hit by another vehicle pulling out of the junction. The 'serious' accident also occurred at the junction of Angel Street and High Street, when a car emerged from the junction into the path of a motorcycle and collided.
- 3.19 The accident record show that the accidents within the study area were disparate in nature, with there being no junction layout or highway characteristics which have led to recurring causation factors and thus materially adversely affect road safety.

4.0 ACCESS TO THE DEVELOPMENT SITE BY SUSTAINABLE FORMS OF TRANSPORT

- 4.1 Current national planning policy set out in NPPF places significant emphasis on the availability and use of alternative means of access to the private car to developments.
- 4.2 The site is located within 800 metres of key services such as bus stops and a train station.

Accessibility on foot

- 4.3 As regards walking to local facilities, the Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot sets out the following suggested acceptable walking distance to and from the development for commuting and other journeys.

IHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1200 metres

Table 4.1

- 4.4 Furthermore 'Better Places to Live - A Companion Guide to PPG3' states that residents can access comfortably on foot facilities within an 800.0 metre walking distance. Also, PPG13 advises that ".....walking is the most important mode of travel at local levels and offers greatest potential to replace short car trips, particularly under 2.0 kilometres".
- 4.5 The proposed development will provide a number of convenient pedestrian links to the surrounding residential areas that will encourage walking trips. The plan at **Appendix 10** shows the 800 metre, 1,200 metre and 2,000 metre

walking catchment areas from the centre of the application site. Within the 800 metre catchment area lie the Bolton Upon Dearne railway station and bus stops.

Accessibility by Cycle

- 4.6 Cycling has clear potential to substitute for short car trips, particularly those under 5km and up to 8km, and to form part of a longer journey by public transport. The plan at **Appendix 11** shows that within 8.0 km the whole of Bolton Upon Dearne is accessible by cycle. Surrounding areas such as Thurnscoe, Wombwell, Mexborough and Darfield are also accessible by cycle.

Accessibility by Bus

- 4.7 The Institution of Highways and Transportation publication, Guidelines for Planning for Public Transport in Developments advises that the maximum walking distance to a bus stop should not exceed 400.0 metres. As outlined in paragraph 3.15, bus stops are located at the Station Road/ Angel Street ghost island priority T-junction and on High Street near the junction with Angel Street, and the walk distance to the stops is less than the acceptable threshold.

Accessibility by Rail

- 4.8 Bolton Upon Dearne railway station, which has its own car park, is located some 210 m from the site, as shown on the plan at **Appendix 10**. It provides rail links with Leeds and Sheffield. The site will therefore be accessible by train to residents of the site.

Summary

- 4.9 It is concluded that the application site is in a sustainable location and offers a wide opportunity for sustainable travel, hence reducing reliance on the private car.

5.0 THE PROPOSED DEVELOPMENT

- 5.1 The planning application by Gleeson Homes & Regeneration seeks full planning permission to build 59 houses on an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley, as shown on the plan at **Appendix 12**.
- 5.2 The proposed development will form an extension to the approved scheme ref 2011/0963 with access onto Lowfield Road by way of the arrangements approved as part of 2008/1599.
- 5.3 The proposed development will include both car and cycle parking spaces consistent with relevant national and local policies.
- 5.4 The planning application also includes a separate Framework Travel Plan prepared by Travel Plan Services (TPS) which reflects changes in national and local transport policy and sets out a package of measures aimed at promoting sustainable travel.

6.0 TRIP GENERATION AND MODAL SPLIT

Trip Generation

- 6.1 The Trip Rate Information Computer System (TRICS) has been used to assess the trip generation and modal split of the proposed development and then validated against the trip rates of the existing houses off Lowfield Road.
- 6.2 Under the 'Houses Privately Owned' category, all the multimodal sites, excluding 'Ireland' and 'central London' have been interrogated to establish average 'Person Trip Rates' and "Modal Splits" for residential development, and these are summarised in tables 6.1 and 6.2 below with the full TRICS output attached at **Appendix 13**.

Table 6.1 Residential Average Person Trip Rate

Land Use	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	0.236	0.805	1.041	0.615	0.371	0.986

Table 6.2 Residential Modal Splits

Mode of Travel	Morning Peak Hour	Evening Peak Hour
Foot	20%	11%
Cycle	2%	2%
Bus	3%	2%
Car Driver	54%	65%
Car Passenger	21%	20%
Total	100%	100%

- 6.3 Combining the two tables provides predicted peak hour trips by transport mode for the residential elements of the detailed and outline applications, as shown on table 6.3 below.

Table 6.3 Residential Trip Generation

Mode of Travel	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Foot	2	11	13	4	3	7
Cycle	0	1	1	1	1	2
Bus	0	1	1	1	0	1
Car Driver	9	24	33	24	14	38
Car Passenger	2	11	13	7	5	12
Total	13	48	61	37	23	60

6.4 It can be seen from the above that based upon TRICS, the proposals are likely to generate some 33 two way vehicular trips during the AM Peak period and some 38 during the PM Peak period. These generated flows equate to .56 and .64 vehicle trips per dwelling which are lower than the generation rates of the existing 112 houses off Lowfield Road. The following analyses are therefore based upon the higher locally observed residential generation rates established in paragraph 3.14.

