

Transport Assessment Consultation Response from Cllr Ian Manning

1. Coaches

1.1 Issue

There are no reference to coaches - plenty about buses but nothing about a private hired coach. No doubt that an application for a Sports Centre would talk about teams coming in a coach rather than all in private cars.

1.2 Solution

Add references to coaches specifically.

2. Sports centres

2.1 Issue

Although they may come under leisure facilities, Sports Centres are a particular class of their own – having distinct transport movements. There are no references to them.

2.2 Solution

Add a reference to sports centres, which needs to assess visitor numbers and the types of sports to be played (for eg).

3. Constuction phases – walking/cycling

3.1 Issue

Often, during the construction phase of a project, cycle lanes are obstructed, or even completely removed. Sometimes pedestrian and cycle traffic is merged, causing conflict.

3.2 Solution

I would like a clear statement that no walking or cycling provision should be made worse/reduced during the construction phase. If space is required it should be removed from motor veihicles, not walkers or cycles. Further, existing segregated walking and cycle provision should not be merged.

4. Reference to standards for cycling

4.1 Issue

There is no reference to 4.1.1 cycle parking standards for City and Scamb, although there is a reference to 4.1.2 CLOCS (Construction Logistics & Cycle

Safety) standards

4.2 Solution

For both 4.1.1 & 4.1.2, I'd suggest 'advisory' for small developments but a requirement for large ones.

5. Journey distance for cycle commuting

5.1 Issue

Often transport analysis tends to look at relatively short distance (eg 5km) as being the maximum cycle commuting distance, yet many people commute significantly further than this on bike.

5.2 Solution

There should be specific analysis of journeys under and over 5km.