

**COTTEE**

Transport Planning

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**FORMER CLACTON  
COLLEGE SITE  
CHURCH ROAD  
CLACTON-ON-SEA**

**PROPOSED RESIDENTIAL  
DEVELOPMENT**

**TRANSPORT STATEMENT**

2341/AF

January 2024

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## CONTENTS

- 1. Introduction
- 2. The Site and Existing Transport Network
- 3. Development Proposals and Impacts
- 4. Transport Policy
- 5. Summary and Conclusions

## APPENDICES

- A. Parking Survey Results
- B. Census Output – 2021
- C. PIA Reports
- D. Proposed Site Layout
- E. Swept Path Assessment
- F. TRICS Output – Existing
- G. TRICS Output - Proposed

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## **1. INTRODUCTION**

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- 1.1 COTTEE Transport Planning have been instructed by Stone Crest Homes Ltd to prepare a Transport Statement (TS) to support proposals for the redevelopment of the former Clacton College Campus at the Colchester Institute, Church Road, Clacton-on-Sea, Essex, CO15 6JQ.
- 1.2 The campus closed as an educational facility in 2020 and the proposals seek to redevelop the site to residential use providing a total of 76 flats including car parking, cycle parking and landscaping.
- 1.3 The redevelopment consists of two phases. Phase 1 will comprise the refurbishment of the existing teaching block on the eastern part of the site whilst phase 2 will comprise a new build extension on the site of the former auditorium on the western part of the site.
- 1.4 This TS examines the existing transport network and reviews the transport impacts of the proposed development.
- 1.5 A Residential Travel Plan has been prepared and submitted as a separate document.

2. THE SITE AND EXISTING TRANSPORT NETWORK

The Site

- 2.1 The site is located on the southern side of Church Road with Harold Road forming the western boundary, Thoroughgood Road forming the eastern boundary and residential properties to the south.
- 2.2 The site is currently vacant following closure of the College Campus in 2020. Originally the main pedestrian entrance was from Church Road with staff parking and deliveries undertaken from the access on Thoroughgood Road and a smaller parking area accessed from Harold Road.
- 2.3 A site location plan is shown at **Figure 1**.

