

Project: Proposed Construction of 27 New Homes off Telegraph Road, St Mary's, Isles of Scilly.

Subject: Appraisal of Submitted Highway Report

Date: 30th June 2023

Overview

This highway appraisal report has been commissioned by the Isles of Scilly Council to assess the submitted AWP Transport Statement (TS) submitted in support of the above. The site is located off Telegraph Road St Mary's – see Figure 1 below.

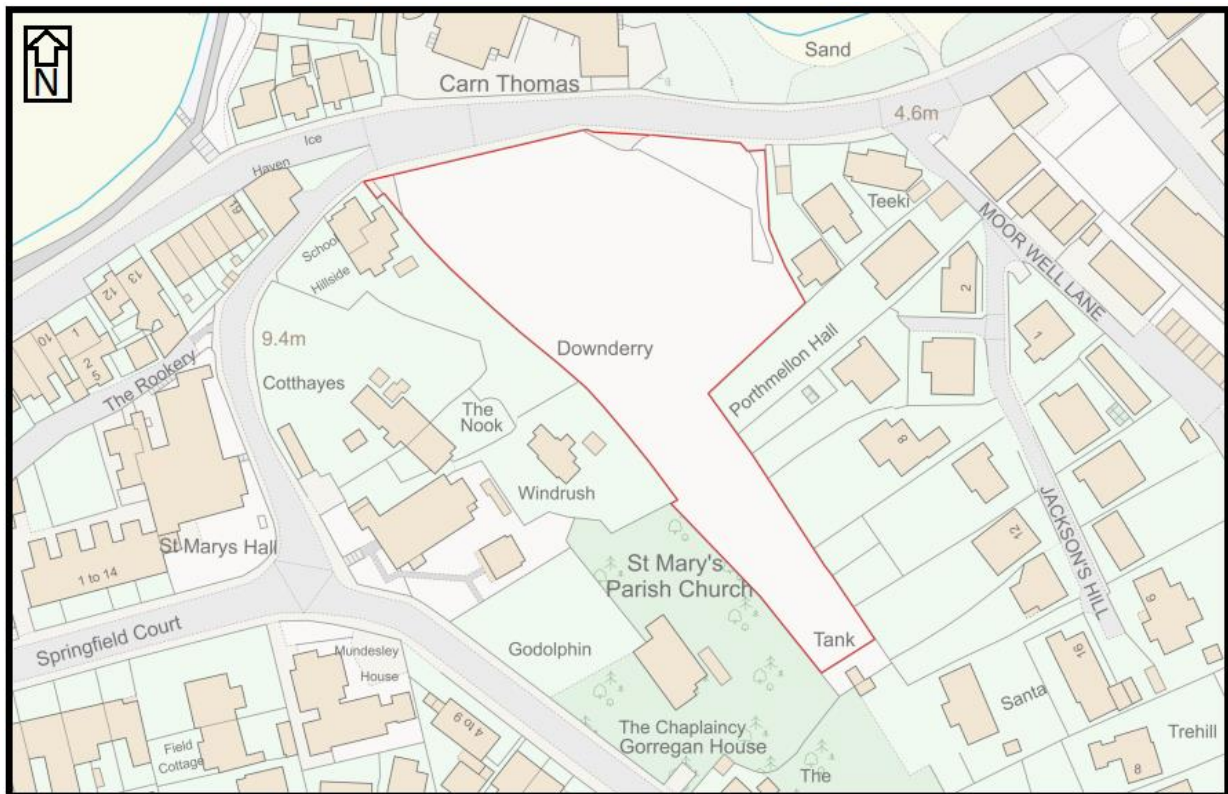


Figure 1 - Site Location

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Introduction

This is a brownfield site previously used for the secondary school and retains the main access to/from Telegraph Road. The proposal is for 27, much needed, local, Affordable units to be delivered by LiveWest. Whilst it is common practice with open market developments for councils to seek large on and off-site transport infrastructure improvements, financial viability for social housing has much tighter budgets.

Clearly, where there are shortfalls in the local highway network, especially provision for non-motorised users, then these must be fully assessed and, if possible, rectified.

Access & Highway Appraisal

The site has an existing vehicular access to/from Telegraph Road with constrained emerging visibility in both directions due to the change in road level. The TS has correctly considered this and undertaken a speed survey to assess the average speed (85th percentile) past the site. This data has demonstrated very low average speeds (below 30mph) given the national speed limit applies.

Areas for consideration

- 1) The two EV parking spaces to the west of the site lack any emerging visibility assessment. This should be provided together with the forward visibility for westbound traffic on Telegraph Road due to the lack of on-site turning.
- 2) The site itself lacks any on-site turning suitable for the refuse vehicle and whilst there is an on-site communal refuse store it is unclear as to how this is collected on refuse days ie all taken to kerbside or will the refuse vehicle require access. The submitted 'Parking, Cycle & Refuse' plan appears to show a large HGV (refuse vehicle?) which has reversed in prior to exiting. Clearly, this cannot be guaranteed, and further clarification/justification should be sought.
- 3) The proposed parking provision requires greater consideration and justification given that the most recent Census data demonstrated that 58% of the local population had access to a car and the proposed provision (approx 36% provision). Naturally this must

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be considered in context as these are local, Affordable units being made available to local people who may not have access to a car or the income to acquire one. In addition, St Mary's is a small island with a high level of cycling/walking to work figure so one must question the 'need' to own a vehicle. As the site is constrained increasing parking on-site would greatly affect the delivery numbers of the units but under provision could lead to on-street parking outside the site. Whilst on-street parking can be considered as 'natural traffic calming' and does occur along sections of Telegraph Road, parking at this location could generate a highway safety issue due to vehicles being forced into oncoming traffic on the brow of a hill where forward visibility is constrained. Whilst there is no official parking enforcement on the island, simple double yellow lines could have a positive effect. Alternatively, consideration could be given to a legal restriction on the house deeds to prevent car ownership altogether. On-street parking outside the site would reduce emerging visibility at times but is not generally a major safety consideration as the parking isn't a 'fixed' obstruction ie it isn't always there.

- 4) The sustainability section (Accessibility) of the TS requires further assessment with a greater emphasis on walking, cycling and bus services in relation to the site, the town centre and most importantly to the school. No reference has been made to the council's 'Local Cycling & Walking Infrastructure Plan' specifically the 'Dump Path' route.

- 5) Whilst a Travel Plan is a useful tool it is only so if it is monitored and enforced, normally by the planning authority. For 27 homes there would be little effective impact, but it can be a useful information to residents, more of a 'carrot' than a 'stick' informing them of the location and routing to local services whilst also extolling the virtue of not depending upon a motor vehicle.

Conclusion

This Highways Technical Note has been produced to provide a highway appraisal of the submitted TS with the above application.

The TS covers all the required aspects of the proposal but does require some further clarification and justification and certainly, given the very restricted parking levels proposed, a much more detailed assessment of sustainable transport including safe routes to school plus consideration to how to prevent/constrain vehicle ownership together with assessment re refuse collection and emerging visibility, specifically the two EV spaces to the north west of the site.