

Newcastle-under-Lyme (urban)

Transport and Development Strategy (NTADS)

2008/2009 - 2012/2013



Report on the Consultation Process (July 2008)

Newcastle-under-Lyme (urban) Transport and Development Strategy 2008/09 – 2012/13

Report on the outcome of the Consultation Process

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1. Introduction

This report describes the consultation undertaken for the Newcastle (urban) Transport and Development Strategy 2008/09 – 2011/12.

The development of the strategy commenced in 2007 by the Staffordshire County Council's Transport Planning and Strategy Team in consultation with the County Council's Development Control engineers, signal engineers, project managers and engineers, the Joint Planning Unit, passenger transport officers and the District Partnership Officer. We have also worked closely with Stoke-on-Trent City Council, in particular the Transport Modelling team who helped us to develop a robust traffic modelling tool which will provide reliable developer contribution calculations.

Officers from Newcastle-under-Lyme Borough Council have been very supportive throughout the development of the strategy. They provided us with land use development data which was required to build the 2013 Reference Case Traffic Model and forecasts of likely future development proposals which helped us to determine the size of the strategy required to mitigate the impact of development in the next five years. Planning Policy, Regeneration and Development Control officers from the Borough Council provided the County Council with valuable advice and comments as the Strategy and cost-sharing methodology was being developed.

North Staffordshire Local Transport Plan

The key transport problems within Newcastle urban area are summarised in the North Staffordshire Local Transport Plan and were identified through extensive consultation and data analysis during the production of the North Staffordshire Integrated Transport Study (NSITS) and the LTP. There was:

- Full and active participation with all relevant tiers of Government
- Active involvement of a wide range of interested local stakeholders
- Consideration of the full range of people, communities, public services and businesses

The broad strategy was consulted upon as part of the LTP process. The schemes within NTADS build on this broad strategy and have been identified in order to meet local transport need, mitigate the impact of development traffic and deal with the problems and issues identified in the LTP.

The programme and schemes within the strategy are flexible and will be subject to change. The phasing of the delivery of the measures and any changes required to the strategy and the implementation programme will be dependent on the results of ongoing consultation and investigations. There will be future opportunities to become involved in detailed consultations at the scheme delivery stage.

Local development Framework

Reference to the NTADS strategy measures and the concept of seeking developer contributions has been included in Newcastle-under-Lyme Borough Council Local Development Framework documents that have all been through a consultation process.

A Supplementary Planning Document on Developer Contributions has been approved by Newcastle-under-Lyme Borough Council. The document states that, 'In the event that the County Council prepares an Area Transport Strategy for the Borough, or areas within the Borough, the County may seek contributions to the delivery of those strategies'. The emerging Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy, in conjunction with the North Staffordshire LTP, promotes a spatial plan which makes provision for and maintains a modern accessible transportation system, which supports opportunities for walking and cycling in safe and attractive environments and successfully connects communities to each other whilst linking them to modern labour markets and high performing local services and facilities.

The land use development forecasts that have informed the development of NTADS were provided by Newcastle-under-Lyme Borough Council and take into account:

- Draft Regional Spatial Strategy and Core Spatial Strategy
- Renew objectives and proposals
- Evidence base for the Draft Newcastle Town Centre Area Action Plan
- Current Planning Applications
- Newcastle Local Plan (to 2011)

2. NTADS Consultation process

County Councillors

County Councillors for the Borough of Newcastle-under-Lyme were sent a copy of the Newcastle (urban) Transport and Development Strategy (draft for consultation) on 22nd May 2008, with a deadline of 27th June for question and comments. No comments have been provided regarding objections or support for the strategy or the principle of securing developer contributions, although a request for further information regarding bus links to Kidsgrove railway station was received.

District Councillors

On 10th June 2008, the Newcastle-under-Lyme Borough Council's Planning Committee (Strategic) considered the Newcastle-under-Lyme (urban) Transport and Development Strategy March 2008 – March 2013 prepared by Staffordshire County Council. It was agreed at this meeting:

- (a) That the Strategic Planning Committee endorse the principle of the draft Newcastle-under-Lyme (urban) Transport and Development Strategy March 2008 – March 2013 produced by Staffordshire County Council and its use for stakeholder consultation purposes.
- (b) That comment from members be received and forwarded to Staffordshire County Council
- (c) That a report be submitted to a subsequent meeting on the results of the consultation process.

The comments raised at the meeting and the County Council's response are included in Chapter 3 of this report.

Key Stakeholders

A key stakeholder meeting was held on the 17th June 2008. Invitations and copies of the NTADS report (draft for consultation) were sent out to the following 10 local organisations and 24 developers on 22nd May 2008.