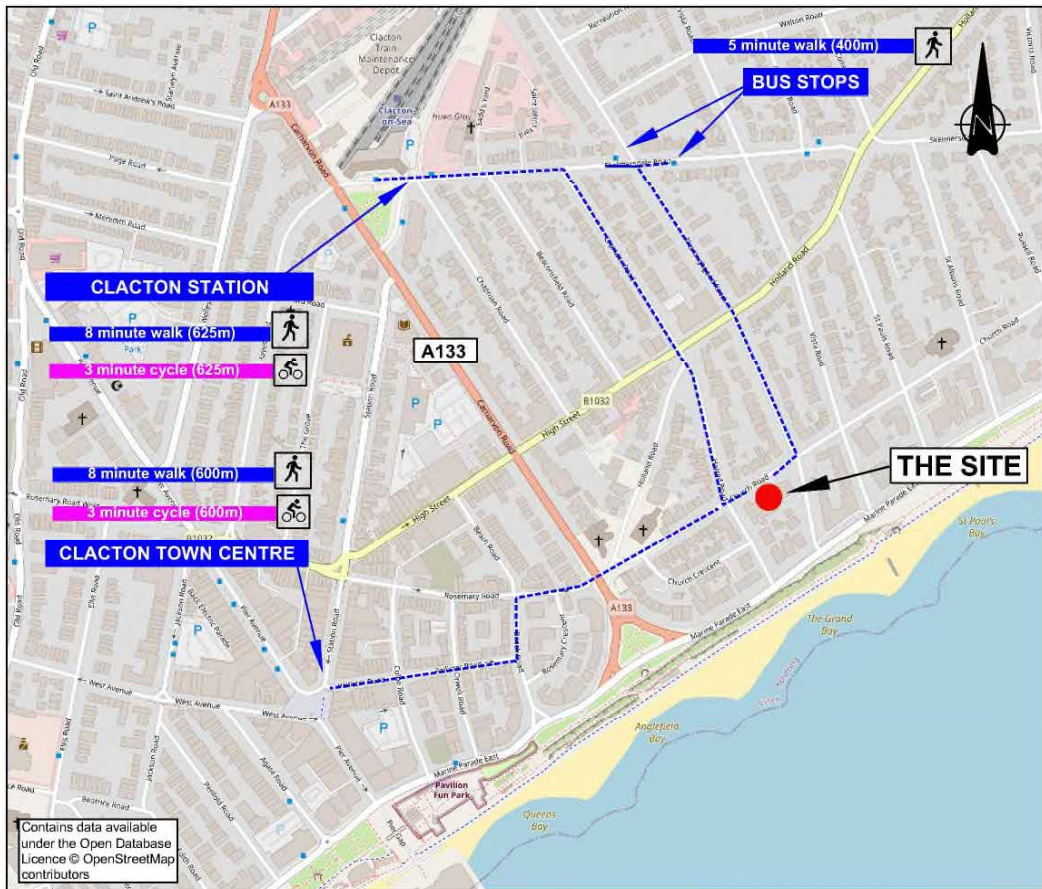


Figure 1: Site Location Plan

Local Road Network

- 2.4 Church Road is an east-west local road forming a priority junction at its western end with Holland Road / A133 Carnarvon Road and Victoria Road at its eastern end. It has a 7.3m carriageway width with a combination of double yellow lines, drop kerb accesses and unrestricted on-street parking on both sides of the road. It is street lit with relatively low traffic flows in keeping with the residential nature of the street.
- 2.5 Harold Road is a residential street approximately 100m in length forming a priority junction with Church Road at its northern end and Marine Parade East at its southern end. It has a 7.3m carriageway width with a combination of double yellow lines, drop kerb accesses and unrestricted

on-street parking on both sides of the road. It is street lit with low traffic flows in keeping with the residential nature of the street.

2.6 Thoroughgood Road is also a residential street approximately 100m in length forming a priority junction with Church Road at its northern end and Marine Parade East at its southern end. It has a 7.3m carriageway width with a combination of double yellow lines, drop kerb accesses and unrestricted on-street parking on both sides of the road. It is street lit with low traffic flows in keeping with the residential nature of the street.

2.7 Access to the wider road network from the site is via the A133 Carnarvon Road which is a priority 1 road (PR1) forming the main route to access Clacton-on-Sea from the wider area and also serves the High Street and rail station.

2.8 Marine Parade East forms the east – west coast road following the seafront between the A133 Carnarvon Road and Holland-on-Sea (Kings Parade) to the east. Parking is restricted on the northern side of the road via double or single (9am – 6pm) yellow lines with parking permitted on the southern side of the road within marked areas subject to varied parking restrictions as outlined below:

- In the vicinity of the site – parking is permitted between 9am – 6pm with a maximum stay of 3-hours and no return within 4-hours.
- East of St Paul’s Road – parking is permitted for a maximum of 24-hours with no return within 6-hours.
- Seafront parking bays (1km east of the site) – parking is pay & display.

2.9 All roads surrounding the site, including the A133 Carnarvon Road, are subject to a 30mph speed limit and have pedestrian footways on both sides.

**Public Transport – Bus Services**

2.10 The nearest bus stops are located on Skelmersdale Road within a 400m (5-minute) walk distance to the north on Thoroughgood Road. Both bus stops would benefit from improved facilities such as shelters, seating, raised kerbs and timetable information as shown in the photographs at **Figure 2 and 3** below.



**Figure 2: Westbound Bus Stop ID esxajmdj**



**Figure 3: Eastbound Bus Stop ID esxajmdg**

2.11 Both bus stops are served by 8 - 10 regular bus services as summarised in the table below:

Route	Frequency (in each direction)		
	Monday - Friday	Saturday	Sunday
<b>2 / 2A Clacton – Mistley Hedingham &amp; Chambers</b>	Every 2 Hours	Every 2 Hours	-
<b>9 Clacton – Walton Hedingham &amp; Chambers</b>	1 per Hour 9:30 – 12:30	-	-
<b>97 / 97A / 98 / 98A (Seasiders) Clacton – Walton Hedingham &amp; Chambers</b>	3 per Hour	3 per Hour	Every 1 – 2 Hours
<b>134 Clacton – Holland Hedingham &amp; Chambers</b>	2 per Hour	2 per Hour	-
<b>136 / 137 Clacton – Clacton (serving shops and retail areas) Hedingham &amp; Chambers</b>	3 per Hour	3 per Hour	2 per Hour

2.12 Additional bus services are available from stops on Station Road within a 650m (8-minute) walk distance of the site including an hourly service between Clacton-on-Sea and Point Clear (St Osyth) and a 15-minute frequency service between Clacton-on-Sea and Jaywick.

2.13 The site therefore benefits from very good access to local bus services with around 10 buses per hour available within a 5-minute walk distance of the site providing access to the local shopping areas (including ASDA) and surrounding towns including Holland-on-Sea, Frinton-on-Sea and Walton-on-the-Naze.

**Public Transport – Rail Services**

2.14 Clacton-on-Sea rail station is within a 625m (8-minute) walk distance of the site accessed as shown on the site location plan at **Figure 1**. It is served by Greater Anglia and is on the Clacton-on-Sea to Colchester / London Liverpool Street line.

2.15 The station is served by an hourly rail service between Clacton-on-Sea and London Liverpool Street, also stopping at Colchester, 7-days per week with additional services at peak times.

2.16 The station provides a ticket office, step-free access, ticket machines, toilets, seating and wi-fi.

2.17 A total of 108 covered and secure (CCTV) cycle parking spaces are provided at the station with 24 Sheffield-stands on the station concourse and a 60-space secure cycle compound which requires smartcard access. Greater Anglia permit bicycles to travel on the trains (with some peak-time restrictions if travelling within London or Cambridge) allowing users to complete the start and end of their journeys by bicycle.

