

Environmental Services Department

Planning Control

Policy Notes

21. Highway Considerations

November 2006

**Bolton
Council**

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Environmental Control Policy Notes

Planning Control Policy Notes

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The interpretation of this advice will relate to the circumstances and particulars of a planning application which will be determined on its own merits.

In the context of changing local, regional and national planning policies it may be necessary for the Council to revise its Planning Control Policy Notes to take these changes into account.

Prospective applicants requiring clarification of this Note's contents should contact the Council's Highway Management Section.

Draft approved for consultation/interim use: 19th July 2005

Consultation period: 3rd May 2006 – 26th May 2006

This version approved for planning control purposes:

Executive Member (Environmental Services): 12th December 2006

Executive Member (Development): 26th February 2007

Bolton Council

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**Environmental Services Department
Highways and Engineering Division
Quality Assurance Manual**



Highway Authority Policy Note

Title:

HIGHWAY CONSIDERATIONS FOR PLANNING APPLICATIONS

Summary:

This policy note provides advice to prospective applicants on the Highway aspects of Planning Applications.

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Part	Section	Edition	Issue	Page	Approved	Date
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**BOLTON METROPOLITAN BOROUGH COUNCIL
ENVIRONMENTAL SERVICES DEPARTMENT****HIGHWAY AUTHORITY POLICY NOTE 21**

Title: Highway Considerations For Planning Applications

Service Area: Highway Planning

Ref: A 21 020(06)

Status: Final - approved by Executive Member (Environmental Services)

APPROVED BY:

Group Engineer	A McCreesh	Date:	12th Dec. 2006
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Executive Member:	J Byrne	Date:	12th Dec. 2006

Comments:

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Highway Considerations

1. Introduction

- 1.1 The purpose of this note is to provide advice to prospective applicants on the Highway aspects of Planning Applications
- 1.2 The reader's attention is drawn to the paragraphs which are highlighted in bold and contained within boxes. These paragraphs identify situations that are considered critical for applications for developments being recommended for approval.

2. Policy

- 2.1 The Council's policy with regard to the assessment of development proposals is set out in Policy A1 of Bolton's Unitary Development Plan adopted in 2005:-

Accessibility

A1

The Council will permit development that results in an integrated and sustainable, land use and transport system including modal interchange.

- 2.2 More detailed advice is given in Policy A5:-

Roads, paths, servicing and car parking

A5.

In assessing development proposals, the Council will permit those that have taken into account provision for:

- (i) pedestrians and cyclists;***
- (ii) road design, layout and construction;***
- (iii) vehicle servicing and access arrangements;***
- (iv) car, cycle and motor-cycle parking; and***

- (v) access to, and by, public transport.***

Development proposals should not adversely affect the safety of highway users, including pedestrians, as well as the safe and efficient circulation of vehicles.

- 2.3 Council policy for safeguarding the Strategic Route Network is set out in Policy A18:-

The Road Network

A18.

The Council will safeguard the Strategic Route Network along which major traffic flows will be directed and will support the development of public transport and improvements for cyclists in appropriate locations on this network.

By safeguarding these routes from developments that would increase congestion or reduce road safety the Council can ensure that the network continues to assist the process of urban regeneration by providing for the efficient distribution of goods and the movement of people. By directing through traffic onto the network the Council can reduce the problems associated with traffic passing through environmentally sensitive areas and thereby safeguard residential amenity, promote highway safety and conserve environmental assets.

- 2.4 With regard to highway proposals associated with new developments, Policy A10 states:

Traffic Management and Calming.

A10

The Council will permit development where associated highway proposals do not result in the needs of cyclists, pedestrians and public transport users being subordinate to those of the private motorists. Highways proposals associated with new development should have regard to the following:

- (i) **road safety measures;**
- (ii) **the environmental and residential quality of the area;**
- (iii) **walking, cycling and the use of public transport; and**
- (v) **access by emergency and service vehicles.**

- (b) are safe for the occupier and visitors with the internal traffic circulation roads and loading/unloading areas being designed to the appropriate standards;
- (c) are safe for visitors, with car parking being satisfactory for the purpose and circulation roads being designed and signed acceptably.