Renew
Aspire Housing
Stoke-on-Trent City Council
Highways Agency
North Staffordshire Chamber of Commerce
Keele University
Advantage West Midlands
English Partnerships
Instaffs (UK) Ltd
North Staffordshire Regeneration
Partnership

Neighbourhood Management Pathfinder
Arriva
First Potteries Ltd
Bellway
Morston Assets
Daniel and Hulme
Harris Lamb
St Modwen Developments Ltd
The Tyler-Parkes Partnership
Turley Associates
Wardell Armstrong

Tarpey Barrett Associates
 Butters John Bee
 GVA Grimley
 Morbaine Ltd
 Hulme Upright Manning
 Louis Taylor
 Ellis Hillman Partnership

Forshaw Greaves and Partners
 VWB Architects
 Wood Goldstraw and Yorath
 Chamberlain Developments
 DEP Architects
 Peacock and Smith

The meeting was chaired by Newcastle-under-Lyme Borough Council and included a presentation by Staffordshire County Council on the proposed strategy and cost-sharing methodology. Delegates were then invited to make comments at the meeting or send in written representations. 4 local organisations and 5 developers, or their respective transport consultants, attended the stakeholder meeting. They included:

Stoke-on-Trent City Council
 Highways Agency
 North Staffordshire Chamber of Commerce
 First Potteries Ltd (local bus operator)
 St Modwens Developments Ltd
 Wardell Armstrong (represented by Peter Brett consultants)
 Hulme Upright Manning
 Keele University
 Morston Assets (represented by their transport consultants)

Written representations have also been received from Aspire Housing, North Staffordshire Chamber of Commerce, Renew and First Potteries Ltd. Objections or concerns by developers have only been received (verbally or in writing) from St Modwens Developments Ltd and Hulme Upright and Manning. Aspire Housing have generally expressed their support, but with some reservations. The strategy has also been discussed at Newcastle-under-Lyme Borough Council Development and Public Realm Groups.

Relevant Parish and Town councils were also sent a copy of the NTADS document (draft for consultation).

3. Consultation responses

All comments/objections are summarised in Tables 1 and 2. County Council responses are provided for each comment with an indication of whether the comment has resulted in a need to change the strategy document.

Highways Agency

The County Council will consult with the Highways Agency to ensure that there is some consistency between trunk road and motorway scheme proposals and this transport strategy. The Highways Agency has not expressed any concerns regarding the Strategy and cost-sharing methodology. They are currently assessing the possible impact of development proposals on the trunk road network and will be identifying where improvements to the A500/A50 are likely to be required.

Stoke-on-Trent City Council

Stoke-on-Trent City Council fully support this strategy and propose to introduce a similar cost-sharing methodology within the next year.

In some instances, a development site may be sufficiently close to the administrative boundary to require a contribution to both the Newcastle and Stoke-on-Trent strategies. The existing protocol between the Councils of Newcastle-under-Lyme, Staffordshire and Stoke-on-Trent regarding consultation on planning applications will be reviewed as necessary to take this strategy into account.

Stoke-on-Trent City Council and Staffordshire County Council currently have a Contract regarding the maintenance and use of the North Staffordshire Traffic Model. This Contract will be reviewed and updated to include the application of the model for the calculation of NTADS contributions and to ensure that no delays are incurred regarding decisions on planning applications.

Renew

Renew welcome the proposal for a prioritised transport strategy which provides the certainty of knowing when and where investment is to occur and enables regeneration to take effect through a process which is as simple and cost effective as is possible. Renew agree with a single corporate approach to the negotiation of planning obligations in respect of transport infrastructure for North Staffordshire once the Stoke part of the jigsaw has been completed. Renew state that, in the meantime, we may be missing out on funding especially in Stoke as development proceeds.

Renew also recommend that NTADS should be referred to in the virtual library of evidence for the forthcoming Core Strategy submission.

First Potteries Ltd (local bus operator)

First Potteries Ltd fully support the Strategy as it is very pro-public transport.

North Staffordshire Chamber of Commerce

In general, the Chamber of Commerce re-iterates the objections made by St. Modwen Developments Ltd, in term of practicality, affordability, deliverability and the strategy's failure to meet the tests of Circular 05/2005. The Chamber of Commerce reports that the business community is strongly opposed to the introduction of a general development tax and also feels that there is insufficient emphasis within the strategy on the need to encourage modal shift to buses.

Newcastle Borough Development and Public Realm Groups

The Newcastle Borough Development Group expressed concerns at a recent meeting that in the current dip in the development market, the cost-sharing methodology could act as a disincentive to developers and lead to delays in bringing key proposals forward. Members of this group include Newcastle Borough Council, Keele University, Renew North Staffordshire, Aspire Housing, North Staffordshire Regeneration Zone.

The strategy was also presented to the Newcastle-under-Lyme Borough Council's Town Centre Public Realm group on 12th June 2008. Questions were raised regarding the consistency between NTADS and the current town centre master planning work that is currently being carried out and the possibility of using other funding sources such as North Staffordshire Regeneration Partnership and ERDF European funding.

Newcastle-under-Lyme Borough Councillors

Table 1 provides a summary of the comments made by Borough Councillors who either attended Newcastle-under-Lyme Borough Council's Planning Committee (Strategic) on 10th June 2008 or sent in written representations, together with the County Council's responses.