**Active Travel - Pedestrian and Cycle Routes**

2.18 All roads surrounding the site including Church Road, Harold Road and Thoroughgood Road have good quality, wide and street-lit footways which provide convenient and direct access to all surrounding facilities including the local bus stops, rail station and High Street.

2.19 There are wide footways, in excess of 3m, on both sides of Marine Parade East providing excellent access to the wider area including the beach and promenade.

2.20 The table below outlines the facilities available within a short walking distance of the site. The list is not exhaustive but demonstrates that the site has excellent accessibility to all daily needs within a short walking distance.

<b>Facility</b>	<b>Walking Distance</b>
<b>Bus Stops</b>	400m 5-minutes
<b>Rail Station</b>	625m 8-minutes
<b>Town Centre (retail, restaurants, banks, employment)</b>	300m 4-minutes
<b>Outdoor Space (Kings Prom / Beach)</b>	80m 1-minute
<b>Outdoor Space (Clacton Pavilion / Pier)</b>	450m 6-minutes
<b>Supermarket (Morrisons / ALDI)</b>	950m 12-minutes
<b>Leisure Facility (Clacton Leisure Centre)</b>	775m 10-minutes
<b>Library</b>	500m 6-minutes
<b>Nursery / Childcare</b>	250m 3-minutes
<b>Primary Education</b>	1.1km 14-minutes
<b>Secondary Education</b>	580m 7-minutes
<b>GP Surgery</b>	800m 10-minutes
<b>Pharmacy</b>	800m 10-minutes
<b>Postal Facility</b>	400m 5-minutes

2.21 Except for the off-road coastal route between Jaywick and Frinton-on-Sea there are no signed cycle routes within the surrounding areas however, cyclists can access the site by using the surrounding roads which are mostly residential streets. The A133 through Clacton has wide carriageways and a 30mph speed limit making it suitable for use by cyclists on-street.

2.22 The site is therefore very well connected to the surrounding areas by all modes of transport including bus, rail, walking and cycling.

**On-Street Parking**

- 2.23 A site visit was undertaken on Tuesday 17 October 2023 between 8am – 12pm to coincide with the on-street parking surveys commissioned as part of this TS. During the time of the site visit traffic flows and speeds were observed to be low on all surrounding residential streets and on-street parking was easily available at all times.
- 2.24 On-street parking surveys were commissioned to cover all roads within a minimum of a 200m walking distance from the site for the area shown at **Figure 4** below.



**Figure 4: On-street parking survey study area. October 2023**

- 2.25 The survey included overnight parking beat counts (between 12.30am and 05.30am) for the area shown in **Figure 4** on both Tuesday 17<sup>th</sup> and Wednesday 18<sup>th</sup> October 2023 during a neutral period to determine the peak residential parking demand when the highest number of residents are at home. The survey results are attached at **Appendix A** and summarised below.
- 2.26 The survey results confirm that there are a total of 270 unrestricted (except for maximum stays on Marine Parade East) on-street parking spaces available within the study area as summarised in the table below.
- 2.27 The results for both overnight counts are very similar indicating that the results provide an accurate representation of peak residential parking stress on all roads surrounding the site within a 200m walking distance.
- 2.28 With the exception of Anglefield which has a very low number of parking spaces (total of 4) all roads have a substantial amount of on-street parking available overnight with a combined peak parking stress of **43% whereby there are a minimum of 153 parking spaces available.**



Parking Area	Parking Stress (parking stress % and spaces available)	
	Tuesday 17 <sup>th</sup> October 12.30am – 05.30am	Wednesday 18 <sup>th</sup> October 12.30am – 05.30am
<b>Anglefield</b>	100% 0 spaces available	75% 1 space available
<b>Church Road</b>	41% 36 spaces available	38% 38 spaces available
<b>Harold Road</b>	61% 9 spaces available	74% 6 spaces available
<b>Thoroughgood Road</b>	71% 10 spaces available	68% 11 spaces available
<b>Holland Road</b>	13% 7 spaces available	25% 6 spaces available
<b>Marine Parade East</b>	0% 28 spaces available	0% 28 spaces available
<b>St Paul's Road</b>	42% 33 spaces available	49% 29 spaces available
<b>Vista Road</b>	45% 30 spaces available	36% 35 spaces available
<b>Total</b>	<b>43%</b> <b>153 spaces available</b>	<b>43%</b> <b>154 spaces available</b>

2.29 The overnight parking survey results demonstrate that there is a substantial number of on-street parking spaces available at the time where residential parking demand is at its highest. Typically residential parking demand will decrease during the day when residents use their car for work or other journeys.

2.30 As the site is located close to the town centre, and parking is unrestricted, there is a possibility that parking demand from non-residential uses could increase during the day when residential parking demand is lower. As such the on-street parking survey also included parking beats at the following times on Tuesday 17<sup>th</sup> October 2023:

- 08.00
- 10.00
- 13.00
- 16.00
- 18.00
- 20.00

2.31 The parking survey results are attached at **Appendix A** and summarised in the table below.

2.32 The results demonstrate that on-street parking demand is higher during the day than overnight, indicating that the local roads are used by non-residents who likely work with the town centre or are visiting for shopping or recreational uses.