2.5 Developers shall also refer to GMPTE's Land Use Planning and Public Transport Guidance (www.gmpite.com).

3.2 These principles have been used as a basis for the more detailed guidance given below.

3. Road Safety

3.1 Highway Planning Control is primarily concerned with road safety. The Council is committed to reducing the number and severity of accidents on its roads and the Planning Authority has a major role to play, by exercising control to ensure that new developments:

- (a) do not endanger the public at large. Specifically:-
 - i) the access shall be of sufficient size and specification to allow pedestrians, people with disabilities, cyclists and all types and sizes of vehicle likely to visit the site to enter and leave safely;
 - (ii) the capacity of the highway shall be sufficient, or will be increased, so that development traffic does not cause any additional congestion, road safety hazard or detriment to existing road users; and
 - iii) adequate car parking in line with the maximum parking standards set out in policy A6 of the UDP shall be conveniently provided so that overspill parking from the development does not occur to the detriment of highway safety or access to adjacent residential, commercial or industrial areas.

4. Bolton Highway Network Hierarchy Management Plan

4.1 The Council has approved a Draft Highway Network Hierarchy Management Plan for Bolton. The main purpose of this document is to establish the function, type and category of every road in the Borough in a hierarchy so that the appropriate use, maintenance, road improvement, traffic calming and traffic management of highways can be developed consistently.

4.2 The Hierarchy:

- categorises all roads within the Borough according to their intended use;
- contains definitions of terms;
- defines different traffic control measures appropriate to specific categories of road;
- includes some established specific networks such as
 - Abnormal Road routes;
 - Cycle Routes
 - Statutory Rights of Way.
- Provides for the future development of specific networks such as
 - Bus routes
 - Emergency vehicle routes

5. Bolton Highway Network Hierarchy Development Plan

5.1 The next stage will be to develop a “**Network Development Plan**” which will be a separate document. This document will set out the future plans for development of the highway network by 2010 and any changes to maintenance and planning policies. The Network Development Plan will be used to feed into the Greater Manchester Local Transport Plan and to inform the Highways Capital programme and the schemes to be prioritised and brought forward for construction each year.

5.2 Applications will normally be permitted where any associated consequence of the development does not conflict with the guidelines set out in the Council’s Highway Network Hierarchy Management Plan.

6.3 With regard to new developments, it is essential to ensure that the extra trips likely to be generated can be accommodated on the highway network without increasing congestion or affecting journey reliability. This will be achieved by Developers complying with the Council’s land use and sustainable transport policies and providing facilities for cyclists, pedestrians and public transport users. The traffic impact of any residual trips shall be mitigated by the developer by local highway improvements, which should also address the needs of pedestrians and cyclists and public transport.

6.4 Applications will normally be approved where the Applicant can demonstrate that the development is unlikely to have a negative impact on journey times and/or journey reliability on the highway network.

6. Traffic Management Strategy

6.1 Traffic cannot be allowed to grow on Bolton’s roads at current rates because the existing highway network is not capable of accommodating it. National policy stipulates that resources will no longer be made available to Local Authorities to increase road capacity just for the purpose of catering for any projected increase in traffic. Effective Traffic Management is therefore vital to reduce the pressure on Bolton’s overload highway network. Without action on congestion, Bolton’s transport system is unsustainable.

6.2 The Traffic Management Act 2004 (TMA) places a network management duty on local authorities such as Bolton to reduce congestion and disruption on the road network. This is particularly important for the Strategic Route Network, which is essential for the economic well-being of the borough. The Council has appointed a Traffic Manager who is responsible for meeting this duty of securing the expeditious movement of traffic, inclusive of cyclists and pedestrians.

7. Road Design, Layout and Construction

7.1 The design of all major highway links and new junctions on major roads shall be carried out in accordance with the Department of Transport Design Manual for Roads and Bridges, available from HMSO.

7.2 For other roads in the network, the following documents have been adopted as policy by the Council:

- (a) Roads for Adoption;
- (b) Bolton Highway Network Hierarchy Management Plan; and
- (c) Traffic Advisory Leaflets (DfT).

7.3 These documents

- reflect national guidance;
- state adoption standards for layouts for the Council as Highway Authority

- are used in the assessment of planning applications for new developments.

(The Council documents are available for inspection and/or purchase in the Council's Highway Management Section.)

7.4 Applications will normally be permitted where the road design, layout and construction complies with the appropriate design standards. Any relaxations or departures from such standards should be submitted for approval.

8.0 Vehicular Access to Sites

- 8.1 Due to the high volumes of traffic on classified roads and the accident potential at junctions, the Council considers it necessary to restrict vehicular access to these roads from proposed developments.

