

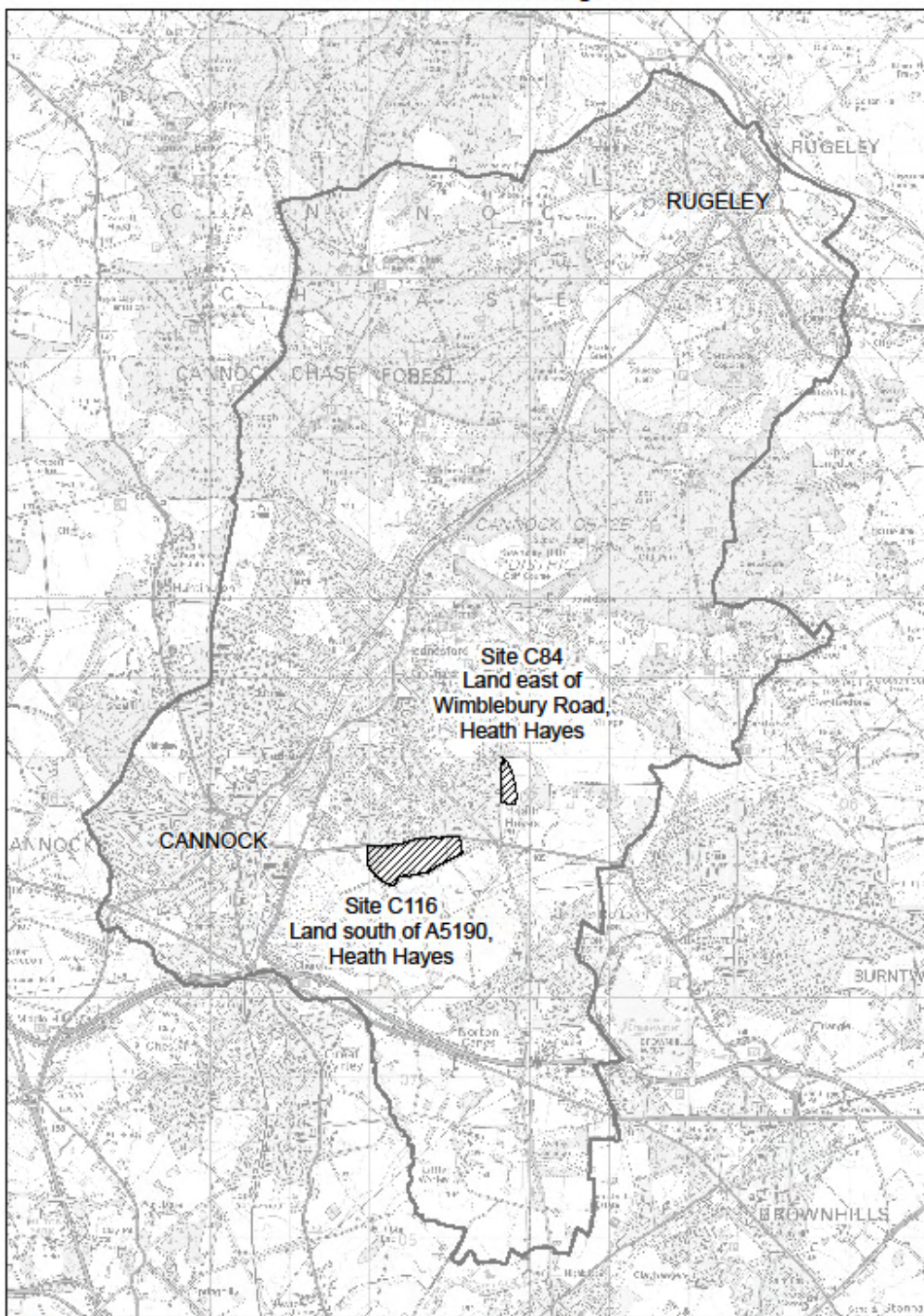
Cannock Chase District Council Local Development Framework Accessibility Appraisal-Addendum

November 2009

1. Introduction

- 1.1 Cannock Chase Council (CCC) is engaged in the staged preparation of the Core Strategy of the Local Development Framework which will guide development in the District in the period to 2026. Staffordshire County Council (SCC) is working alongside the District Council to provide transport advice.
- 1.2 In June 2009 Staffordshire County Council completed an Accessibility Report which included an analysis of accessibility using Accession software and site specific pro-formas for five large potential housing sites.
- 1.3 This addendum includes pro-formas for two additional sites identified by Cannock Chase Council for consideration. The locations of these sites are shown in Figure 1.
- 1.4 The assessment included consideration of recent accidents, existing traffic flow on the local network, demographic composition of the local area and accessibility by walking, cycling and bus.