2.33 However, the results demonstrate that there is substantial spare on-street capacity at all times of the day with the **maximum parking demand observed at 13.00 at which point the total parking stress for the study area was 71% with a total of 79 parking spaces available.**

Parking Area	Tuesday 17 <sup>th</sup> October 2023 (parking stress % and spaces available)					
	08:00	10:00	13:00	16:00	18:00	20:00
Anglefield	125%	100%	125%	125%	100%	100%
Church Road	39%	74%	80%	56%	30%	39%
Harold Road	70%	122%	113%	91%	78%	78%
Thoroughgood Road	68%	100%	100%	103%	94%	68%
Holland Road	13%	100%	75%	75%	63%	38%
Marine Parade East	4%	7%	54%	14%	4%	0%
St Paul's Road	35%	44%	40%	35%	44%	49%
Vista Road	42%	56%	60%	40%	36%	38%
<b>Total</b>	<b>42%</b> <b>157</b> <b>spaces</b> <b>available</b>	<b>66%</b> <b>93</b> <b>spaces</b> <b>available</b>	<b>71%</b> <b>79</b> <b>spaces</b> <b>available</b>	<b>54%</b> <b>123</b> <b>spaces</b> <b>available</b>	<b>46%</b> <b>147</b> <b>spaces</b> <b>available</b>	<b>45%</b> <b>149</b> <b>spaces</b> <b>available</b>

\*parking stress can exceed 100% where vehicles park closer together than allowed for within the calculations (5.5m) or where vehicles park over drop kerbs.

**Census Information**

2.34 The latest Census information from 2021 has been interrogated for the lower layer super output areas (LSOAs) which cover the eastern residential areas of Clacton-on-Sea south of the railway line and the town centre areas.

2.35 The Census information provides detailed information from 2021 on car ownership levels for flats, maisonettes, apartments, caravans and other mobile temporary homes and allows the results to interpreted based on occupancy levels. The Census areas have been reviewed and there are no caravan or mobile home parks included within the results, as the Parkdean Resorts Valley Farm Holiday Park does not permit residential use and would therefore not be included in the Census.

2.36 The Census output reports are attached at **Appendix B** and discussed in detail below.

2.37 The table below summarises car ownership levels as calculated for flats in the surrounding area which have one resident aged 17 or over (single person dwellings). The Census results demonstrate that 58% of single person households do not own a car or van, 40% own one car or

van and 2% own 2 or more cars or vans. **Car ownership for single person households is therefore considered to be low.**

2021 – LSOA (single person flats)	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
E01022048 : Tendring 014C	44%	54%	2%
E01022049 : Tendring 014D	56%	42%	2%
E01022050 : Tendring 014E	46%	51%	2%
E01022025 : Tendring 016B	68%	31%	1%
E01022027 : Tendring 016D	58%	40%	2%
<b>Total</b>	<b>58%</b>	<b>40%</b>	<b>2%</b>

2.38 The table below summarises car ownership levels as calculated for flats in the surrounding area which have two or more residents aged 17 or over (2+ person dwellings). The Census results demonstrate that 30% of 2+ person households do not own a car or van, 45% own one car or van and 25% own 2 or more cars or vans. **Car ownership for 2+ person households is therefore lower than the average for Tendring where 16% of households do not own a car and 84% own one car or more.**

2021 – LSOA (2+ person flats)	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
E01022048 : Tendring 014C	12%	43%	45%
E01022049 : Tendring 014D	19%	48%	32%
E01022050 : Tendring 014E	17%	48%	35%
E01022025 : Tendring 016B	47%	37%	16%
E01022027 : Tendring 016D	30%	54%	17%
<b>Total</b>	<b>30%</b>	<b>45%</b>	<b>25%</b>

**Personal Injury Accident**

2.39 An analysis of Personal Injury Accident (PIA) data for the latest 5-year period available (2018 – 2023) has been undertaken using CrashMap.co.uk and the ECC TraffWeb system for the surrounding highway network and the results demonstrate that in the vicinity of the site there have

been a total of two 'slight' accidents in the latest 5-year period. The PIA reports are attached at **Appendix C** and summarised below.

- 2.40 There has been one slight accident on Church Road near the junction with Harold Road at 11.00pm on 30 May 2021. The accident involved a vehicle reversing and colliding with 2 parked vehicles and 1 pedestrian who sustained a slight injury.
- 2.41 There has been one slight accident on Church Road near the junction with Thoroughgood Road at 08.40pm on 21 November 2022 where the front of a car collided with the nearside of a car whilst overtaking.
- 2.42 Whilst all accidents are regrettable, the accident reports indicate that both slight accidents were a result of driver error and do not indicate that there are any existing highway safety concerns in the area surrounding the site.

