



Carn Thomas, Isles of Scilly

Transport Statement Addendum

Project No.	1578
Revision	Initial Issue
Date	16 th August 2024
Client	LiveWest Homes Ltd
Prepared	C Middleton
Checked	A Wozniczko
Authorised	C Mason
File Ref.	P:\1578 Carn Thomas, Scilly Isles\C Documents\Reports\1578 Carn Thomas, Isles of Scilly - Transport Statement.docx

1 Introduction

- 1.1 Awcock Ward Partnership (AWP) has been commissioned by LiveWest Homes Ltd to prepare a Transport Statement Addendum (TS Addendum) in support of a Full planning application (ref: P/24/028/FUL) for 27 dwellings (100% affordable), a 520sqm solar farm and associated landscaping.
- 1.2 The proposed development is located to the south of Telegraph Road, Hugh Town, St Mary's, Isles of Scilly. The site is allocated in the Isles of Scilly Local Plan under Policy LC6 (H1) for residential development.
- 1.3 This TS Addendum has been prepared following the previous submission of an AWP Transport Statement dated 25th March 2024 in support of the planning application. A Highways Technical Note (dated 30th June 2024) was commissioned by the Isles of Scilly Council in response to the AWP TS to provide comments in relation to the assessment of work undertaken.

- 1.4 This TS Addendum addresses the comments raised in the highways response. The comments made by the Isles of Scilly Council includes providing emerging and forward visibility for the two electric vehicle (EV) parking spaces proposed to be located on the west side of the development, clarification on the refuse collection arrangements, and a summary of the sustainability of the site with reference to the Isles of Scilly Local Cycling & Walking Infrastructure Plan (LCWIP). The proposed parking provision was also raised in the highways response, however, it is understood that this will be addressed separately.

2 Visibility Assessment for the Community EV Parking Spaces

- 2.1 A visibility assessment has been undertaken demonstrating the emerging visibility available from the two EV parking spaces proposed to be located on the western side of the site.
- 2.2 Visibility splays of 2m x 18.5m are achievable to the east of the EV parking spaces. These are appropriate for the recorded vehicle speeds at the main site access and are in accordance with the Manual for Streets (MfS) guidance for stopping sight distances. The visibility splays are shown on Drawing 1578-PHL-102 attached in Appendix A.
- 2.3 Visibility splays of 2m x 17.6m are achievable to the west of the EV parking spaces when measured to the centre of oncoming traffic. These are suitable for vehicle speeds of 15mph using the stopping sight distances set out in MfS. Whilst these visibility splays are slightly lower than the eastbound speeds of 17.2mph recorded in the vicinity of the main site access junction, they will be appropriate as vehicles can reasonably be expected to be travelling slower in the vicinity of the EV parking spaces, due to the bend in the road located to the west of the EV parking spaces. In addition, MfS 2 states that “*unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem*”. The visibility splays are shown on Drawing 1578-PHL-102 attached in Appendix A.
- 2.4 An additional visibility splay has been shown on Drawing 1578-PHL-102 to demonstrate the point at which a vehicle travelling eastbound along Telegraph Road would be able to see a vehicle joining the carriageway from the EV parking spaces. This visibility splay is 52m and equivalent to a MfS stopping sight distance of 34mph. This is significantly higher than the recorded speeds, demonstrating that suitable visibility is achievable for vehicles travelling eastbound on Telegraph Road.

- 2.5 A 2m 'X' set back distance for the visibility splays has been used for the EV parking space assessments, which is in accordance with the MfS guidance. This states that an X distance of "*2m may be considered in some very lightly trafficked and slow-speed situations*". The seven-day ATC undertaken as discussed in the original TS demonstrated that vehicle movements were low, with just two to three two-way movements during peak hours, and that speeds were slow, with a recorded 85th percentile speed of 17.2mph for eastbound traffic and 15.7mph for westbound traffic. Therefore, the X distance of 2m used is considered to be suitable.
- 2.6 The highway authority also requested for the forward visibility for westbound traffic on Telegraph Road to be assessed. This is shown on Drawing 1578-PHL-102 attached in Appendix A. It demonstrates that suitable forward visibility can be achieved for westbound vehicles on Telegraph Road to the EV parking spaces. This is based on the recorded 85th percentile speeds of 18.5mph, and in accordance with the stopping sight distances set out in the MfS guidance.