8.2 Applications will normally be permitted where access is taken from the lowest category of road where this is practical and safe and where any existing accesses to a higher category road are proposed to be closed.

- 8.3 However, there may be applications where access onto the network will not be permitted under any condition, due to safety considerations (e.g. on high speed or heavily trafficked routes such as St Peters Way).
- 8.4 The reversing of vehicles onto or off classified roads is a particularly dangerous manoeuvre which can also disrupt the free flow of traffic.
- 8.5 Where a proposed development includes a facility in accordance with the Council's current standards that will permit vehicles to enter and leave the classified road in forward gear, it is considered that vehicular access could be permitted (subject to the appropriate standards of layout and visibility being achieved).

- 8.6 There may be locations on roads other than classified roads where the above policy on accesses will be required to be applied (e.g. important non-classified traffic routes, major residential access roads etc). The applicant is advised to discuss the proposals at an early stage in order to agree access requirements.

8.7 Applications will normally be permitted where vehicles are able to enter and leave the classified road or inter radial link in forward gear.

- 8.8 For any new access to a highway or for any existing access where there is likely to be an intensification of use, it is essential that current standards of layout and visibility are achieved.

8.9 Applications will normally be permitted where the appropriate standards of layout and visibility can be achieved.

9.0 Parking

- 9.1 Development proposals will normally be required to provide off-street car parking in order to protect the road safety of all road users. Applicants should carefully assess the circulation and manoeuvring requirements for vehicles, as well as adequate visibility for both parked vehicles and pedestrians.
- 9.2 The Council's policy with regards to parking standards is set out in Policy A6 of Bolton's Unitary Development Plan (UDP) adopted in 2005:-
- A6
The Council will require new development to provide car parking based on the Council's maximum car parking standards".**
- 9.3 The Government and the Council places great emphasis on people being able to travel safely whatever their chosen mode. When thinking about new development, and in adapting existing development, the needs and safety of all in the community should be considered from the outset.

9.4 In general the Council will not require developers to provide more spaces than they themselves wish or, in the case of residential development, more than the potential occupier might want, other than in exceptional circumstances. Exceptional circumstances might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls (which would need to be acceptable to the Council and be funded by the developer) or where the introduction of on-street parking controls would result in inconvenience for existing neighbours.

9.5 Where appropriate, on-street parking controls will be introduced in areas adjacent to major travel generating development to minimise the potential displacement of parking, subject to the approval of the Council and subject to funding being provided by the developer. It would not be appropriate to introduce on-street parking controls in adjacent areas if this would be likely to result in inconvenience for the residents or business in that area.

9.6 **The Council will normally permit development where the proposed development is not likely to lead to a perpetuation or an intensification of on-street parking in a location where parking is likely to be detrimental to highway safety, on a classified road, on an inter-radial link, in a traffic sensitive location, near to a busy junction or place of limited visibility or where two-way traffic would be impeded.**

10.0 Servicing

10.1 Space for service and delivery vehicles to park and manoeuvre will normally be required to be provided on site.

10.2 The Council's servicing layout standards are laid down in "Roads for Adoption".

10.3 There are many existing developments which do not include provision for off-street servicing facilities. The resulting on-street servicing associated with these uses often becomes detrimental to road safety and the free flow of traffic, particularly when the use is situated on a classified road, an inter-radial link, or in a road safety sensitive location.

10.4 This can result in the implementation of traffic regulation orders to prohibit waiting and/or loading, which can often lead to inconvenience for people in the area.

10.5 **The Council will normally permit development where the proposed development is not likely to lead to a perpetuation or an intensification of on-street servicing in a location where parking is likely to be detrimental to highway safety, on a classified road, on an inter-radial link, in a traffic sensitive location, near to a busy junction or place of limited visibility or where two-way traffic would be impeded.**

10.6 Proposals that generate freight movements will be required to have appropriate access to the Strategic Freight Network.

11.0 Highway Improvement Lines

11.1 As part of its integrated transport strategy, the Council has approved a number of highway improvement schemes for Planning Control purposes, pending the securing of finance to implement the schemes. Where a proposed development is affected by a proposed improvement line, the applicant will be expected to facilitate the implementation of the scheme. Prospective applicants requiring information on approved highway schemes should contact the Council's Highway Management Section.

11.2 The Council will normally permit development which would not prejudice the construction of roads, road improvement schemes and junction improvements that form part of the integrated transport strategy outlined in the Greater Manchester Local Transport Plan.