### 3. DEVELOPMENT PROPOSALS AND IMPACTS

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- 3.1 The campus closed as an educational facility in 2020 and the proposals seek to redevelop the site to residential use providing a total of 76 flats including car parking, cycle parking and landscaping.
- 3.2 The redevelopment consists of two phases. Phase 1 will comprise the refurbishment of the existing teaching block on the eastern part of the site whilst phase 2 will comprise a new build extension on the site of the former auditorium on the western part of the site.
- 3.3 The proposed site layout plan is attached at **Appendix D** and the proposed schedule of accommodation is detailed below:

#### **Refurbishment (35 flats)**

- 18 x 1 bed / 1 person
- 9 x 1 bed / 2 person
- 5 x 2 bed / 3 person
- 3 x 2 bed / 4 person

#### **New Build Extension (41 flats)**

- 22 x 1 bed / 1 person
- 7 x 1 bed / 2 person
- 10 x 2 bed / 3 person
- 2 x 2 bed / 4 person

#### **Total (76 flats)**

- 40 x 1 bed / 1 person
- 16 x 1 bed / 2 person
- 15 x 2 bed / 3 person
- 5 x 2 bed / 4 person

#### **Proposed Access**

- 3.4 The proposals re-use the existing access points from Thoroughgood Road and Harold Road both of which are around 30m south of the junctions with Church Road. The proposals include internal changes to the site to provide an undercroft parking area at ground floor level on the western part of the site with a one-way arrangement through the site as shown on the proposed layout plan at **Appendix D**.
- 3.5 The access from Thoroughgood Road will be entry only with vehicles circulating through the site and exiting via an exit-only access to Harold Road.
- 3.6 The plan attached at **Appendix D** demonstrates that visibility splays of 2.4m x 43m are achievable in both directions.
- 3.7 The largest vehicle requiring access to the site is a refuse vehicle which will service the site once per week. Swept path assessment drawings of a refuse vehicle accessing the site from Thoroughgood Road and exiting to Harold Road are shown on the plan attached at **Appendix E**.

- 3.8 The main pedestrian access will be from the site frontage on Church Road with separate entrances for the refurbishment building (phase 1) and the new build extension (phase 2). There will also be two rear entrances to the building from the car park to provide a more direct route for residents as shown on the proposed site layout at **Appendix D**.
- 3.9 Access to the cycle store for the refurbishment building is from the car park at the rear of the site whilst access to the new build cycle store is directly from Church Road at the front of the site.

**Existing Use**

- 3.10 The site was formerly the Clacton College arm of the Colchester Institute and offered higher education courses. The campus closed in 2020 due to budgetary reasons with existing staff and students being relocated to the site in Colchester.
- 3.11 There is no information available in relation to the number of existing movements at the site however previous planning applications listed the site as having a total GFA of just under 2,500sqm.
- 3.12 The TRICS database has been examined for higher education facilities with a similar location to the existing site and the output report is attached at **Appendix F**. The results are based on two sites located at the City College of Peterborough and Bucks New University in Uxbridge, Hillingdon which offer higher education courses. Both sites have a higher on-site parking provision however the roads surrounding the Clacton College are unrestricted so staff and students would have been able to park on-street locally.
- 3.13 The TRICS peak hour and daily trip rates are summarised in the table below:

Time Period	Vehicle Trip Rate (per 100sqm GFA)		
	Arrivals	Departures	Total
0800 - 0900	1.947	0.199	2.146
1700 -1800	0.358	1.073	1.431
0700 - 2200	7.708	7.739	15.447

- 3.14 Based on the existing GFA of 2,500sqm the existing site would likely have generated the following number of vehicle movements:

Time Period	Vehicle Movements		
	Arrivals	Departures	Total
0800 - 0900	49	5	54
1700 -1800	9	27	36
0700 - 2200	193	193	386

- 3.15 Based on the hourly trip rates at **Appendix F** the hourly arrivals and departures have been used to determine the likely peak parking accumulation of the existing site. The calculation is included at **Appendix F** and confirms that the site would likely have resulted in a peak parking

accumulation of around 81 vehicles at 10.00–11.00 with an accumulation in excess of 70 vehicles until 15.00 when the accumulation would start to reduce.

- 3.16 The existing site had a total of 6 parking spaces from Thoroughgood Road and around 4 from the access on Harold Road. As such, staff and students of the existing site would likely have used 60 – 70 on-street parking spaces at any one-time between 09:00 – 15:00.
- 3.17 The on-street parking surveys detailed within **Section 2** of this TS were undertaken when the college campus had been closed for around 3-years. If the parking accumulation of the existing site was included, the surveys would likely have shown a peak parking stress at 10:00 of around 90% with 23 spaces available within a 200m walking distance of the site.

