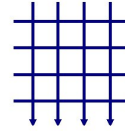


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on behalf of Oakmoor Estates

Technical note in response to a Market Study & Planning Appraisal (Cushman & Wakefield).

with commentary on traffic generation, access and safety
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BANNERS GATE
HIGHWAYS AND TRANSPORTATION

Introduction

BannersGate Transportation Ltd prepared a *Transport Assessment* in support of a planning application for residential development in 2008-09. The proposals at that time promoted a layout of 87 properties whilst the accompanying transport report considered the traffic implications of 95 dwellings. The report included a detailed assessment of traffic generation and the impact of this traffic on the surrounding road network. The Highway Authority did not object to the planning application and was therefore satisfied that a project of potentially up to 95 dwellings would not have an adverse impact on the local road network.

Cushman and Wakefield (CW) has prepared a Market Study and Planning Appraisal on behalf of Solihull Council. The report considers key factors pertinent to residential development on the site. The conclusion refers to key topics “*particularly site access, traffic congestion, pedestrian safety, housing density, design and building height*”. The report refers to an optimum development mix of 100 dwellings.

The report does not provide evidence to substantiate comments related to the site access or traffic congestion. The report relies on consultation responses which can be speculative or exaggerated. Outlined below is commentary and evidence to demonstrate that an increase in density can be achieved at this location without an adverse impact.

Existing conditions As a reminder, it is important to state that the existing land-uses has historically caused road congestion and problems on Sharmans Cross Road. The residents are objecting to the loss of sport pitches and recreation. However, these residents are also complaining about inconsiderate parking and congestion created by busy fixtures. Development would address these concerns.



NPPF (paragraph 109) The original planning application (2008-09) was promoted at a time before NPPF was first published. The first version of NPPF (2012) included paragraph 32 which stated that planning applications should only be prevented or refused on highway grounds if the residual cumulative impacts on the road would be “severe”. The Transport Assessment (2008-09) quantified traffic generation as 35 departures in the morning peak hour. Clearly, the Highway Authority, when considering the proposals, concluded that an increase of 35 trips would not have an impact. If traffic generation increased to say 60 departures in the morning peak hour then the Highway Authority would need to assess that this amount of traffic would have a ‘severe’ impact. Considering the choice of routes offered by Sharmans Cross Road it is clear that an increase in traffic cannot then create a severe impact such that the project becomes unacceptable.

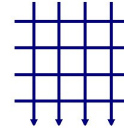
Safety The Highway Authority, in consideration of an updated project, would require an assessment of road safety. By way of an example, during the period of 2004 to 2008 (inclusive) there were 13 personal injury accidents (9 slight and 4 serious) at, or in the vicinity of, the two priority junctions of Sharmans Cross Road with Streetsbrook Road. During the period of 2015 to 2019 (inclusive) there were 6 personal injury accidents (5 slight and 1 serious), source:

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www.crashmap.co.uk). The local roads are safer now than they used to be for a wide range of reasons. The project of 2008 was acceptable to the Highway Authority and therefore, with a safer road network, the same conclusion should apply even with a slight increase in traffic.

Site access The existing access and exit routes to the site are narrow with no provision for pedestrians. Visibility at the exit onto Sharmans Cross Road is poor. The proposals for a new junction onto Sharmans Cross Road to serve the development represent a vast improvement by providing a tree lined avenue with footways and visibility commensurate with known speeds. The *Transport Assessment* included evidence that the junction has a great deal of spare capacity. Queuing or congestion is not expected even with a substantial increase in traffic. Any comments referring to concerns regarding the site access are completely unfounded.

Traffic generation Outlined below is a table of trip rates included in the *Transport Assessment*. This data was obtained from the TRICS database at that time.

	AM (0800 to 0900)		PM (1700 to 1800)		Two-way
	Arr	Dep	Arr	Dep	Daily
Houses Privately Owned	0.133	0.444	0.420	0.213	6.913
Mixed Private Housing	0.095	0.281	0.214	0.132	3.212
Flats Privately Owned	0.046	0.163	0.145	0.079	2.749

Similar figures can be obtained from the updated database in 2020. The database provides evidence that apartments generate less traffic than houses in suburban areas. This means that the housing density on land at Sharmans Cross Road can increase, using a higher proportion of flats, but the overall effect on trip generation in a peak hour would not change significantly. For example, a development of 200 flats would generate flows that are comparable, or less, than a project of 100 houses. In fact, residential trip rates have decreased in the last 12 years. Working from home, on-line ordering and an increase in the use of sustainable travel has reduced trip rates. Therefore, an assessment by CW which refers to a maximum of 100 dwellings is unfounded and short-sighted. This figure is only 5 dwellings more than the calculations included in the *Transport Assessment*.