Distribution

6.5 In order to establish a likely distribution pattern of traffic generated by the development site, travel patterns from the 2001 census journey to work data have been obtained for the Dearne South ward. A summary of the census data and a diagram showing the percentage distribution at the surveyed junctions set out at paragraph 3.11, are attached at **Appendix 14a and 14b**. The diagrams at **Appendix 15** show the likely additional vehicle turning movements that the proposed development will generate.

6.6 It is likely that development will commence in 2014 and take some 3 years to complete and therefore, the traffic impact of the development has been assessed at 2017. The diagrams at **Appendix 16** show growthed peak hour flows at 2017 which have been derived by applying NTM factors (which have

been adjusted using Tempro local growth factors) at **Appendix 17**, to the existing peak hour flows at **Appendix 6**.

Committed Development

- 6.7 The “existing” peak hour flows shown at **Appendix 6** do not include all the traffic that will be generated by permission 11/0963 which is still under construction. Table 6.4 below has been replicated from the TA that accompanied application 11/0963 and shows that when complete, the site is likely to generate some 41 and 49 two way trips during the morning and evening peak periods respectively. These have been added to the growthed peak hour flows shown at **Appendix 16** to give base peak hour flows at **Appendix 18**.

Table 6.4

Peak Hour Modal Split	% Split	Trips			
		AM In	AM Out	PM In	PM Out
Pedestrians	18	4	7	8	5
Cyclists	2	1	1	1	1
Public Transport Users	11	2	5	5	3
Car	68	14	27	29	20
Motorcyclist	1	0	0	0	0
Total	100	21	40	43	29

Predicted Flows

- 6.8 The generated peak hour development traffic shown on the diagrams at **Appendix 15** have been added to the base flows shown at **Appendix 18** to give predicted traffic flows on the network as a result of the proposed development and these are shown on the diagrams at **Appendix 19**.
- 6.9 Based upon the previously validated computer model, analyses of both the base and predicted 2017 peak hour performance of the Station Road/Angel Street junction have been undertaken. The results, which are at **Appendix 7** and are summarised in tables 6.5 – 6.6 below, confirm that the junction will

continue to operate with reserve capacity, both with and without the development.

Table 6.5

Movement	2017 Base Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.59	1	0.41	1
Angel Street to Station Road	0.04	0	0.16	0

Table 6.6

Movement	2017 Predicted Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.68	2	0.45	1
Angel Street to Station Road	0.05	0	0.19	0

6.10 The diagrams at **Appendix 19** show that the proposed development will increase the two way traffic flow on Lowfield Road at the hump back bridge by some 33 and 38 vehicles during the morning and evening peak periods respectively. These increases equate to a maximum of one extra vehicle every 90 seconds at peak times which will not be noticeable, at other times of the day the increases will be even less.

6.11 Notwithstanding this and in recognition of the concerns of the Local Highway Authority and local residents about conditions at the hump back bridge, the proposed development includes off site measures to introduce a 20 mph speed limit on Lowfield Road, a double white line central road marking and “hump-back bridge” warning signs on both approaches to the bridge, as shown

on the plan at **Appendix 20**. These measures, together with the footway widening works to be undertaken as part of approval 11/0963 will ensure that road safety at the bridge and on its approaches are not compromised by the proposed development.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment forms part of a planning application submitted by Gleeson Homes & Regeneration to develop an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre
- 7.2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The approval also included a detailed priority junction access onto Lowfield Road.
- 7.3 In 2011, detailed application no. 0963 was granted for some 60 residential units on the same plot of land as 08/1599 to be served by way of the same previously approved access onto Lowfield Road. This development is currently under construction. Off site, the development includes widening the footway on the far side of Lowfield Road on the length from the site access to the railway bridge to achieve a uniform width of 2.0m. This work will be undertaken prior to completion of the approved development and prior to starting the proposed development.
- 7.4 The proposed development will form an extension to the approved scheme with access onto Lowfield Road by way of the arrangements permitted as part of 2008/1599.
- 7.5 A separate Residential Travel Plan has been produced in conjunction with this Transport Statement both of which demonstrate the development will accord with Local and Central Government advice. The site is also well located to encourage trips by more environmentally friendly modes of travel than the private car.
- 7.5 This Transport Assessment has considered the transport implications of the proposals to achieve a sustainable development. Based upon trip data from

the TRICS Consortium database and the guidance given in the Department for Transport (DfT) publication 'Guidance on Transport Assessment', March 2007, it has considered the access arrangements and likely transport impact on the surrounding highway network. It has concluded that it will continue to operate in a satisfactory manner, with and without the development and therefore there is no need to introduce any off-site mitigation measures.

- 7.6 Notwithstanding this and in recognition of the concerns of the Local Highway Authority and local residents about conditions at the hump back bridge, the proposals include off site measures to introduce a 20 mph speed limit on Lowfield Road and traffic calming on both approaches to the bridge. These measures, together with the footway widening works to be undertaken as part of approval 11/0963 will ensure that road safety at the bridge and on its approaches are not compromised by the proposed development.
- 7.7 It can be concluded therefore that there are no highways or transportation reasons which should prevent the proposed development being granted planning consent.