

## Transport Assessment

Sanderson Associates have over 23 years experience in the production of assessments that guide their clients when considering the transport merits of land use proposals. These studies originally addressed only the traffic impact of a development but have since evolved to cover access by all modes of transport and are submitted as supporting documents in planning applications and Local Development Framework representations.

A Transport Assessment is a comprehensive and systematic process that examines the potential for access by all forms of travel, what the vehicular impact will be for the existing highway network in terms of capacity and safety and whether the existing sustainable transport infrastructure can accommodate the additional demand.

Planning Policy Guidance requires the provision of a Transport Assessment where a new development is likely to have a material transport implication and the Department for Transport has produced specific guidance on the issues so that a consistent approach is followed. The Department for Transport requires an iterative approach to the issue of additional traffic generation and the improvement of sustainable modes of transport must always be considered before measures to increase the capacity of roads or junctions. It is usual for the scope of the assessment to be discussed with the Local Planning/Highway Authorities prior to commencement to ensure the area of study is appropriate to the likely impact of the development.



Transport Assessments identify the impact of the development in 'person trips' by all modes of transport. This normally involves the use of the nationally accepted TRICS database to enable the calculation of person/vehicle trips rates for different forms of development. Bespoke surveys of actual "as built examples" may also be used with gravity models of population, employment centres and/or competing uses to predict the likely distribution of traffic to and from the development. Information will be gathered on any present person/vehicle trips from the existing use of the site and these will be discounted during comparable hours of generation, usually in the AM and PM or weekend peak hour periods, to produce a "netted off" value of the increase or decrease in trips.

Once the netted off prediction is known the local highway system is examined to establish whether capacity exists on local roads and their key main and side road connections. The Assessment will potentially include junction modelling of traffic movements in existing, opening and future design years which is normally 5 years from the opening year of the development. The level of modelling will vary from project to project and often involves the investigation of offsite junctions and interchanges. Surveys of existing traffic flows on the local network will be required to establish the base situation and traffic growth factors added to gain the position in the future years.



The operational safety of a development is a key consideration and a detailed appraisal of the personal injury accident record for the local road system is undertaken to determine causality, linked factors and to identify common problems which may need to be addressed as part of the development.

Where the Assessment identifies that the level of additional traffic movements cannot be accommodated by the existing infrastructure then “in principle” off site highway improvements are suggested to ensure that the impact of the development is neutral, that it is no worse than existing circumstances. Similarly pedestrian routes and public transport facilities are examined and if justified then works will be suggested to improve facilities to encourage access by sustainable modes. By maximising the use of sustainable transport single occupancy private car trips will be reduced.

The Assessment concludes with a summary of its findings and recommendations which will be compliant with national Planning Policy Guidance and Statements. It is normal practice for Transport Assessments to be accompanied by a Travel Plan which is a bespoke document setting out detailed measures to encourage the use of sustainable modes of travel for access to and from the proposed development.



Sanderson Associates produce both Transport Assessments and Travel Plans on a daily basis and have a dedicated team of specialist engineers who have extensive experience in a wide variety of development types. Clients include both the private and public sector and examples of recent Transport Assessments for major developments are:

- Proposed Residential and Employment Development at Black Rock Mills Linthwaite, Huddersfield
- Major new Tesco Supermarket at Ellesmere Centre, Walkden
- Leisure Building as part of the Edge Lane Development in Liverpool to include a gymnasium and cinema amongst other leisure facilities
- Major redevelopment process at Pinderfields and Pontefract Hospitals as part of the Governments PFI scheme
- Proposed expansion of Queen Ethelburga’s College, Thorpe Underwood Estate, York
- Proposed residential development adjacent to the Dewsbury Rams site, Owl Lane, Dewsbury