3 Refuse Collection Arrangements

- 3.1 The response from the highways authority requested clarification on the proposed refuse collection arrangements for the site, due to the lack of on-site turning provision for refuse vehicles.
- 3.2 Refuse vehicles are not proposed to enter the site, and waste collectors will walk into the site from Telegraph Road to the communal refuse store. The refuse store will be located approximately 23m from Telegraph Road. This is within the recommended walk distance set out in MfS Paragraph 6.8.9 which states that "*waste collection vehicles should be able to get within 25m of the storage point*".

4 Sustainability and Routes to Local Facilities

- 4.1 The response from the highways authority requested a further assessment of the sustainability of the site from a walking, cycling and public transport perspective.
- 4.2 The TS provides a thorough assessment of the accessibility of the site to local facilities and public transport opportunities and explained the highway infrastructure available surrounding the site.
- 4.3 The TS demonstrates there are a range of facilities which are within an 800m / 10-minute walk of the site, which includes a school (pre-school, primary

and secondary), multiple convenience stores, a post office, and health care facilities (pharmacy, dentist, hospital, GP surgery). With a range of facilities within an 800m walk of the site, the site is in a 'walkable neighbourhood', as defined in Manual for Streets.

- 4.4 The TS provides an assessment of the walking and cycling routes to local facilities. This includes footways provided on Telegraph Road, the Strand, and Church Street, providing a route to the town centre. In addition, there are footways along Church Road and Old Town Road, providing a route to the Five Islands Academy.
- 4.5 There is also a community bus service on St Mary's, which operates a circular route around the island and can be accessed on Telegraph Road. This operates approximately on an hourly basis Monday to Friday, and five services on Sundays.
- 4.6 The TS concludes that the site is in a sustainable location. This is clearly the same conclusion that was reached by the Council as the site is allocated for residential development in the Local Plan under Policy LC6 (H1). The Local Plan states that the allocated sites were assessed to be in "*viable, suitable and achievable locations to build new homes*". In addition, the site was previously used as a school, with school children accessing the site from around the island, including from the town centre. This serves to further demonstrate that the site is located in a sustainable location.
- 4.7 The relocated Five Islands Academy must also be deemed to be in a sustainable location, given that it gained planning consent. Future residents of the proposed development will be located closer to the school than the majority of residents located in Hugh Town centre and the Isles of Scilly Ferry Terminal where students from the off-islands travel from.

5 Isles of Scilly Adopted LCWIP

- 5.1 The highways response made reference to the adopted LCWIP, specifically mentioning the Council's proposed 'Dump Path' route. This will be located to the east of the site, and will route between Telegraph Road and the Five Islands Academy via Moor Well Lane. The majority of the route is proposed to operate as a shared-use path.
- 5.2 Using the existing route to the Five Islands Academy via Church Road and Old Town Road, it is approximately 800m from the site, equivalent to a 10-minute walk / three-minute cycle. The proposed 'Dump Path' route would reduce the distance to the Five Islands Academy to approximately 750m, equivalent to a nine-minute walk / two to three-minute cycle.

- 5.3 Between the proposed site and the school, the proposed 'Dump Path' would save just one minute in journey time for walking, and would have a comparable time saving for cycling. This is not considered to offer a significant improvement over the existing situation, and the existing route (around 800m) is already well within the distance recommended (2km) in the MfS guidance as having the "*greatest potential to replace short car trips*".
- 5.4 As outlined in the TS, there is a footway along the route to the school via Church Road and Old Town Road, and the road is lightly trafficked, making it suitable for children to access the school on foot.
- 5.5 A DfT traffic count on Old Town Road in the vicinity of the school (DfT Count ID: 52) demonstrates that the road has low Annual Average Daily Traffic flows (AADT). The latest count in 2019 shows that Old Town Road has an AADT of 709 vehicles, which was estimated to reduce in 2023 to 675 vehicles. This is 73% below the 2,500 daily vehicles per day that LTN 1/20 states is suitable for younger children to feel comfortable cycling on-carriageway. The DfT traffic count data is attached in Appendix B.
- 5.6 Based on the latest five-year personal injury accident (PIA) data included in the TS, there have been no reported incidents along the existing route to the school. This demonstrates that there are no existing highway safety issues for residents accessing the school via the existing route.
- 5.7 Based on the above information, the existing route to school from the site provides a safe and convenient route for future residents of the site to walk and cycle to the school. The proposed 'Dump Path' would also not offer a significant improvement in walk/cycle times over the existing situation. Also, Section 4 of this note has concluded that the site meets the accessibility requirements of the NPPF, and the Council has allocated the site for residential development.
- 5.8 For these reasons, it is concluded that a financial contribution towards the delivery of the 'Dump Path' would not meet the CIL requirements of being necessary, directly related and proportionate to the development.