11.3 Developments often take place on infill sites surrounded by existing highways, the layout of which frequently falls below the Council's current standards. The re-development of such sites provides an opportunity to improve the highway to meet the current standards. Improvement to carriageway width, radii and visibility will therefore be sought in appropriate cases. In particular, back street improvements to widths of 6.5 metres will be sought in order to facilitate the future provision of off-street parking in existing property.

11.4 Applications will normally be permitted where the up-grading of existing highways to the Council's current standards is facilitated.

12.0 Transport Assessments

12.1 In order for the Council to be able to properly consider the transport implications of a proposed development, the applicant may be required to submit a Transport Assessment.

12.2 If an assessment is required, there are two levels:

- (a) Transport Statement (TS) for development which has relatively small transport implications;
- (b) Transport Assessment (TA) for development which has significant transport implications.

12.3 Transport Statements and Transport Assessments shall be carried out in accordance with the DCLG/DfT Guidance on Transport Assessment (GTA), as amended by this document.

12.4 Appendix B of GTA provides suggested thresholds below which a formal assessment may not be needed, and above which the preparation of a TS or a TA would be appropriate. These thresholds are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips or 10 HGV's per day. For example:

- residential development with more than 50 units;
- food retail with more than 250 sq metres GFA;
- Non-food retail with more than 800 sq metres GFA;
- B1 business with more than 1,500 sq metres GFA.

However, there may be circumstances where a TS or a TA shall be undertaken, even though threshold criteria are not exceeded.

12.5 The TA shall consist of a transport assessment for the anticipated / estimated year of opening of the development (the opening year). In addition, the proposal shall be assessed for a period of 5 years after the opening year. The developer shall also contact the Highways Agency to establish an appropriate assessment year for any development that is likely to lead to a material impact on the motorway network or access junctions.

12.6 The highway network traffic flows shall take account of all Council approved highway and development proposals.

12.7 In order to forecast the traffic likely to result from the development, the TA shall be based on the following trip generation rates:

- (i) Site Access Junction
 - for a single use site, 85th percentile trip rates shall be used to assess the site access junction.
 - for a mixed use site, the average trip rate for each individual use within the site shall be used to assess the site access junction.

(ii) Highway Network

- for all sites, average trip rates shall be used to assess the impact on the surrounding highway network.

It should be noted that the Highways Agency will require the use of 85th percentile trip rates for any development likely to affect the Motorway network.

- 12.8 The Applicant shall, as a minimum, normally ameliorate the traffic impact of the proposed development by restoring the flow/capacity ratio to the level prior to the development traffic (i.e. at opening year). The Applicant is also required to provide an assessment of network performance 5 years from the opening year.
- 12.9 The applicant shall include a Safety Audit for all proposed changes to the highway layout. The audit shall be in accordance with the IHT "Guidelines for the Safety Audit of Highways" and the Design Manual for Roads and Bridges HD 19/03.
- 12.10 Applicants are also required to undertake a walking and cycling audit in accordance with the Greater Manchester Concise Pedestrian & Cycle Audit (COPECAT) for all proposed changes to the public highway.
- 12.11 More detailed advice on Transport Assessments is given at Appendix A.

12.12 Applications will normally be permitted where:

- measures are proposed to mitigate the impact of the development at opening year**
- these measures have been subject to a satisfactory Safety Audit and walking/cycling audit**

13.00 Construction Traffic

- 13.1 For many developments, the impact of construction traffic can be significant. The Applicant shall identify the time periods during which construction activities will take place, the numbers of trips likely to be generated, the vehicle type and for heavy construction traffic, an appropriate access or diversion route or traffic management plan to minimise local impacts.

13.2 Applications will normally be permitted where measures are proposed to mitigate the impact of construction traffic on highway safety and capacity.

14.00 Travel Plans

- 14.1 In accordance with the Council's Travel Plan Advice Note, developers are required to provide Travel Plans for all developments (including schools) where congestion problems could be mitigated through such an approach. For example, where a proposal could:-
- generate significant volumes of additional traffic; or
 - generate traffic that will create or exacerbate an existing local traffic or safety problem; or
 - generate traffic in an area where there are existing or proposed initiatives to reduce road traffic and/or promote walking, cycling or public transport; or
 - Significantly increase traffic in an Air Quality Management Area (AQMA) or other area of poor air quality such that an AQMA might need to be declared.
- 14.2 Travel Plans are an important component of the Council's overall transport objectives and Government policy is that businesses, schools, hospitals and Councils should produce their own Travel Plans. Bolton Council is currently implementing a travel plan for its own employees and is promoting a programme of Travel Plans for schools in Bolton.

