

COTSWOLD
TRANSPORT
PLANNING

William Morrison
(Cheltenham) Ltd

Land off Oakhurst Rise, Charlton Kings,
Cheltenham

NMU Context Report

April 2020



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Introduction

Cotswold Transport Planning has been instructed by William Morrison (Cheltenham) Ltd to provide an NMU (Non-Motorised User) Context Report, required by Gloucestershire County Council (GCC), as the local Highway Authority, in order to provide a review of current or potential NMU issues relevant to a proposed residential development of up to 44 dwellings on land off Oakhurst Rise, Charlton Kings.

It has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) HD42/17 'Walking, Cycling & Horse-Riding Assessment and Review' dated May 2017 and Manual for Gloucestershire Streets (MfGS), dated April 2016.

Consistent with other NMU Context reports carried out recently within Gloucestershire, this Audit focuses on routes between the development site the nearest bus stops, the nearest convenience store (Co-Op) and the local primary school (Holy Apostles C of E Primary School).

On this basis, the NMU Context Report focuses on the needs of pedestrians, cyclists and bus user requirements to access these services and facilities. It is not considered appropriate to consider the requirements of equestrians, as the residential nature of the proposed development would not be associated with such users.

Scope of NMU Context Report

Two routes were considered in addition to Oakhurst Rise, which both routes will use in order to access the development site and key services and facilities.

Appendix A illustrates the routes considered within the NMU context report.

From the junction between Oakhurst Rise, Ewens Road and Charlton Court Road, **Route A** provides access westbound on Ewens Road to the nearest bus stop and leading to Holy Apostles C of E Primary School; **Route B** provides access to the south on Charlton Court Road leading to the Oak Avenue bus stop, Sixways shops and services, including the Co-Op.

The Institution of Highways and Transportation (IHT) publication (2000), 'Guidelines for Providing Journeys on Foot', suggest the following walking distances to services and amenities (for pedestrians without mobility impairment), as shown in **Table 1**.

	Town Centres	Commuting/School	Other Destinations
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Table 1 – Suggested Walking Distances

Table 2 highlights the services and amenities identified in **Appendix A** and the time it will take to walk to them. The time it takes to walk to a service or amenity is based on guidance contained within the IHT guidelines, which state that an average walking speed is approximately 1.4m/s. Also contained within **Table 2** is the cycle times to each of the destinations, which is based on the lower limit of 4m/s, as set out in Local Transport Note 2/08: Cycle Infrastructure Design.

IHT Desirable/Maximum Walk Distance	Destination	Approximate Distance (m)	Travel Time Walking (min:sec)	Travel Time Cycling (min:sec)
Other Destinations 400m/1200 m	PFS including Spar	810	9:35	3:20
Other Destinations 400m/1200m	Co-Op	790	9:25	3:20
Other Destinations 400m/1200m	Badham Pharmacy	720	8:35	3:00
Other Destinations 400m/1200m	Sixways Medical Clinic	740	8:50	3:05
Other Destinations 400m/1200m	Norville Opticians	725	8:35	3:00
Commuting/School 500m/2000m	St Edwards Prep School	680	8:05	2:50
Commuting/School 500m/2000m	Holy Apostles CE Primary School	760	9:00	3:10
Other Destinations 400m/1200m	Ewens Road/Oak Avenue Bus Stops	200/400	2:20/4.40	0:50/1.40
Other Destinations 400m/1200m	A40 Road Bus Stops	Up to 590	7:00	2:25

Table 2 – Local Services and Amenities Distances

Table 2 confirms that a range of services and amenities fall within the IHT suggested walking distance from the development site and are therefore considered highly and easily accessible by walking (and cycling). The suitability of the routes for walking and cycling is considered as part of this NMU Report

Each route was considered for NMUs travelling between the proposed development site and the local services and amenities in the following context: -

- (i) Road and Personal Safety (i.e. do busy roads need to be crossed, are routes overlooked providing natural surveillance? Are routes street lit);
- (ii) Convenience (i.e. are they direct or circuitous to the point that a trip by motorised vehicle would be favourable);
- (iii) Attractiveness and Comfort (i.e. are they well maintained and wide enough to encourage use?); and
- (iv) Accessible by Mobility Impaired (i.e. are there tactile paving and/or dropped kerbs at crossing points).