6 Conclusion

- 6.1 Awcock Ward Partnership (AWP) has been commissioned by LiveWest Homes Ltd to prepare a TS Addendum in support of a Full planning application (ref: P/24/028/FUL) for 27 dwellings (100% affordable), a 520sqm solar farm, and associated landscaping. The proposed development is located to the south of Telegraph Road, Hugh Town, St Mary's, Isles of Scilly,

and is allocated in the Isles of Scilly Local Plan under Policy LC6 (H1) for a residential development.

6.2 This TS Addendum has been prepared by AWP in response to the Isles of Scilly Council highway comments, dated 30th June 2024.

6.3 This TS Addendum has demonstrated the following in response to the comments raised by the Council:

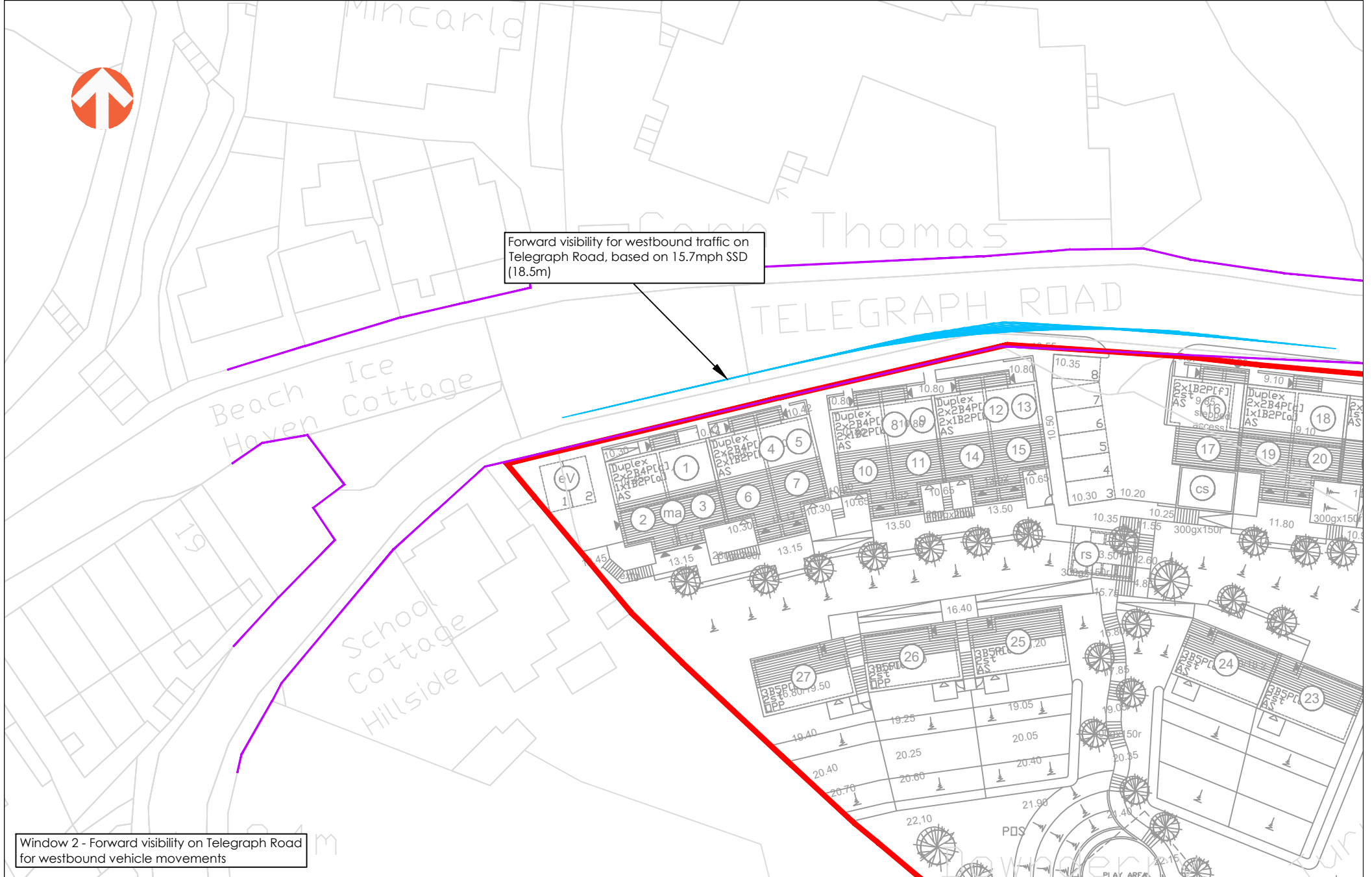