Table 1: Response from Borough Councillors

COMMENT / OBJECTION	RESPONSE
General Points	
Parish and Town Council's need to be consulted on the Strategy.	Relevant Parish and Town Council's have now been consulted.
The Annual Review of the Strategy needs to involve Councillors.	The Annual Review will be reported to the Borough Council's Planning Committee (Strategic) and County Councillors, on request
There is uncertainty whether the Strategy can be delivered. The strategy needs to be flexible.	The County Council is confident that the strategy can be delivered, but it must be emphasised that the implementation programme will be flexible and dependent on the following:

	<ul style="list-style-type: none"> ○ changing local conditions ○ the results of ongoing consultation ○ the results of ongoing investigations and feasibility studies ○ the availability of sufficient funds from the LTP, beyond 2010/11 ○ the availability and timing of developer contributions ○ the Local Development Framework process and regeneration programmes ○ construction prices
There are concerns that if there is an appeal against the contribution strategy it may result in delays to development.	There may be a delay to the development that the appeal is related to. However, developers may be deterred from appealing in the light of the outcome of previous appeals challenging similar contribution strategies in Burton and Stafford where the Inspector ruled in favour of the County Council.
The data included in the strategy on walking trips needs to be updated.	Agreed. This will be carried out when the data is available.
Keele	
Keele University developments should include park and ride schemes near to junction 15 of M6/A500/A50 and on the A34 north of the Town Centre.	<p>Park and Ride could be considered as part of a longer term transport strategy beyond 2013. The County Council would expect that a contribution towards NTADS, together with necessary access requirements, would be secured as part of any future planning applications made by Keele University.</p> <p>Amendment to NTADS: refer to park and ride as a possible long term proposal</p>
No consideration for traffic implications of the Keele University development for the areas of Thistleberry, Westlands and Clayton.	A Transport Assessment was completed for the Keele University development and necessary mitigation measures were secured as part of the planning permission.
The congestion problem will get worse through the residential areas of Keele Road, Gallowstree Lane, Sneyd Avenue.	There are existing proposals that will help to ease congestion along these routes, for example improvements to the Keele Road/Gallowstree Lane junction and a speed reduction scheme on Gallowstree Lane (part of Keele development proposal), cycle routes and bus service improvements between Hanley and Keele. If other schemes are identified in line with LTP objectives, they will be considered for inclusion within the strategy.
Rural Issues	
Schemes within the rural area should be included within this Strategy, e.g.	In addition to NTADS, the County Council has developed a transport strategy for the whole district and the rural schemes within this strategy will be funded by

<p>Madeley Heath junction Service 85 (Keele / Madeley / Crewe) Bus route 94 to Audley</p> <p>An integrated transport strategy for North Staffordshire including the rural area should be produced.</p>	<p>the LTP. A copy of the strategy has been circulated to rural Councillors.</p> <p>The cost-sharing methodology being proposed within NTADS would be inappropriate for the rural area. As explained in the emerging Newcastle-under-Lyme and Stoke-on-Trent's Core Spatial Strategy, the majority of development is expected to take place within the urban area, rather than the rural.</p> <p>This strategy would not be in line with Circular 05/2005 if it were to include rural schemes that have no direct functional or geographical link with development proposals within the urban area. It would be very difficult to argue that schemes within the rural areas would help to mitigate the impact of development within the urban area.</p>
<p>Will there be a Safer Routes to School scheme for Audley?</p>	<p>Safer Routes for Schools in the rural area are proposed for Madeley and Halmerend.</p>
<p>Public Transport</p>	
<p>Include the Barracks Road / Hassell Street junction within the strategy and the bus station access improvements.</p>	<p>The bus station access improvements have already been implemented, including a new bus lane into the bus station, Barracks Road / Hassell Street junction improvement and improvements to pedestrian safety. Bus gating at Grosvenor roundabout is in the capital programme for 2008/09. It is expected that this scheme will help to reduce queues on Barracks Road towards Grosvenor roundabout which will also help buses to exit the bus station onto the ring road.</p> <p>Amendment to NTADS: further clarification regarding bus station improvements</p>
<p>RTPI is being promoted by Stoke-on-Trent City Council and commitment is also required from the County Council. When will RTPI be implemented in Newcastle?</p>	<p>The County Council is working closely with Stoke-on-Trent City Council on this scheme and, as the NTADS programme suggests, the implementation of RTPI is expected to start in 2009/10.</p>
<p>Vandal proof bus shelters need to be provided along PTP routes</p>	<p>Replacing existing vandalised shelters is a maintenance issue that is not covered by this strategy. However, the County Council will take this comment on board when considering the installation of new bus shelters on PTP routes that are included within this strategy.</p>
<p>There are not enough improvements in bus services. Improved bus links are required</p>	<p>Over £2.7 million out of the £6 million is planned to be spent on capital funded schemes that will improve bus facilities and bus reliability. Significant improvements to bus service frequencies will not be funded through this</p>