NMU Context Report

Scheme Description

The development proposal is for up to 44 residential dwellings. The supporting Transport Assessment (TA) states that in the weekday AM and PM peak hours, the development proposal will result in approximately 19 and 21 vehicle traffic movements in the AM and PM peak hours respectively.

Oakhurst Rise

Oakhurst Rise is a residential cul-de-sac. It is illuminated and subject to a 20mph speed limit. The site access is proposed to extend from the existing cul-de-sac to the east. There are currently footways adjacent to both sides of the turning head on Oakhurst Rise. The footways continue adjacent to both sides of the carriageway measuring 2.0m wide for approximately 180.0m to the junction with Ewens Road and Beaufort Drive.

Oakhurst Rise is relatively steep, which is likely to increase the effective walking and cycling time to and from facilities, particularly on the route back to the application site.

Prior to the junction of Oakhurst Rise, the footway adjacent to the north of Oakhurst Rise is overgrown by vegetation and temporarily narrows to approximately 1.2m wide (**Photograph 1**). There is no dedicated pedestrian crossing across Oakhurst Rise, however there is a dropped kerb vehicle crossover prior to the junction which users in wheelchairs or with pushchairs would be able to use to cross between the northern and southern footways. At this junction **NMU Route A** and **NMU Route B** continue north west bound and south east bound respectively.



Photograph 1 – Looking south west bound on Oakhurst Rise northern footway



Photograph 2 – Looking westbound on Ewens Road north eastern footway towards Pine Close

NMU Audit Route A

The route commences north west bound on the footway adjacent to the north east of Ewens Road measuring approximately 1.8m wide. It is illuminated and subject to a 20mph speed limit. The route continues for approximately 10.0m to the local bus stop on Ewens Road. The bus stop consists of a flag with timetable information.

The footway continues adjacent to the north of Ewens Road for approximately 20.0m, at this point it travels north, segregated by a grass verge adjacent to Pine Close. There is no dedicated pedestrian crossing across Ewens Road to the footway adjacent to the south of Ewens Road, although there is a vehicle crossover dropped kerb on the northern footway. Pedestrians either continue on a grass verge adjacent to the north east of Ewens Road (**Photograph 2**) for approximately 20.0m to the western side of Pine Close where a footway begins adjacent to the north of Ewens Road; or cross to the footway adjacent to the south of Ewens Road. Both options are inconvenient for pedestrians and may cause issues for users in wheelchairs, with pushchairs or visual impairment. The footway adjacent to the south of Ewens Road is approximately 1.8m wide and continues uninterrupted for approximately 20.0m adjacent to Pine Close.



Photograph 3 – Looking westbound on Ewens Road at junction with Churchill Drive



Photograph 4 – Looking northbound on Hayward's Road towards Cheltenham Footpath 60

NMU Item 1 - *The lack of a continuous footway and/or crossing facility across Ewens Road may cause issues for pedestrians, particularly those in wheelchairs, with pushchairs or with visual impairment.*

The route continues on the footways on both sides of the carriageway for approximately 20.0m, where the footways are segregated from the carriageway for approximately 15.0m by parking bays. The footway adjacent to the north of Ewens Road continues uninterrupted at a width of approximately 1.8m for approximately 170.0m to the junction with Hayward's Road.