Figure 1
SHLAA Potential Housing Sites



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Produced by the Integrated Transport & Planning Unit, Development Services Directorate, Staffordshire County Council, March 2009.



LOCAL DEVELOPMENT FRAMEWORK

SITE ASSESSMENT FRAMEWORK - August 2009

DEVELOPMENT DETAILS:			
Site name:	Part of site C116 Land south of A5190 & North of Newlands Lane		
Site location (Ward):	Majority of site within Norton Canes Ward		
Proposed land use:	Residential development		
Existing land use:	agricultural		
Regeneration site:	Yes: RSS Policy UR2. CCLP 1997 (saved) Greenbelt	No:	
Size (residential units / GFA):	400 dwellings		
TYPE OF ASSESSMENT LIKELY TO BE REQUIRED:			
No assessment	Transport Statement	Transport Assessment	Transport Assessment / Travel Plan
			✓ >80 units
TRAFFIC IMPACT:			
Likely area of assessment:	Local Roads: Wimblebury Road, A5190 Cannock Road, Newlands Lane, B4154 Norton Road, Heath Way, A460 Eastern Way		
	Trunk Roads: yes		
Cumulative impact:	Other nearby proposed sites within 500m of the site: remainder of site C116		
Site access:	Possible locations: onto existing roundabout A5190/ Heath Way (two points of access is required for above 300 units)		
	Possible constraints: visibility and alignment constraints to be determined.		
Traffic counts:	Available traffic counts: Wimblebury Road PASS 2007 Five Ways Roundabout Heath Hayes TURN 2006 Hednesford Road ACLS 2004 Cannock Road (W of 5 Ways but E of Heath Way) PASS 2004 Cannock Road (E of 5 Ways) PASS 2009 Hednesford Road (S of 5 Ways) LCLS 2007 Cannock Road (W of Heath Way) SDR 2007 Heath Way SDR 2007		
	New counts likely to be required: Will depend on year of planning application		
Preliminary estimated vehicular trip generation:	Weekday peak hour 0800 - 0900: In 56 Out 224		
	Weekday peak hour 1700 - 1800: In 196 Out 84		
	Weekend peak hour 1100 - 1600 (if applicable): n/a		
Existing traffic flow on adjacent network (if known):	Weekday peak hour 0800 - 0900: No recent data available		
	Weekday peak hour 1700 - 1800: No recent data available		
	Weekend peak hour 1100 - 1600 (if applicable): n/a		

Capacity of adjacent network:	Link capacity (vehicles/hr): 2138 two way flow			
	Critical junctions: 5 Ways Roundabout (A5190 Cannock Road/ B4154 Norton Road/ Hednesford Road) A5190/ A460 Leecroft Roundabout			
	On-street parking problems: none			
	Likely impact on capacity:			
	Individual development: ?	Possible cumulative impact: ✓		
Transport model:	Existing model: Cannock Saturn model (1993) - the Pye Green Area of the model was recalibrated and validated in 2003.			
	New model likely to be required to assess impact: No Local junction analysis			
Accidents:	See attached sheet			
Impact on AQMA:	Yes:	No: ✓		
CENSUS DATA ANALYSIS OF WARD:				
Age of population (%):	0-15: Ward: 19% Staffordshire: 20%	16-64: Ward: 67% Staffordshire: 65%	65+: Ward: 14% Staffordshire: 16%	
Average Household size:	Ward: 2.48		Staffordshire: 2.42	
Unemployment rate: (April 2009)	Ward % 5.9%		National % 2.2%	
Car ownership	0: Ward: 17% Staffs: 20%	1: Ward: 44% Staffs: 43%	2: Ward: 31% Staffs: 30%	3+: Ward: 8% Staffs: 8%
Journey to work mode of existing residents:	Car driver: Ward: 67% Staffs: 65%		Cycle: Ward: 1% Staffs: 2%	
	Car passenger: Ward: 9% Staffs: 7%		Walk: Ward: 8% Staffs: 9%	
	Train: Ward: 1% Staffs: 1%		Work at home: Ward: 8% Staffs: 10%	
	Bus: Ward: 5% Staffs: 4%		Other: Ward: 2% Staffs: 2%	
Journey to work mode of those employed in the ward:	Car driver: Ward: 64% Staffs: 61%		Cycle: Ward: 2% Staffs: 2%	
	Car passenger: Ward: 11% Staffs: 8%		Walk: Ward: 9% Staffs: 10%	
	Train: Ward: 0% Staffs: 0%		Work at home: Ward: 8% Staffs: 11%	
	Bus: Ward: 4% Staffs: 5%		Other: Ward: 2% Staffs: 2%	
ACCESSIBILITY PLANNING:				
Local facilities within walking distance of development:	5 minutes: 0 GP 0 supermarket 0 small shops	10 minutes: 0 GP 0 supermarket 2 small shops	15 minutes: 1 GP 1 supermarket 3 small shops	