<p>to Stoke Station, including direct links to places like Chesterton, Cross Heath and Wolstanton, especially in the evenings.</p>	<p>strategy, as commercial bus service provision is the responsibility of private bus operators. However the County Council subsidises commercially none viable bus services through its limited revenue budget, as resources permit.</p> <p>There are no direct links between Stoke Station and Chesterton, Cross Heath or Wolstanton. However there are frequent bus services between Stoke Station and Newcastle with three of these services operating in the evening. Frequent connections can be made at Newcastle bus station to Chesterton, Cross Heath and Wolstanton, including evening services.</p>
<p>Campaign to get Stoke Station renamed 'Stoke and Newcastle'</p>	<p>This issue is outside the remit of this strategy and cost-sharing methodology. Virgin West Coast Trains, who are responsible for operating Stoke Station, need to be contacted directly regarding this issue.</p>
<p>No consideration for traffic implications of the Chatterley Valley development for the areas of Wolstanton and Porthill. Chatterley Valley should include plans to get people by public transport from various parts of the borough to that site.</p>	<p>Transport improvements delivered by developer contributions secured from the Chatterley Valley development are in addition, and complementary, to the schemes within this transport strategy. A separate transport strategy has been agreed for the Chatterley Valley development proposal which includes a maximum of £1.7 million towards public transport improvements. These public transport improvements have not yet been agreed.</p>
<p>Kidsgrove</p>	
<p>Mount Road scheme does not improve safety. A safety scheme should therefore be included in the strategy for Market Street Kidsgrove</p>	<p>It is agreed that a safety and accessibility scheme should be investigated and delivered for Market Street, Kidsgrove. Based on existing estimates of likely funding availability, this scheme is more likely to be carried out as part of the strategy beyond 2012/13.</p> <p>A significant level of LTP resources has recently been used to deliver transport improvements in Kidsgrove, so it has therefore been decided that, over the next few years, funding should be directed towards other parts of Newcastle urban area, in particular the key regeneration areas of Knutton and the town centre.</p> <p>Amendment to NTADS: refer to Market Street, Kidsgrove traffic management as a possible longer term proposal</p>
<p>Kidsgrove Town Council and John Honeyset need to be consulted on the proposals for</p>	<p>Agreed</p>

the railway station, including disabled access	
Congestion and delays on the A50 at Kidsgrove are caused by the traffic signal junctions	An Urban Traffic Control scheme for this section of the A50 will be investigated and, if feasible, included within this strategy as resources permit. Amendment to NTADS: refer to this proposal as a possible scheme within this strategy
Traffic Management / Safety / Taxis	
This plan should be related to the Town Centre Supplementary Planning Document. For example, the latter refers to 'College Approaches', meaning the new college will be a new approach feature for the town centre along Knutton Lane. So what about doing something about the junctions between Knutton Lane and Silverdale Road, which are already showing signs of becoming both a danger and a point of congestion?	Borough and County Council officers will ensure that there is consistency between this strategy and the town centre SPD. This strategy (which has been completed before consultation on the SPD) does not include the term 'College Approaches', however it is fully integrated with the transport improvements being delivered by the college development, particularly in relation to the Ring Road Strategy, Cycling Strategy and Public Transport Partnership Routes 94 and 95. Parking restrictions along Knutton Road are expected to be delivered by the college development and funding is expected to be secured from the Silverdale Colliery development to improve the Church Lane / Silverdale Road junction.
Signing for HGVs needs to be reviewed in the areas of Chesterton and Knutton	HGV signing is not within the remit of this strategy. This issue has been forwarded to the County Council's Divisional Highway Manager for Newcastle for consideration and action as necessary.
The number of signs needs to be reduced particularly around the town centre and Barracks Road. Old signs need to be removed.	Agreed. Existing problems on Barracks Road will be investigated and signing will be revised as necessary. It is expected that all schemes within this strategy will take into account the objectives of the Borough Council's Conservation Area Management Plan.
The town centre schemes need to take into account Borough Council proposals to deregulate taxis	Agreed. The town centre proposals are being delivered jointly by the Borough and County Councils.
No consultation is being carried out on the May Bank and Wolstanton traffic calming proposals	This concern has been forwarded to the project manager of this scheme.
Has there been a change in travel behaviour since the implementation of the Mary Hill Safer Routes to School scheme?	This analysis will be carried out when the 'after' data becomes available.

Cycling / Walking	
An alternative route is proposed for Route 8 in the Cycling Strategy along Meadow Lane through to Lymedale	This suggestion will be included within the strategy and will be investigated in more detail at the scheme delivery stage. Amendment to NTADS: revise the Cycling Strategy on Plan 10
The proposed cycle route through Priory Road (A53) and Sneyd Avenue is not practical. Sneyd Avenue has recently had traffic islands which make it narrower and it would be wrong to make the existing pavements into cycle lanes. The verges would not provide an option because there are too many street lamps and trees. The existing cycleway along the footpath in Gallowstree Lane is not used.	The County Council considers that this proposed cycle route is required to complete the link between regeneration areas, Keele and on to the town centre via the A53. The completion of the existing cycle route in this area will help to encourage people to cycle, especially from existing and future developments at Keele. Detailed design, feasibility investigations and consultation will be carried out at the scheme delivery stage, and if necessary, the scheme will be revised accordingly.
Following this Committee, further information was requested from a Borough Councillor regarding the longer term pedestrian priority proposals for the town centre	No further details are available yet regarding the longer term strategy beyond 2013, however further information has been sent to the Councillor regarding current proposals for Ironmarket.
Since the bus service improvements will not be adequate, the increased crossings over the ring road will cause traffic to use other routes through the residential areas at peak times.	Over £2.7 million out of the £6 million is planned to be spent on capital funded schemes that will improve bus facilities and bus reliability. The proposals for the Ring Road aim to deal with the many competing demands including congestion which causes bus delays, pedestrian severance, and the requirement to accommodate development proposals. It is not expected that there will be a significant increase in inappropriate rat-running through residential roads, resulting from the delivery of the Ring Road strategy. However, this concern will be taken into account at the scheme design and implementation stage and, if necessary, appropriate mitigation measures will be proposed.