- 14.3 Travel Plan submissions should aim to:-
- a) reduce car use, particularly single occupancy car use, and increase walking, cycling and public transport for access to the development;
 - b) reduce the impact of traffic arising from the development; and
 - c) provide safe pedestrian and cycle access.

- 14.4 The Government has defined a range of size thresholds, based on gross floor area (GFA) for new developments above which a Travel Plan is automatically required:-
- a) Retail, cinemas and conference facilities and other indoor leisure developments over 1,000 square metres GFA;
 - b) Offices, other class B1 employment uses and further education developments over 2,500 square meters GFA.

14.5 **Applications will normally be permitted where it is considered that a satisfactory travel plan has been submitted in support.**

15.0 Access for People with Disabilities

- 15.1 All new developments and transport proposals, without exception, will be required to make provision for safe, clearly defined and convenient access for people with disabilities.

15.2 **Where the existing facilities off site for people with disabilities are inadequate, the developer will be required to make a financial contribution to the works needed to improve accessibility. The size of this contribution will depend on the scale of the development and relevant characteristics of the Local Environment**

- 15.3 The Council considers that safe and convenient access for people with

disabilities is an important element in addressing inequality and exclusion. Therefore, new developments should ensure that people with restricted mobility are not unduly disadvantaged.

- 15.4 The Council will not permit any development to which Part M of the Building Regulations 1991 apply which fails to make appropriate provision for people with disabilities, both within parking facilities and as part of the route between the car park and the development's entrance.
- 15.5 The attention of Developers is drawn to the Disability Discrimination Act 1999 which require the owners of buildings to which the public require access to make proper provision for people with disabilities.

16.0 Walking, Cycling and Public Transport

- 16.1 The Council has adopted a Walking Strategy and a Cycling Strategy which Developers shall comply with. Any new development will be required to provide for an accessible, attractive, convenient and safe walking and cycling environment. This applies to both within the site and to links to nearby important destinations and public transport facilities.
- 16.2 Where the existing off-site facilities for pedestrians and cyclists are inadequate, the developer will be required to make a financial contribution to the works needed to improve accessibility. The size of this contribution will depend on the scale of the development and relevant characteristics of the Local Environment.

16.3 **The Council will normally permit development where associated highway proposals do not result in the needs of cyclists, pedestrians and public transport users being subordinated to those of the private motorist.**

17.0 Traffic Calming

- 17.1 Traffic management and traffic calming measures are an important means of reducing the impact of traffic on local roads. In residential areas in particular, such schemes improve road safety and the environmental quality and general ambience of the locality.
- 17.2 All new residential developments shall be designed with self-enforcing traffic calming measures to facilitate the creation of a 20mph zone. Where development traffic is likely to affect existing residential areas, the 20mph zone is to be extended to take account these existing streets.

17.3 **The Council will normally permit development where the appropriate traffic calming measures are included, both within the development and in any affected areas adjacent to the new development.**

18.0 Advertising on or adjacent to the highway

- 18.1 Advertisements are an accepted and necessary part of the built environment. Many businesses rely on advertisements to sell their goods and services and the Council recognises that these are often essential for their success. However, advertisements by their nature may easily act as a distraction to motorists to the detriment of highway safety. The Highway Authority aims therefore, to ensure that advertisements are located in such positions as to serve their function, but not detract from public safety.
- 18.2 For this reason, the Council has published Highway Authority Policy Document, "The Display of Permanent/Fixed Signs and Advertisements on or Adjacent to the Highway". This document is available from the Council's Highway Management Section.
- 18.3 The purpose of this policy note is:-

- To set out the criteria for where permanent/fixed signs and advertisements will be permitted within the highway.
- To give advice on where permanent/fixed signs and advertisements will be recommended for planning consent on sites adjacent to, or visible from, the highway.

The criteria and advice are intended to balance the desire to be commercially conspicuous with the need to protect and improve the safety of the Borough's roads.

- 18.4 The policy document is to be used to assess all styles of permanent/fixed advertisements. Styles of advertisement shall include:-

- Free standing;
- Illuminated;
- Unilluminated;
- Post Mounted;
- Banners; and
- Posters

Applications will normally be permitted where the assessment criteria set out in Highway Policy Note 21000/01 (04) "The Display of Permanent/Fixed Signs and Advertisements on or Adjacent to the Highway" are met.