Potential development on the site considers flats that are privately rented. The TRICS database does not include a category for flats that are privately rented but only refers to affordable flats or those that are in the control of a local authority. It is expected that trip generation for flats that are privately rented would have a slightly lower trip generation than flats privately owned as quoted above.

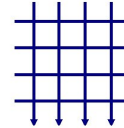
The *Residential Car Parking Research* published in 2007 by The Department for Communities and Local Government provides evidence in relation to the level of car ownership by tenure and size. Page 6 of that document states “*Tenure is another influence on household car ownership. In particular, households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of similar size and type*”.

Four tables from the report showing how car ownership varies between owner occupied private houses / flats and non-owner-occupied houses / flats are outlined below.

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Table A1.2: Owner Occupied Houses In England – Proportions owning particular numbers of Cars or Vans and Average Car Ownership, 2001

	Percentage of households with particular numbers of cars or vans					Average No. Cars and Vans/ Household
	None	One	Two	Three	Four +	
All owner-occupied houses	13%	46%	32%	6%	2%	1.4
3 rooms	26%	55%	16%	2%	0%	1.0
4 rooms	24%	56%	18%	2%	0%	1.0
5 rooms	16%	53%	26%	4%	1%	1.2
6 rooms	13%	48%	32%	6%	1%	1.3
7 rooms	6%	39%	43%	9%	3%	1.6
8 or more rooms	3%	26%	51%	14%	6%	1.9

Table A1.4: Owner Occupied Flats In England – Proportions owning particular numbers of Cars or Vans and Average Car Ownership, 2001

	Percentage of households with particular numbers of cars or vans					Average No. Cars and Vans/ Household
	None	One	Two	Three	Four +	
All owner-occupied flats	32%	55%	11%	1%	0%	0.8
1 room	46%	48%	5%	1%	0%	0.6
2 rooms	42%	51%	6%	1%	0%	0.7
3 rooms	39%	53%	7%	1%	0%	0.7
4 rooms	31%	56%	12%	1%	0%	0.8
5 rooms	24%	56%	17%	2%	1%	1.0

Table A2.2: Non-Owner Occupied Houses In England – Proportions owning particular numbers of Cars or Vans and Average Car Ownership, 2001

	Percentage of households with particular numbers of cars or vans					Average No. Cars and Vans/ Household
	None	One	Two	Three	Four +	
All non-owner occupied houses	45%	41%	12%	2%	1%	0.7
3 rooms	64%	31%	4%	1%	0%	0.4
4 rooms	50%	41%	8%	1%	0%	0.6
5 rooms	43%	43%	12%	2%	0%	0.7
6 rooms	40%	42%	14%	3%	1%	0.8
7 rooms	33%	41%	20%	5%	2%	1.0
8 or more rooms	25%	35%	28%	8%	4%	1.3

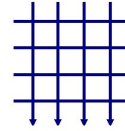
Table A2.4: Non-Owner Occupied Flats In England – Proportions owning particular numbers of Cars or Vans and Average Car Ownership, 2001

	Percentage of households with particular numbers of cars or vans					Average No. Cars and Vans/ Household
	None	One	Two	Three	Four +	
All non-owner occupied flats	62%	32%	5%	1%	0%	0.4
1 rooms	74%	24%	1%	0%	0%	0.3
2 rooms	69%	28%	2%	0%	0%	0.3
3 rooms	67%	29%	3%	0%	0%	0.4
4 rooms	56%	37%	6%	1%	0%	0.5
5 rooms	52%	38%	9%	1%	0%	0.6

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In summary, average number of cars / vans in household

Flats	non owner occupied = 0.4	owner occupied = 0.8
Houses	non owner occupied = 0.7	owner occupied = 1.4

There will be regional variations in these figures based on size location and tenure. However, fundamentally evidence is available which demonstrates a lower car ownership for flats either rented or in private ownership when compared to suburban housing. Of course, these means traffic generation will be lower with a development of apartments at Sharmans Cross Road.

Summary

The original traffic assessment of the project, considering 95 dwellings, was acceptable to the Highway Authority. Since that time residential trips rates have reduced and the safety of the local road network has improved. Now using NPPF, the Highway Authority needs to consider if the residual impact of the project is 'severe'. It is our view that the number of units on the site can increase to 250-270 dwellings, using a higher proportion of apartments, without creating a significant increase in traffic on local roads and without creating a 'severe' impact. A recommendation of 100 dwellings by CW is not justified and an increase in density is entirely plausible and should be specified within the allocation for the site.

Nigel Vening BSc (Hons) CEng MICE MCIHT

Chartered Engineer and director of BannersGate Transportation Ltd / 6 August 2020