Key stakeholders and developers

Table 2 provides a summary of the comments from other key stakeholders and developers and the County Council's response.

Table 2: Response from other stakeholders and developers

COMMENT / OBJECTION	RESPONSE
Impact on regeneration	
<p>The business community would welcome a strategy which balances the costs, impacts and benefits of individual proposals, and which takes into account the viability and profitability of individual projects, rather than seeking to impose a blanket form of taxation.</p> <p>NTADS is a way of taxing developers.</p>	<p>The proposals within this transport strategy have been identified in order to meet local transport need, mitigate the impact of residual development traffic and deal with identified problems and issues, taking into account:</p> <ul style="list-style-type: none"> ○ The likely availability of LTP resources and forecast developer contributions ○ Consultation exercises and views of key stakeholders ○ The need to make the most efficient use of our existing transport assets ○ The need to provide value for money ○ The need to provide the greatest impact on Local Transport Plan targets <p>Developers are responsible for mitigating the transport impacts of their development proposals regardless of market conditions.</p> <p>The County Council does not agree that NTADS is a blanket form of taxation. Developers will pay relatively to the impact that their development has on the transport network. Developer contributions towards NTADS will be based on the number of development trips arriving at 19 key junctions on the road network and then this proportional impact will be applied to the proportion of the strategy expected to be funded by developers. This means that the level of contribution to be paid has a direct functional and geographical link with the development's traffic impact on future congestion hotspots.</p>
<p>The proposed policy of having a general developer's contribution will deter development and will have a negative impact on the regeneration of North Staffordshire.</p>	<p>The County Council disagrees with this view. Future investors/employers will be attracted to the area because they will have more certainty regarding likely planning conditions and more clarity regarding how their contributions will help to deliver an improved transport network. Existing residents and employers will benefit from knowing in more detail what future transport improvements are planned for the urban area, within</p>

	available resources. The strategy will ensure that both the public and private sectors play their part in delivering the right infrastructure required for the sustainable regeneration of Newcastle-under-Lyme urban area, in line with the emerging Core Spatial Strategy.
Pleased that brownfield sites will not be penalised compared to greenfield sites and that brownfield sites will reflect the greater opportunity to use existing sustainable transport modes.	Agreed
The report says that sustainable brownfield sites will not be penalised compared to Greenfield sites however Highway Authorities refuse to agree to trip reductions for sustainable sites.	In line with best practice, average trip rates will be selected for sites in comparable locations from the TRICS database which should reflect site sustainability. The developer can choose to provide additional sustainable transport initiatives and use a well managed target travel plan regime to reduce his impact still further. Greenfield sites will be determined using 85 th percentile trip rates for comparable sites.
Particular care should be taken in relation to regeneration initiatives, not limited to the current AMI activity, to ensure that any levy would not stifle new development. This could have a detrimental impact on transforming areas and dealing with sub-standard residential units, failing communities and poor environments in areas of lower than average value. This would be particularly evident in the current AMI area.	Agreed Amendment to NTADS: This view will be clarified
In relation to regeneration areas involving the clearance of existing housing stock, explicit reference should be made in the strategy that any charges apply only to any net gain in residential units.	Agreed Amendment to NTADS: This view will be clarified
There is a question of affordability given the downturn in market conditions.	The NTADS approach is considered equitable, legal and in line with best practice advocated. Taking a strategic approach has strong advantages over the piecemeal improvement culture that follows from current practice

<p>The profit expected from a development will not fund an NTADS contribution as well as access requirements.</p>	<p>and developers are responsible for mitigating the transport impacts of their development proposals regardless of market conditions.</p>
<p>Developers may have to sacrifice contributions towards other facilities, such as education, in order to cover an NTADS contribution.</p>	<p>Newcastle Borough Council supports the principle of NTADS and the final decision regarding the level of contribution towards all facilities is made by the planning authority. Securing a necessary contribution for transport improvements, in line with Circular 05/2005, is considered to be consistent with local, regional and national policy.</p> <p>It is not expected that the adoption of this strategy and cost-sharing methodology will significantly increase costs to a developer. In fact, some developers may make savings compared with the traditional approach. Contributions towards the strategy will <u>replace</u> payments for off-site works away from the site that are <u>already</u> secured through the existing planning process.</p>
<p>The proposals will benefit local communities however care should be taken to ensure that a lack of public funds should not be filled by developer contributions.</p> <p>Revenues from development should not replace existing funding mechanisms.</p>	<p>All available Local Transport Plan funds will be used to help resolve existing problems and mitigate the impact of expected background traffic growth. Developer contributions will be used to mitigate the impact of traffic generated from future development proposals.</p>
<p>The strategy should be fully funded by the public sector.</p>	<p>Refuted. Circular 05/2005, provided under the statutory framework of the Planning and Compensation Act 1991, states that obligations can be secured for transport improvements that will mitigate the impact of a development, in accordance with planning policy. Local authorities are also encouraged to employ formulae and standard charges where appropriate and to pool contributions in order to allow infrastructure to be secured in a fair and equitable way.</p>
<p>Is there consistency between NTADS and the current town centre master planning work?</p>	<p>The ideas and aspirations that are emerging through the master planning work have not been assessed in any detail regarding feasibility and therefore are not suitable for inclusion in the NTADS strategy. However, the master planning work may influence the longer term NTADS strategy, beyond 2013.</p>
<p>Have other sources of funding been considered, for example North Staffordshire</p>	<p>No funding has currently been secured from the NSRP or ERDF. However, if in the future, any funding can be secured from these or other sources such as Sustrans, it</p>