Local facilities within cycling distance of development:	5 minutes: 1 GP 1 supermarket 7 small shops	10 minutes: 4 GPs 7 supermarket 48 small shops	15 minutes: 14 GPs 15 supermarket 108 small shops
Are existing walking and cycling routes safe and convenient?	Yes: Pavements on both sides of the road	No: No pedestrian crossings	
Access to bus services:	Distance to nearest bus stop (measured from centre of site): 535m		
	Number and frequency of services stopping at bus stops within 350m of site: Adjacent to edge of site 32 Walsall – Brownhills – Norton Canes – Cannock – Hednesford – Rugeley Half hourly daytime service Monday to Saturday. Hourly evening service Brownhills – Rugeley. No Sunday service. 33 Walsall – Brownhills – Norton Canes – Cannock – Hednesford – Burntwood half hourly daytime service Monday to Saturday. No Sunday service		
	Quality of waiting facilities within 350m of site: the bus stops 535m away have lay-bys, flags and timetables		
Journey time by bus to local town centre:	Peak: 7-9 am 56% of the site has access within 13-20 mins	Off peak: 10–12 am 56% of the site has access within 13-25 mins	
Distance to rail station:	1700m		
Bus access to rail station:	Direct service: Services 32 and 33 towards Cannock combined frequency of 4 per hour (not within 350m of centre of site)	Indirect service (change required):	No:
PLANNED TRANSPORT IMPROVEMENTS WITHIN AREA OF ASSESSMENT:			
Current year (2009/10):	PTP Route 60 Cannock - Lichfield A460 Eastern Way Dualling		
Up to 2010/11:	Local safety scheme A460/ A5190 Leecroft Roundabout		
MITIGATION MEASURES:			
Possible measures required to optimise level of sustainable trips:	Reducing need to travel in peak periods: Travel plan measures		
	Public transport services: Upgrade bus stops, services and additional information		
	Pedestrian network and facilities: Site access requirements and provision of adequate footways to the site and pedestrian links to bus stops		
	Cycle network and facilities: Link from site into local cycle network		
Possible measures required to accommodate residual car trips:	Network management: Assessment of five ways roundabout (A5190/ B4154/ Wimblebury Road) and Leecroft roundabout (A460/ A5190) will be required Minor physical improvements to existing roads: Junction		

	improvements. Access requirements	
	Provision of new or expanded roads: None currently identified	
Likely financial contribution towards local urban transport strategy (SUATMS, BUATMS, LTADS)	Yes:	No: ✓
GENERAL SITE ASSESSMENT:		
Existing Sustainable Location:	Town centre location:	
	High level of public transport:	
	Access to all land uses by sustainable modes:	
	Brownfield regeneration site:	
Sustainability Easy to Achieve:	Close to town centre:	✓
	Public transport may need to be improved:	
	Access to local facilities by sustainable modes may need to be improved:	✓
	Brownfield regeneration site:	
Hard to Achieve Site:	Edge of town / out-of-town site:	
	Limited level of public transport (existing services could be extended):	✓
	Limited access to local facilities by sustainable modes:	
	Local highway capacity and safety issues requiring mitigation:	✓
	Brownfield regeneration site:	
Challenging Site:	No other land is available:	
	Lack of public transport (new services required):	
	No land use integration:	
	Very limited access by even private mode of transport (distance / location / congestion / finite network capacity):	