**TRICS Assessment – Proposed Residential Use**

- 3.18 To ensure a robust assessment is undertaken, the TRICS database has been examined for flats (privately owned) in edge of town centre locations to provide an indication of the number of multi-modal trips associated with the existing and proposed uses. The selected sites have a similar location to the proposed site and form a mix of 1 and 2 bedroom flats.
- 3.19 The TRICS output report is attached at **Appendix G** and the peak hour and daily trip rates are summarised in the table below:

Mode	Trip Rate (per dwelling)								
	0800 - 0900			1700 - 1800			0700 - 1900		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Cars	0.038	0.177	0.215	0.158	0.076	0.234	0.942	0.993	1.935
Servicing Vehicles	0.004	0.004	0.008	0.004	0.002	0.006	0.040	0.040	0.080
Public Transport Users	0.002	0.150	0.152	0.097	0.017	0.114	0.477	0.462	0.939
Walking	0.025	0.086	0.111	0.061	0.044	0.105	0.527	0.597	1.124
Cycling	0.002	0.017	0.019	0.006	0.004	0.010	0.034	0.039	0.073
Total Person	0.089	0.610	0.699	0.481	0.179	0.660	2.722	2.798	5.520

- 3.20 The proposed site has a total of 76 flats and the table below shows the number of proposed multi-modal movements based on the TRICS trip rates above.

Mode	Trip Rate (per dwelling)								
	0800 - 0900			1700 - 1800			0700 - 1900		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Cars	3	13	16	12	6	18	72	75	147
Servicing Vehicles	0	0	0	0	0	0	3	3	6
Public Transport Users	0	11	11	8	1	9	36	35	71
Walking	2	7	9	5	3	8	40	45	85
Cycling	0	1	1	1	0	1	3	3	6
Total Person	7	46	53	37	13	50	207	213	420

3.21 Based on the TRICS assessment the proposals could generate a total of 16 vehicle movements during the AM peak hour, 18 during the PM peak hour and 147 throughout the day.

3.22 This is a substantial reduction in vehicle movements when compared to the existing site which could have generated 54 vehicle movements during the AM peak hour, 36 during the PM peak hour and 386 throughout the day.

3.23 The TRICS data also demonstrates that residents of 1 and 2 bedroom flats in edge of town centre locations with access to regular bus and train services will make use of the sustainable modes of travel available to them.

**Car Parking Provision**

3.24 Parking standards are outlined within the ECC EPOA Parking Standards document (2009) and indicate that a minimum of 1 car parking space per 1-bedroom dwelling and 2-spaces per all other dwellings should be provided.

3.25 The document states that “*reductions in the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport.*”

3.26 It is understood from previous planning applications at the site, and in the surrounding area, that ECC highways consider a provision of 1-space per dwelling acceptable.

3.27 The site layout shown on the plan at **Appendix D** has been designed to maximise the number of parking spaces on-site. The existing echelon parking bays along the southern boundary are retained with additional parking provided on the eastern side of the site and a new undercroft car park on the western side.

3.28 The site layout achieves a maximum provision of 42 spaces consisting of 41 resident bays and 1 car club bay.



3.29 The Census information associated with car ownership (2021 Census) in the surrounding area has been examined in detail for both single person and 2+ person flats as outlined within **Section 2** of this TS. The results are summarised below:

2021 Census Results Combined	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
<b>Single person flats</b>	58%	40%	2%
<b>2+ person flats</b>	30%	45%	25%

3.30 Based on the Census information for the surrounding area and the schedule of accommodation at paragraph 3.3 of the TS the following car demand for the proposed development is anticipated. However, it is important to note that the Census information is based on there being 2+ people over the age of 17 living within the accommodation. Given the proposed accommodation type it is expected that the proportion of flats with 2+ cars will be lower than the Census results suggest which include larger family accommodation.

Accommodation Type	No cars or vans in household	1 car or van in household	2 or more cars or vans in household	Total Cars
<b>1 bed / 1 person (40)</b>	23	16	1	<b>18</b>
<b>1 bed / 2 person (16)</b>	5	7	4	<b>15</b>
<b>2 bed / 3 person (15)</b>	4	7	4	<b>15</b>
<b>2 bed / 4 person (5)</b>	2	2	1	<b>4</b>
<b>Total</b>	34	32	10	<b>52</b>

3.31 Without making any reductions to the level of flats with 2+ cars the calculations above suggest that the proposals will generate a total car parking demand of 52 cars at an overall rate of 0.68 cars per flat.

3.32 The proposals provide a total of 41 car parking spaces (excluding the car club bay) at an overall rate of 0.54 spaces per flat. Spaces will be leased by residents from the management company with a maximum of 1 space permitted for each flat. Applications for a second parking space will be considered on a case-by-case basis if there is a clear requirement for a second car and there are available spaces within the car park. Leases for second cars will be short term only with priority given to new residents who do not have a space.

3.33 However, the proposals include provision of a car club vehicle. The latest figures from COMO UK (como.org.uk) state that each car club vehicle in 2021 (latest survey results available) replaced 20

private cars and 73% agreed that car club memberships saved them money compared to owning their own car.

- 3.34 The proposed provision of an on-site car club vehicle is therefore expected to reduce the parking demand of the development by 10 – 20 cars from 52 to between 32 – 42. The reduction is likely to consist of residents who only use their car for shorter or infrequent journeys and to reduce the number of flats that own more than 1 car.
- 3.35 The car club provision will be secured through the Section 106 agreement. The preferred approach will be for the vehicle to be owned and managed through a third-party car club operator with all residents receiving a free membership for 5-years (funded by the developer) as well as some free miles to incentivise usage from the outset.
- 3.36 In the event that a car club operator cannot be found, or the cost is considered unreasonable, then the developer will implement a private car club vehicle (Electric Vehicle) for the development which all applicable residents would be able to hire for a small charge per mile / hour to cover the running costs. The vehicle would be purchased (or leased) via the estate management company and the ongoing maintenance, insurance and charging costs would be included within the annual estate management budget.