Regeneration Partnership and ERDF European funding?	will be used to extend the strategy in line with LTP objectives.
Consistency with Circular 05/2005	
Do not accept that the (NTADS) approach passes the tests in Circular 05/2005.	<p>Refuted. The NTADS approach is considered to be completely consistent with all of the five tests in Circular 05/2005.</p> <p><u>Necessary and relevant (Tests (i) & (ii))</u></p> <p>The North Staffordshire Local Transport Plan (NSLTP) identifies the key transport issues and challenges for the conurbation and provides a strategy to address them. Congestion was identified as having a negative impact on the local economy, quality of life and the prospects for sustainable regeneration. Regeneration will also increase demands on the transport system and improvements are required to support sustainable regeneration. The transport initiatives comprising the strategy are focussed on increasing travel choice by sustainable modes to offset forecast levels of traffic growth.</p> <p>The principle that development proposals which generate additional new traffic in North Staffordshire should contribute towards the delivery of these initiatives is therefore irrefutable, in order to bring these proposals in line with the objectives of sustainable development as articulated by the NSLTP and Newcastle-under-Lyme Core Strategy.</p> <p><u>Directly related (Test (iii))</u></p> <p>The agreed level of residual traffic and its distribution will be incorporated into the North Staffordshire Integrated Transport Study TRIPS Model to show the direct functional and geographical links between individual developments and traffic impact at 19 future congestion hotspots.</p> <p><u>Fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects (Tests (iv) & (v))</u></p> <p>The total cost of implementing the strategy is estimated to be £6.0M. Around £4.5M (75%) will be found from public money to address background traffic growth (i.e. address existing deficiencies), leaving £1.5M to be</p>

	<p>found by developers to address their off site impacts. Developers are therefore only being asked to pay to mitigate the <u>additional costs</u> associated with ‘residual’ traffic generated by their proposals.</p> <p>Individual developers will contribute in proportion to the amount of traffic generated, compared to the overall level of development traffic growth (i.e. the scale of the impact).</p> <p>Developers can also elect to minimise the amount of residual traffic generated by maximising sustainable travel opportunities and signing up to a rigorous travel plan, thereby minimising their NTADS contribution.</p> <p>Most new development proposals generate additional traffic and whilst individual increases can be below accepted thresholds, cumulatively, over time they can exacerbate the congestion problem. Individual developments have been allowed to proceed, leaving subsequent developers to pick up a disproportionate cost of making improvements. Under NTADS everyone pays in proportion to their total traffic impact which is clearly more equitable.</p> <p>The process of collecting contributions towards a transport strategy has been challenged at public inquiries in both Burton (BUATMS) and Stafford (SUATMS). However in both instances the inspector ruled that the undertakings were in accordance with the five tests included in Circular 1/97. The current Circular 5/2005 (which includes the same tests) also encourages local authorities to employ formulae and standard charges where appropriate and to pool contributions in order to allow infrastructure to be secured in a fair and equitable way.</p> <p>Amendment to NTADS: Provide further clarification regarding consistency with Circular 05/2005</p>
<p>Cost-sharing methodology</p>	
<p>Developers should have the option to challenge the NTADS contribution that has been calculated by the County Council.</p> <p>The method of calculating</p>	<p>The process of calculating financial contributions will be completely transparent. On request, developers may examine how the contribution is calculated and are entitled to challenge the outcome through the statutory planning process.</p> <p>The level of residual traffic and its distribution will be</p>