LOCAL DEVELOPMENT FRAMEWORK

SITE ASSESSMENT FRAMEWORK - August 2009

DEVELOPMENT DETAILS:			
Site name:	C84 Land East of Wimblebury Road, Heath Hayes extended		
Site location (Ward):	Heath Hayes East & Wimblebury Ward		
Proposed land use:	Residential development		
Existing land use:	agricultural		
Regeneration site:	Yes: RSS Policy UR2 - Cannock Safeguarded site. 1997 Local Plan (saved) Policy C7 Land for Development Beyond the Plan Period	No:	
Size (residential units / GFA):	400 dwellings		
TYPE OF ASSESSMENT LIKELY TO BE REQUIRED:			
No assessment	Transport Statement	Transport Assessment	Transport Assessment / Travel Plan
			✓ >80 units
TRAFFIC IMPACT:			
Likely area of assessment:	Local Roads: Wimblebury Road, A5190 Cannock Road, B4154 Hednesford Road, B4154 Norton Road, John Street		
	Trunk Roads: none		
Cumulative impact:			
Site access:	Possible locations: onto Wimblebury Road/ Brickworks Road/ John Street roundabout (two points of access required above 300 units)		
	Possible constraints: visibility and alignment constraints to be determined.		
Traffic counts:	Available traffic counts: Wimblebury Road PASS 2007 Five Ways Roundabout Heath Hayes TURN 2006 Hednesford Road ACLS 2004 Cannock Road (W of 5 Ways) ACLS 2004 Cannock Road (E of 5 Ways) Brickworks Road SDR 2007 Hednesford Road (S of 5 Ways) LCLS 2007		
	New counts likely to be required: Will depend on year of planning application		
Preliminary estimated vehicular trip generation:	Weekday peak hour 0800 - 0900: PASS count September 2007 In 56 Out 224		
	Weekday peak hour 1700 - 1800: In 196 Out 84		
	Weekend peak hour 1100 - 1600 (if applicable): n/a		
Existing traffic flow on adjacent network (if	Weekday peak hour 0800 - 0900: NB 146		

known):	SB 366			
	Weekday peak hour 1700 - 1800: NB 318 SB 226			
	Weekend peak hour 1100 - 1600 (if applicable): n/a			
Capacity of adjacent network:	Link capacity (vehicles/hr): Wimblebury Road 1715 two way flow			
	Critical junctions: 5 Ways Roundabout (A5190 Cannock Road/ B4154 Hednesford Road/ Wimblebury Road)			
	On-street parking problems: a few parked cars. Also Heath Hayes Primary School along Wimblebury Road.			
	Likely impact on capacity:			
	Individual development:	Possible cumulative impact: ✓		
Transport model:	Existing model: Cannock Saturn model (1993) - the Pye Green Area of the model was recalibrated and validated in 2003.			
	New model likely to be required to assess impact: No Local junction analysis			
Accidents:	See attached sheet			
Impact on AQMA:	Yes:	No: ✓		
CENSUS DATA ANALYSIS OF WARD:				
Age of population (%):	0-15:	16-64:	65+:	
	Ward: 21% Staffordshire: 20%	Ward: 66% Staffordshire: 65%	Ward: 12% Staffordshire: 16%	
Average Household size:	Ward: 2.47		Staffordshire: 2.42	
Unemployment rate: (April 2008)	Ward % 1.8%		National % 2.2%	
Car ownership	0:	1:	2:	3+:
	Ward: 17% Staffs: 20%	Ward: 41% Staffs: 43%	Ward: 34% Staffs: 30%	Ward: 7% Staffs: 8%
Journey to work mode of existing residents:	Car driver: Ward: 72% Staffs: 65%		Cycle: Ward: 1% Staffs: 2%	
	Car passenger: Ward: 7% Staffs: 7%		Walk: Ward: 6% Staffs: 9%	
	Train: Ward: 1% Staffs: 1%		Work at home: Ward: 8% Staffs: 10%	
	Bus: Ward: 4% Staffs: 4%		Other: Ward: 2% Staffs: 2%	
Journey to work mode of those employed in the ward:	Car driver: Ward: 55% Staffs: 61%		Cycle: Ward: 0% Staffs: 2%	
	Car passenger: Ward: 6% Staffs: 8%		Walk: Ward: 13% Staffs: 10%	
	Train: Ward: 0% Staffs: 0%		Work at home: Ward: 20% Staffs: 11%	
	Bus: Ward: 3%		Other: Ward: 2%	