19 Personal Circumstances

- 19.1 Although the Council may be sympathetic to the personal circumstances of individual applicants, the Council's overriding duty to protect the safety of the travelling public is paramount.
- 19.2 No relaxation of standards will therefore be permitted for personal circumstances, where this would be likely to result in harm to highway safety, which would remain long after the personal circumstances ceased to exist.

- 19.3 Personal circumstances cannot be regarded as material considerations where any harm to road safety would be likely to result.

20.0 Historical Precedents

- 20.1 Many developments in Bolton took place in the years when traffic volumes were insignificant (in comparison to today's high traffic volumes) and highway design standards and criteria were still being developed.
- 20.2 Over the years, the potential for road traffic accidents has increased as traffic volumes have grown. During this period, national highway design standards and guidance have evolved in response to research into accidents and driver behaviour. It is therefore essential that all new developments are assessed against current design standards and guidelines to protect road safety in modern day driving conditions. The fact that other similar developments may have been permitted or allowed to remain the past is not a good reason to allow unacceptable development in today's traffic conditions.
- 20.3 For new developments, historical precedents cannot be regarded as material considerations where any harm to road safety would be likely to result.

APPENDIX A**Association of Greater Manchester Authorities / Greater Manchester Transportation Unit
Transport Assessment (TA) Checklist (Version 4, December 2004) BMBC Version 9.06.**

Item	Content
General items to be specified by planning/highway authority or agreed between authority and developer	<p>Any assessment year(s) additional to development opening year.</p> <p>Other new developments or highway/traffic proposals in local area to be taken into account in TA calculations and/or design of proposed development, if any.</p> <p>Any sensitive local issues.</p> <p>Area to be covered in assessment. Need, or not, for travel plan.</p> <p>Paper copy/copies of TA (including plans and appendices) to be supplied - electronic (e.g. CD) versions are additional.</p> <p>Two copies for planning/highway authority. Additional copy/copies for external reviewer, Highways Agency and/or GMUTC (if signalled junctions involved), as required.</p>
Policy Background	<p>Brief statement of planning background, including area and scope of assessment.</p> <p>Statement on any aspects of development or TA already agreed with authority, e.g. in previous scoping study.</p>
Development Details	<p>Location, size and type of development. Statement as to new or replacement development. Location and site plan(s), to scale, showing access, servicing and parking proposals, and any existing development and access.</p> <p>Plans to show arrangements for public transport, pedestrians (inc. public transport users), cyclists/motorcyclists, cars and servicing traffic, as appropriate.</p> <p>Parking in accordance with appropriate standards. Explanation of role of green modes in proposed development.</p>
Traffic Generation for Development	<p>Size and make-up of development.</p> <p>Trip rates and derivation, e.g. site selection criteria for Trics database search and resulting sites.</p> <p>Application of average or 85th percentile trip rates, in accordance with Council policy.</p> <p>Clear data on any existing traffic to be offset. Detailed printout in appendix.</p>
Trip Distribution for Development traffic	<p>Method, justification and assumptions for distributing and loading development traffic onto road network, with plan(s).</p>
Traffic without and with Development	<p>Present-day classified traffic count(s) for appropriate year, month, day-of-week, time-of-day and location(s), in 15 minute intervals.</p> <p>Appropriate trend growth to assessment year, with explanation.</p> <p>Clear derivation of with-development traffic flows, illustrated in diagram/plan.</p>
Highway/Junction Proposals	<p>Plan of relevant (e.g. site access) junctions, existing and proposed, at 1:500 scale.</p> <p>Appropriate provision for pedestrians, cyclists and buses, based on relevant (e.g. Copecat) guidance.</p>
Junction Assessments with Development Open	<p>Assessments of site access junction(s) and other affected junctions using appropriate model(s).</p> <p>Summary of model inputs and outputs. Detailed printouts in appendix/appendices.</p> <p>Clear conclusions drawn from analysis.</p>
Green Modes	<p>Appropriate provision for travel by green modes.</p> <p>Statements on nearby public transport services and access to them and on facilities for pedestrians and cyclists, existing and proposed.</p>
Road Accidents	<p>Analysis of accident record near site over 3-5 years, focusing on issues relevant to proposed development, e.g. heavy vehicles, pedestrians.</p> <p>Any implications for proposal identified.</p>