developer contributions is of concern.	added to the NSITS traffic model to establish which 'cost nodes' are impacted. A cost will be automatically generated based on proportional impact.
Who determines the total cost of the strategy?	The cost of the strategy has been estimated by SCC based upon current implementation costs with an additional allowance for inflation and contingencies.
The specimen cost calculation represents 10-15% of current B1 land values which is significant.	<p>Agreed. However, the example given in the report is purely theoretical to demonstrate the calculation involved. Actual contributions will vary with land use, geographical location, the level of sustainable transport available and the travel management regime being promoted. The NTADS process has since been applied to real development proposals to get a feel for the sums involved and the data circulated at the NTADS stakeholder meeting for comment. These revised calculations suggest smaller contributions for B1 developments than implied by the specimen calculation in NTADS (draft for consultation).</p> <p>Amendment to NTADS: Provide a revised specimen calculation</p>
Conditions could be imposed on the planning consent to prevent occupation until works completed.	<p>This will not generally be the case with regard to the NTADS contribution.</p> <p>A condition will only be imposed to secure works to the site access or an immediate junction (as is the current practice).</p>
A developer contributing to a 'district wide pot' would have no control over when improvements to allow a development to proceed would take place.	Once the agreed NTADS contribution is paid, (and site access works / travel plan delivered), there would be no restriction on that development proceeding.
What happens if insufficient developer funding is available or a competing development is reluctant to participate? Could this delay a development?	<p>NTADS schemes will be delivered to the County Council's forward programme which is reviewed annually. The pooling of public and private resources on a 75:25 basis could allow some schemes to proceed ahead of necessary private finance being available.</p> <p>If a smaller number of developments come forward than is anticipated, the transport challenge will reduce and the strategy will be scaled down accordingly. NTADS will be reviewed annually.</p>
What would happen if third party land is required?	Third party land is not thought to be an issue for the schemes under consideration. However if it proves to be a constraint at the scheme investigation stage, it will be the County Council's responsibility to either deliver the land (by negotiation or CPO) or suggest a modification

	to the design or promote an alternative scheme.
<p>A development impacting on the A500 will be required to provide off-site works or contribute towards them. How will this work with the general contribution required under NTADS.</p> <p>Will this development tax replace the off site contribution which is likely to be required by the Highways Agency for developments which impact on the trunk road?</p>	As is the case now, the developer will be required to satisfy <u>both</u> the Highways Agency (HA) and SCC that his development is not adversely impacting on the transportation network.
The feasibility of using Unilateral Undertakings to secure NTADS contributions is questioned.	Circular 05/2005 states that obligations can be secured through unilateral undertakings by developers to mitigate a development's impact.
It is stated that there may be the opportunity to reduce an NTADS contribution if mitigation measures are also required at a specified adjacent junction. Clarity needs to be given in relation to the circumstances that would trigger a reduction and what level of reduction would be applicable.	Further clarity can only be given during pre –application discussions. The likelihood and size of a possible reduction in an NTADS contribution will be dependent on variables such as the scale and location of the development, trip generations and distributions, the capacity of adjacent junctions and the impact of NTADS schemes on the specified junction.
Concerns that the existing work load of the Traffic Modelling team at Stoke-on-Trent City will mean that NTADS calculations are not completed quick enough, causing delays to the processing of planning applications.	The NTADS contribution will be calculated at the pre-application stage, once trip rates have been agreed. Re-assurance has been given from Stoke-on-Trent City Council that the process will not delay the planning application decision-making process.
The sample developer contribution in the NTADS document (draft for consultation) was calculated based on the total strategy cost of £6m rather than just the proportion to be funded by developers.	This error in the NTADS draft for consultation has been corrected.
How will the cash flow timing gap be managed between infrastructure spending and funding being received?	It is expected that the strategy will be funded 100% by the LTP in at least the first year and as developer funds are received, the proportion of these monies used to deliver the strategy will increase. By the end of the five years, it is currently expected that developers could fund

	<p>around 25% of the strategy.</p> <p>If the level of land use development within the Newcastle urban area is significantly greater than forecast, it is expected that additional schemes would have to be incorporated into the transport strategy to enable additional development traffic to be accommodated on the transport network. Alternatively, if the actual developer contributions received are lower than originally forecast, it is expected that the timescale for delivering the full strategy would have to be extended and fewer schemes would be able to be delivered up to 2012/13.</p>
Costs - capital or revenue?	All schemes within this strategy are capital funded.
How will monies be tracked and what reporting systems will be put in place to ensure a transparent audit trail?	The County Council has existing financial monitoring systems in place for other contributory strategies. The annual update will identify what schemes have been delivered; how much LTP funding has been spent; and how much developer funding has been secured, received and spent. The strategy will be reviewed as necessary in the light of this update and developers can request a copy of this update and review.
Is it assumed that the charge will apply to any size of development?	<p>In the interests of developing an equitable strategy it is considered that all development proposals will be the subject of an assessment to consider whether an NTADS contribution will be required. To minimise potential costs and delays associated with undertaking the assessment and legally securing the NTADS contribution the following approach will be followed:</p> <ul style="list-style-type: none"> ○ The NTADS contribution will be secured by a S106 Agreement when other obligations need to be secured ○ When the only obligation to be secured involves an NTADS contribution, the contribution shall be secured by a Unilateral Undertaking ○ An NTADS assessment will only be considered if the development involves a net increase in traffic ○ A net increase in traffic amounting up to 10 peak hour trips will be subjected to a standard charge per trip, at the discretion of Staffordshire County Council ○ A net increase in traffic in excess of 10 peak hour trips will be subjected to an assessment by the authorities to calculate the NTADS contribution
Comments on the schemes within the transport strategy	
The need to encourage significant modal shift to buses during the next 5 years is not	Over £2.7 million out of the £6 million (45% of available resources) is planned to be spent on capital funded schemes that will improve bus facilities and bus