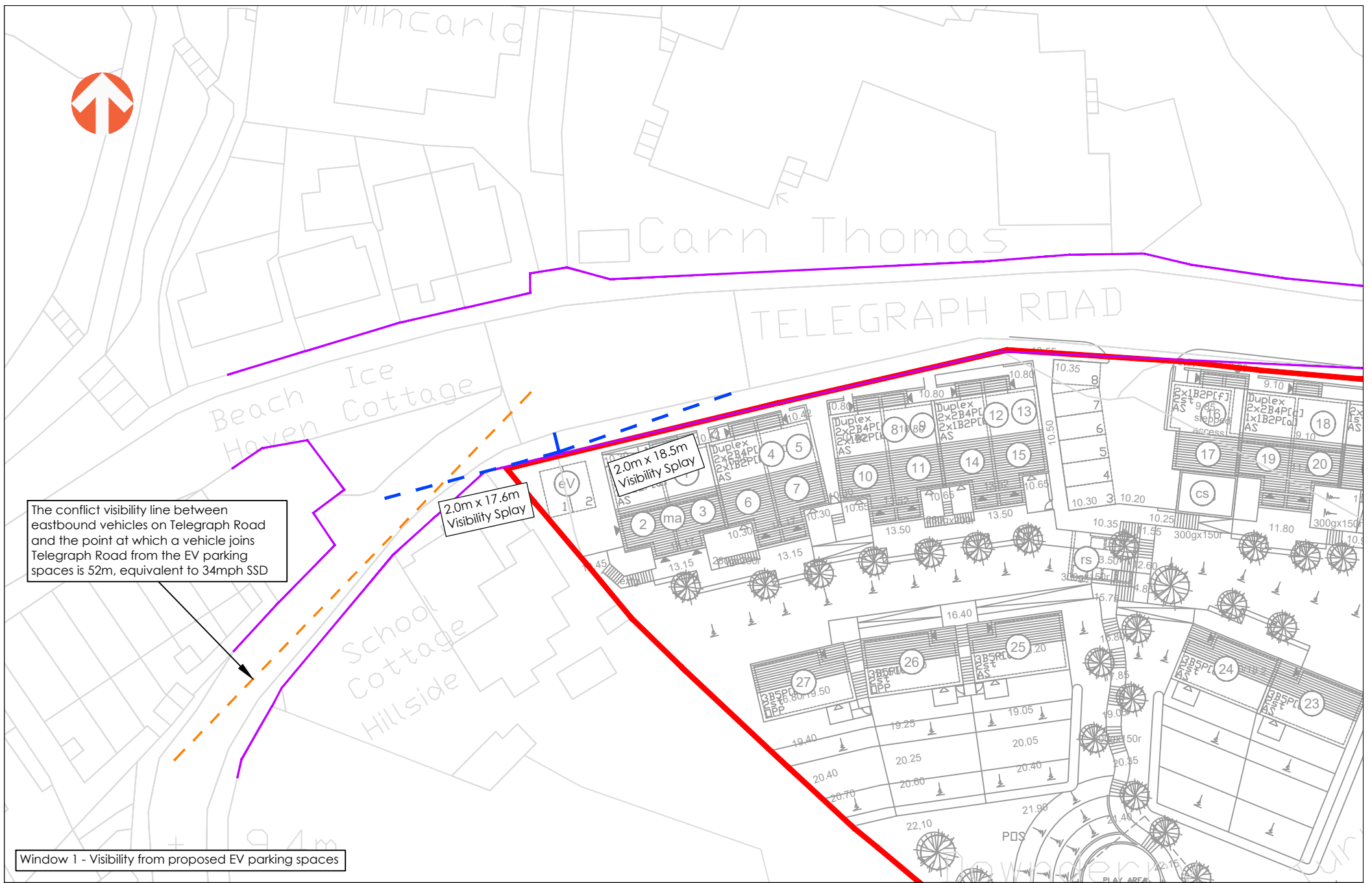
- Appropriate emerging visibility splays onto Telegraph and appropriate forward visibility for westbound vehicles can be achieved;
- The proposed refuse collection strategy has been clarified and is in accordance with MfS;
- The site is in an accessible and sustainable location and meets the requirements of the NPPF. The council must share this conclusion as the site is allocated for residential development in the Local Plan as Policy LC6 (H1); and
- The proposed 'Dump Path' in the LCWIP would offer no significant benefit to residents of the development and therefore a financial contribution towards its delivery would not meet the CIL requirements of being necessary, directly related and proportionate to the development.