#### **Car Parking Impact**

- 3.37 As detailed above, the anticipated parking demand for the development proposals is between 32 – 42 vehicles when accounting for the reduction associated with the car club vehicle. The proposals provide a total of 42 parking spaces on-site and as such the proposed parking provision is considered suitable for the requirements of the development and the proposals will not have an impact on the surrounding highway network.
- 3.38 In the unlikely event that the car club vehicle does not lead to a reduction in car ownership at the site then there could be a total parking demand of 52 vehicles which would lead to 10 vehicles needing to park on-street within 200m of the site.
- 3.39 The parking survey results at **Section 2** of this TS demonstrate that there are a minimum of 153 on-street car parking spaces available overnight within a 200m walk distance of the site. The overnight count is considered to provide the peak residential parking stress when most residents are at home. If an additional 10 vehicles parked on-street during this time, there would be no material impact in terms of on-street parking stress and a minimum of 143 available spaces would remain.
- 3.40 The on-street parking surveys also included regular counts throughout a typical neutral weekday and the peak parking stress was observed at 1.00pm where 79 parking spaces remained available within a 200m walk distance of the site. Residential parking demand is lower during the day as some residents will typically use their car for work. However, if the proposals resulted in 10 additional cars parked on-street during the day there would still be a minimum of 69 car parking spaces available and the proposals would not have a material impact in terms of on-street parking stress.

3.41 The existing site was occupied by a College Campus with limited on-site car parking. Whilst the site closed in 2020 it inevitably would have generated a high demand for on-street parking by both staff and students throughout the day. The TRICS assessment undertaken earlier within this TS identifies that staff and students of the existing site would likely have used 60 – 70 on-street parking spaces at any one-time between 09:00 – 15:00 Monday - Friday.

3.42 This TS demonstrates that the proposals are unlikely to generate any material on-street parking demand during the day, or night, and therefore the proposals will have a lower impact on the surrounding highway network than the previous use of the site.

#### **Car Park Dimensions**

3.43 The ECC EPOA document states preferred parking bay dimensions of 2.9m x 5.5m with minimum bay sizes of 2.5m x 5.0m for use in exceptional circumstances.

3.44 The plan attached at **Appendix D**, and the proposed parking provision of 42 bays, is based on parking bay dimensions of 2.5m x 5.0m. The layout was assessed with the larger parking bay dimensions of 2.9m x 5.5m but due to the constraints of the existing site and existing building it is not possible to accommodate the larger bay dimensions without resulting in a significant reduction in the number of parking bays on-site.

3.45 Swept path assessment plans of the proposed car park have been prepared and are attached at **Appendix E**. The plans demonstrate that all spaces within the proposed car park are accessible by a large car (SUV type vehicle).

#### **Electric Vehicle Provision**

3.46 The proposals include EV charging points to all car parking spaces including the car club bay to encourage residents to uptake EV and ultra-low emission (plug-in hybrid) vehicles.

#### **Cycle Parking Provision**

3.47 Cycle parking standards are also contained within the ECC EPOA Parking Standards (2009) document and state that 1 cycle parking space per dwelling is required plus 1 space per 8 dwellings for visitors.

3.48 The standards therefore require a total of 76 cycle parking spaces for residents and 10 cycle parking spaces for visitors.

3.49 Phase 1 of the development includes 35 dwellings within the refurbished section of the original building. As shown on the site layout plan at **Appendix D** a separate cycle store is provided for phase 1 with a total of 36 cycle parking spaces in accordance with the ECC standards.

3.50 Phase 2 includes 41 dwellings within the new section of the building and as shown on the site layout plan at **Appendix D** a separate cycle store is provided for Phase 2 with a total of 42 cycle parking spaces in accordance with the ECC standards.

3.51 In addition to the resident cycle stores. There are 3 Sheffield stands (6 spaces) at the entrance to the phase 1 building and 3 Sheffield stands (6 spaces) at the entrance to the phase 2 building. In total, there are 12 visitor cycle parking spaces in accordance with the ECC standards.