	Staffs: 5%	Staffs: 2%	
ACCESSIBILITY PLANNING:			
Local facilities within walking distance of development:	5 minutes: 0 GP 0 supermarket 0 small shops	10 minutes: 0 GP 0 supermarket 5 small shops	15 minutes: 0 GP 0 supermarket 9 small shops
Local facilities within cycling distance of development:	5 minutes: 1 GP 0 supermarket 9 small shops	10 minutes: 3 GPs Tesco 22 small shops	15 minutes: 7 GPs Tesco Co-op 72 small shops
Are existing walking and cycling routes safe and convenient?	Yes: Pavement along Western side of Wimblebury Road and on the Eastern side opposite the Primary School		No: no cycle facilities No pavement along the Eastern side of Wimblebury Road for the majority of the site
Access to bus services:	Distance to nearest bus stop (measured from centre of site): 185m		
	Number and frequency of services stopping at bus stops within 350m of site: 23/ 23A Cannock - Heath Hayes - Hednesford hourly Mon to Sat during the day. No evening or Sunday service		
	Quality of waiting facilities within 350m of site: All bus stops nearby are a flag only		
Journey time by bus to local town centre:	Peak: 7-9 am 95% of site has access within 19 - 24 mins	Off peak: 10-12 am 95% of site has access within 24 - 29 mins	
Distance to rail station:	3800m		
Bus access to rail station:	Direct service: 23/ 23A Cannock - Heath Hayes - Hednesford	Indirect service (change required):	No:
PLANNED TRANSPORT IMPROVEMENTS WITHIN AREA OF ASSESSMENT:			
Current year (2009/10):	PTP Route 60 Cannock - Lichfield Cycle route proposed linking Wimblebury & Hawks Green		
Up to 2010/11:			
MITIGATION MEASURES:			
Possible measures required to optimise level of sustainable trips:	Reducing need to travel in peak periods: Travel plan measures		
	Public transport services: Upgrade bus stops		
	Pedestrian network and facilities: Site access requirements and provision of adequate footways to the site and pedestrian links to bus stops		
	Cycle network and facilities: Link from site into local cycle network		
Possible measures required to	Network management: Assessment of five ways roundabout (A5190, B4154, Wimblebury		

accommodate residual car trips:	Road) will be required	
	Minor physical improvements to existing roads: Junction improvements. Access requirements	
	Provision of new or expanded roads:	
Likely financial contribution towards local urban transport strategy (SUATMS, BUATMS, LTADS)	Yes:	No: ✓
GENERAL SITE ASSESSMENT:		
Existing Sustainable Location:	Town centre location:	
	High level of public transport:	
	Access to all land uses by sustainable modes:	
	Brownfield regeneration site:	
Sustainability Easy to Achieve:	Close to town centre:	
	Public transport may need to be improved:	✓
	Access to local facilities by sustainable modes may need to be improved:	✓
	Brownfield regeneration site:	
Hard to Achieve Site:	Edge of town / out-of-town site:	✓
	Limited level of public transport (existing services could be extended):	
	Limited access to local facilities by sustainable modes:	
	Local highway capacity and safety issues requiring mitigation:	
	Brownfield regeneration site:	
Challenging Site:	No other land is available:	
	Lack of public transport (new services required):	
	No land use integration:	
	Very limited access by even private mode of transport (distance / location / congestion / finite network capacity):	

Road Accidents 01/04/06 to 31/03/09

Link

- A5190 (A460 Roundabout - Newlands Lane) 1 fatal (contributory factor: impaired by alcohol), 3 slight
- A5190 (Newlands Lane – Heath Way) 0
- A5190 (Heath Way – Cleeton Street) 1 serious, 1 slight
- A5190 (Cleeton Street – Chapel Street) 2 slight
- A5190 (Chapel Street – Newlands Lane) 1 slight
- A5190 (Newlands Lane – Five Ways Roundabout) 1 serious
- A5190 (East of Five Ways Roundabout) 1 serious, 1 slight
- Wimblebury Road (Five Ways Roundabout – Bank Street) 3 slight
- Hednesford Road (Five Ways Roundabout – Hayes Way) 4 serious, 5 slight
- A460 (Poplars Roundabout – Orbital Way) 3 slight
- A460 (Orbital Way – Voyager Drive) 1 slight
- Newlands Lane 1 serious

Junction

- A5190 – entrance to pub 4 slight
- A5190 – Newlands Lane (Western junction) 1 serious, 1 slight
- A5190 – Heath Way roundabout 2 slight
- Heath Way – Meadow Way (Southern junction) 1 slight
- Heath Way – Meadow Way (Northern junction) 1 slight
- Heath Way – Hayes Way roundabout 4 slight
- A5190 – Cleeton Street 1 slight
- A5190 – Chapel Street 1 slight
- Five ways roundabout 1 serious, 1 slight
- Wimblebury Road – Bank Street 2 slight
- Wimblebury Road – Hobart Road 1 slight
- A460 – A5190 Poplars roundabout 20 slight
- A460 – Orbital Way roundabout 4 slight
- A460 – Voyager Drive Churchbridge roundabout 13 slight
- Churchbridge SW roundabout 15 slight
- Two Churchbridge SE roundabouts 15 slight