6.4 It is therefore concluded that there are no outstanding highway matters preventing planning permission from being granted.

AWP




Appendix A AWP Drawings



Key:

- Site Boundary
- Extent of HMPE
- Visibility splay
- EV conflict visibility line
- Forward visibility splay

PROJECT:		CARN THOMAS, ISLES OF SCILLY	
TITLE:		PRELIMINARY HIGHWAY VISIBILITY - EV PARKING ON TELEGRAPH ROAD	
PROJECT No:	DRAWING No:	REV:	
1578	01-PHL-102	A	
CLIENT:		LIVEST WEST HOMES LTD	
DRAWING STATUS:		FOR INFORMATION ONLY	
SCALE @ A0		1:500 25 metres	



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



Appendix B DfT Traffic Count Data

DfT Traffic Count on Old Town Road (Count ID: 52)

count_poin	year	region_id	road_name	road_type	start_junct	end_junct	easting	northing	latitude	longitude	link_length	link_length	estimation	estimation	pedal_cycl	two_wheel	cars_and_t	buses_and	lgvs	hgvs_2_rigi	hgvs_3_rigi	hgvs_4_or_	hgvs_3_or_	hgvs_5_arti	hgvs_6_arti	all_hgvs	all_motor_vehicles
52	2000	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	82	246	617	16	250	11	0	0	0	0	0	11	1140
52	2001	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	72	233	632	17	250	10	0	0	0	0	0	10	1142
52	2002	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Counted	Manual	77	82	520	54	156	13	1	0	0	0	0	14	826
52	2003	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	64	105	539	55	171	13	1	0	0	0	0	14	884
52	2004	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	63	114	549	44	167	11	1	0	0	0	0	12	886
52	2005	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	66	104	543	40	182	13	1	0	0	0	0	14	883
52	2006	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	63	110	547	37	193	13	1	0	0	0	0	14	901
52	2007	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	64	114	533	39	202	13	1	0	0	0	0	14	902
52	2008	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	64	114	524	40	212	13	1	0	0	0	0	14	904
52	2009	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	73	121	528	41	229	13	1	0	0	0	0	14	933
52	2010	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	75	110	509	47	235	13	1	0	0	0	0	14	915
52	2011	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Counted	Manual	113	79	624	7	184	11	0	0	0	0	0	11	905
52	2012	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	106	73	612	8	178	11	0	0	0	0	0	11	882
52	2013	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	105	76	614	9	191	10	0	0	0	0	0	10	900
52	2014	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	83	83	622	9	208	11	0	0	0	0	0	11	932
52	2015	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	83	80	631	9	220	11	0	0	0	0	0	11	952
52	2016	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	83	80	639	9	238	11	0	0	0	0	0	11	978
52	2017	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	83	78	639	9	252	12	0	0	0	0	0	12	989
52	2018	1	A3112	Major	A3111	A3110	91000	10240	49.91234	-6.30569	2	1.24	Estimated	Estimated	81	76	636	8	264	12	0	0	0	0	0	12	996
52	2019	1	A3112	Major	A3111	A3110	91203	10217	49.91224	-6.30285	2	1.24	Counted	Manual	245	26	439	7	231	5	0	0	0	0	0	5	709
52	2020	1	A3112	Major	A3111	A3110	91203	10217	49.91224	-6.30285	2	1.24	Estimated	Estimated	314	20	321	5	198	4	0	0	0	0	0	4	547
52	2021	1	A3112	Major	A3111	A3110	91203	10217	49.91224	-6.30285	2	1.24	Estimated	Estimated	235	20	351	6	227	4	0	0	0	0	0	4	608
52	2022	1	A3112	Major	A3111	A3110	91203	10217	49.91224	-6.30285	2	1.24	Estimated	Estimated	229	23	376	6	253	5	0	0	0	0	0	5	662
52	2023	1	A3112	Major	A3111	A3110	91203	10217	49.91224	-6.30285	2	1.24	Estimated	Estimated	217	21	386	6	258	5	0	0	0	0	0	5	675