**Delivery and Servicing**

- 3.52 The proposed development will be serviced in the same manner as all residential dwellings with one waste / recycling collection per week and other ad-hoc deliveries associated with online shopping and food deliveries for example.
- 3.53 The plan attached at **Appendix D** demonstrates that there are separate refuse / recycling stores for phases 1 and 2 of the development. The phase 1 refuse store is at the south-east corner of the building and provides a total of 15 x 1100L Eurobins for refuse, recycling and food waste. The store can be serviced from within the development with a refuse vehicle entering from Thoroughgood Road and exiting to Harold Road as shown on the swept path assessment plans at **Appendix E**. Alternatively, the refuse vehicle can service the phase 1 store from Thoroughgood Road as the entrance to the bin store is within a 15m drag distance from the edge of the highway.
- 3.54 The phase 2 refuse store is at the south-west corner of the building and provides a total of 17 x 1100L Eurobins for refuse, recycling and food waste. The store can be serviced from within the development with a refuse vehicle entering from Thoroughgood Road and exiting to Harold Road as shown on the swept path assessment plans at **Appendix E**. The entrance to the phase 2 bin store is a 36m drag distance from the edge of the highway. Whilst this does slightly exceed the preferred maximum drag distance of 25m the store could be serviced directly from Harold Road if preferred.
- 3.55 All other deliveries such as online shopping and food deliveries will be undertaken on-street from the site frontage as per the existing arrangements for surrounding dwellings. There is space within the car park for deliveries to be undertaken off-street for short periods of time in the event that a delivery driver enters the car park.

**Travel Plan**

- 3.56 A residential Travel Plan has been prepared and submitted as a separate document. The Travel Plan includes monitoring and SMART targets to encourage residents to travel actively or sustainably wherever possible.

## 4. TRANSPORT POLICY

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### National Policy

4.1 National Transport Policy is contained in the NPPF December 2023.

4.2 Section 9 deals with Promoting Sustainable Transport and paragraph 108 states:

**“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:**

- a) the potential impacts of development on transport networks can be addressed;**
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;**
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;**
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and**
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places”**

4.3 Paragraph 109 states:

**“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”**

4.4 This TS demonstrates that the development proposals would not have an adverse impact on the surrounding highway network.

4.5 Paragraphs 115 and 116 require consideration to be given to sustainable travel modes, the needs of people with disabilities, safe layouts, the delivery of goods, and provision for plug-in and ultra-low emission vehicles.

**“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.**

**Within this context, applications for development should:**

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

4.6 This TS demonstrates that the development would not adversely impact highway safety or capacity. The proposals include Electric Vehicle charging points to encourage the uptake of Ultra Low Emission Vehicles. The development proposals are not therefore considered to result in severe residual cumulative impacts in the context of the NPPF.

4.7 Paragraph 117 refers to the need for Travel Plans and Transport Statements or Transport Assessments:

**“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”**

4.8 This TS confirms that the proposals will not generate a significant number of movements. A Residential Travel Plan has been prepared and submitted as a separate document and outlines the accessibility of the site to encourage the usage of sustainable modes of travel from the outset.

#### **Local Policy**

4.9 Local Transport Policy in the context of the proposals are set out within the ECC EPOA Design and Good Practice Document Parking Standards (September 2009) and the Essex Design Guide. This TS demonstrates how the development proposals are in accordance with the documents above.

4.10 **This TS has been prepared in accordance with both national and local policy and it is therefore considered that the proposed development is acceptable on transport grounds.**

## 5. SUMMARY AND CONCLUSIONS

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- 5.1 This Transport Statement has been prepared on behalf of Stone Crest Homes Ltd to support proposals for the redevelopment of the former Clacton College Campus at the Colchester Institute, Church Road, Clacton-on-Sea, Essex, CO15 6JQ.
- 5.2 The campus closed as an educational facility in 2020 and the proposals seek to redevelop the site to residential use providing a total of 76 flats including car parking, cycle parking and landscaping.
- 5.3 This TS demonstrates that the site is very well connected to the surrounding areas by all modes of transport including bus, rail, walking and cycling. The accessibility of the site to sustainable transport modes is further demonstrated by the lower than average (for Tendring) private car ownership levels.
- 5.4 On-street parking surveys were commissioned and undertaken on 17th and 18th October 2023. The results confirm that surrounding roads have a substantial amount of on-street parking available overnight with a combined peak parking stress of 43% whereby there are a minimum of 153 parking spaces available. The results also demonstrate that there is substantial spare on-street capacity at all times of the day with the maximum parking demand observed at 13.00 at which point the total parking stress for the study area was 71% with a total of 79 parking spaces available.
- 5.5 The site will utilise existing access points from both Thoroughgood Road and Harold Road with an internal one-way system for the car park.
- 5.6 The proposals will include a total of 42 car parking spaces, all of which will have active EV charging points installed from the outset. In addition, the proposals include 1 on-site car club vehicle for residents.
- 5.7 The proposals include internal secure cycle stores with cycle parking provided in accordance with the ECC standards.
- 5.8 This TS demonstrates that the proposals could generate a total of 16 vehicle movements during the AM peak hour, 18 during the PM peak hour and 147 throughout the day. This is a substantial reduction in vehicle movements when compared to the existing site which could have generated 54 vehicle movements during the AM peak hour, 36 during the PM peak hour and 386 throughout the day.
- 5.9 This TS demonstrates that the site provides secure internal refuse and recycling stores which are accessible for servicing either on-street or from within the site.
- 5.10 A Residential Travel Plan has been prepared and submitted as a separate document.
- 5.11 Based on the analysis undertaken within this TS it is considered that the transport impacts of the proposed scheme are not severe and there are no unacceptable highway safety impacts in the context of NPPF, therefore the proposals are considered to be acceptable in transport terms.