<p>sufficiently prioritised in your strategy document.</p> <p>The Chamber of Commerce states that the bus industry would welcome an opportunity to discuss the strategy with the County Council.</p>	<p>reliability.</p> <p>Bus schemes within the strategy have been developed in full consultation with the main bus operators.</p>
<p>Make the A53 from Newcastle to the A500 a dual carriageway.</p>	<p>This proposal is not feasible for inclusion in NTADS due to cost and land availability. Any opportunities available along the A53 to increase highway capacity will be used to provide bus priority schemes.</p> <p>It is expected that current proposals for the A53/A500 junction will help to relieve congestion problems on the A53, as well as mitigating the impact of an adjacent major development proposal at Etruria.</p> <p>Amendment to NTADS: Explain the benefits of the A53/A500 junction proposal that is expected to be funded by developers</p>
<p>The local authority need to work with the Chamber of Commerce to identify practical measures to tackle congestion hot spots which severely impact on the performance of local businesses, as identified through the joint Quick Wins Road Traffic Congestion consultation with the business community.</p>	<p>The County Council has recently received the outcome of the Quick Wins Road Traffic Congestion consultation. 62 individuals responded to the consultation. 3 replies identified congestion problems at traffic light junctions on the A53 between Basford and Newcastle, 7 identified problems at the A53/A500 and 4 identified problems at the A519/A500 junction adjacent to the M6 (J15).</p> <p>There are schemes within the NTADS strategy that aim to improve bus reliability along the A53 and there are proposals to improve the flow of traffic and mitigate the impact of development traffic at the A53/A500 junction. An improvement at the A519/A500 would be the responsibility of the Highways Agency, so is therefore outside the remit of this strategy. The Highways Agency recognise that M6 (J15) is constrained at the current time and as part of the planned works to increase the capacity of the M6 between J11A-19 they are likely, in the longer term, to carry out a major upgrade of this junction that will also incorporate the A519/A500 junction. In the shorter term, the HA have plans to signalise the A519/A500 junction. The HA will consult the County Council on any schemes for these junctions, to ensure consistency with NTADS.</p>

Supportive of traffic management scheme for Knutton High Street and the Lower Milehouse Lane/High Street junction – except is there a need for lights?	The options for improving the High Street / Lower Milehouse Lane, including traffic signals, will be investigated by a steering group including the Borough Council and Renew.
Why is there no public consultation? It can be organised for the Knutton and Cross Heath Area (either all residents or just a working group).	The strategy has already been consulted upon as part of the development of the North Staffordshire Local Transport Plan in 2006 and there is the opportunity to become involved in detailed consultations at the scheme delivery stage. The key aim of the key stakeholder meeting was to consult with developers who will be required to contribute financially towards delivering the strategy.
The volume of traffic up and down Lower Milehouse Lane is currently a problem and will be vastly increased with the new developments on Collins and Aikman Site. How will through traffic be encouraged to seek an alternative route?	There are no schemes within this strategy that will encourage traffic on Lower Milehouse Lane to seek alternative routes, as this road is the main distributor route within this area of Newcastle. However, the proposal for the High Street / Lower Milehouse Lane junction is expected to help accommodate development traffic, ease traffic congestion and improve pedestrian safety.
The traffic lights for Morrisons need to be improved to allow right and left filter lanes.	This suggestion needs to be considered in further detail before a proposal is considered.
If the road to the left (Rists Road) of the Morrisons crossroad was opened, general traffic could go via Lymedale Business Park through to Chesterton and beyond, reducing the amount of usage approaching the Buffet Island roundabout.	A public highway proposal that provides a link from Lower Milehouse Lane through to Chesterton is not feasible in terms of costs, land ownership issues and value for money.

4. Action and way forward

July 2008

Final approval from the County Council's Portfolio Holder (Economic Development and Sustainable Communities) will be sought. If approval is granted, application of the cost-sharing methodology will commence by the County Council's Highway Development Control Engineers, in consultation with the County Council's Transport Planning and Strategy team and Newcastle-under-Lyme Borough Council.

September 2008

The final report on NTADS and this report on the outcome of the consultation process will be placed on the Staffordshire County Council's website.

October 2008

By October 2008, Newcastle-under-Lyme Borough Council will seek approval from their Planning Committee (Strategic) to support the County Council's adoption of NTADS.

November 2008

A new Contract between Stoke-on-Trent City Council and Staffordshire County Council will be agreed on the maintenance and use of the North Staffordshire Traffic Model, incorporating the requirements of NTADS.

A revised protocol between the Councils of Newcastle-under-Lyme, Staffordshire and Stoke-on-Trent regarding consultation on planning applications will be agreed.

Changes to Newcastle's Local List of Requirements for the Validation of Planning Applications in the light of NTADS will be agreed by Newcastle-under-Lyme Borough Council and Staffordshire County Council.

A Section106 / Unilateral Undertaking protocol to aid service delivery will be agreed by Newcastle-under-Lyme Borough Council and Staffordshire County Council.

For more information please contact:

Mrs. Annabel Chell

Development Services Directorate
Staffordshire County Council
Stafford St16 3YE

Tel: 01785 276626

Email: annabel.chell@staffordshire.gov.uk

If you would like this document in another language or format (e.g. large text), please contact us on 01785 276626 or email annabel.chell@staffordshire.gov.uk



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