The footway adjacent to the south of Ewens Road continues for approximately 60.0m to the junction with Churchill Drive. At this point there is no pedestrian crossing facility across the junction or footway route across the islands (**Photograph 3**). Pedestrians can cross to the northern footway and continue along the route, although there is no dedicated crossing facility in place. Both options would cause inconvenience for pedestrians and may cause issues for users in wheelchairs, with pushchairs or visually impaired. The footway adjacent to the south of Ewens Road continues to the west of Churchill Drive for approximately 80.0m maintaining a width of 1.8m to the junction with Hayward's Road. At this point there is a dropped kerb crossing across Ewens Road enabling pedestrians to continue on the route northbound.

***NMU Item 2** – The lack of crossing facility across the junction with Churchill Drive and Ewens Road and lack of measuring footway on the islands may cause issues for pedestrians, particularly those in wheelchairs, with pushchairs or with visual impairment.*

The route continues northbound on the footway adjacent to the east of Hayward's Road for approximately 25.0m, where the carriageway becomes a shared surface for all road users, approximately 6.0m wide, allowing access to the playing fields to the east (**Photograph 4**).

At this point the route continues on Cheltenham Footpath 60, it is initially approximately 2.0m wide however the width is restricted to approximately 1.0m wide by concrete bollards, (**Photograph 5**) which may cause issues for users in wheelchairs or with pushchairs. The footpath is not illuminated.



Photograph 5 – Looking northbound on Cheltenham Footpath 60



Photograph 6 – Looking southbound on Charlton Court Road towards junction with Charlton Court Road cul-de-sac

The footpath narrows to approximately 1.0m wide and continues uninterrupted for approximately 65.0m where it continues (un-kerbed) adjacent to the east of Saxon Way widening to approximately 2.0m wide for approximately 25.0m. The route continues on Footpath 60 northbound, measuring approximately 2.0m wide, the footpath is temporarily narrowed to approximately 1.2m due to a concrete bollard. The route continues on Footpath 60 for approximately 35.0m where it becomes Hayward's Lane, and a shared surface for all road users measuring approximately 4.5m wide. Hayward's Lane is unilluminated and subject to a 30mph speed limit.

The route continues on Hayward's Lane north east bound for approximately 85.0m to the footway adjacent to the south of Battledown Approach, measuring approximately 2.0m wide. Immediately adjacent to the east of Hayward's Lane is a dropped kerb crossing with tactile paving to the footway adjacent to the north of Battledown Approach providing access to Holy Apostles C of E (Aided) Primary School.

There are no dedicated cycling facilities available on this route, however the majority of the route would be considered suitable for cyclists to cycle on the carriageway due to the low speeds, however they are required to dismount on Cheltenham Footpath 60.

NMU Audit Route B

The route commences southbound on the footway adjacent to the east of Beaufort Drive from the junction with Ewens Road and Oakhurst Rise. It is illuminated and subject to a 20mph speed limit.

The footway is approximately 1.8m wide and continues uninterrupted for approximately 115.0m, where the footway splits into two footways; one adjacent to the carriageway, the other segregated by a grass verge. Both footways are approximately 1.5m wide, the eastern footway is the more convenient route for pedestrians to the Sixways services and facilities. The footways continue for approximately 85.0m where they converge adjacent to the east of Charlton Court Road. At this point, in order to access the bus stop on Oak Avenue, users can cross over to the footway adjacent to the 1.5m wide footway to the west of Charlton Court Road and travel westbound for approximately 20.0m, around a bend in the road, to the Oak Avenue bus stop which consists of a flag with timetable information.

The footway adjacent to the garages along Charlton Court Road has partly degraded causing an uneven footway in parts (**Photograph 6**) this may cause issues for people in wheelchairs, with pushchairs or visual impairments.

The route continues southbound across the Charlton Court Road cul-de-sac, there is no pedestrian crossing facility in place, however there is a dropped kerb at the footway adjacent to the south of the junction for vehicle crossovers. The route continues on the footway adjacent to the east of Charlton Court Road measuring approximately 1.8m wide, this continues uninterrupted to the junction with the A40 London Road.

NMU Item 3 – The uneven footway may cause issues for wheelchair users or users with pushchairs. It is considered that this is a maintenance issue that should be resolved by the local highway authority.

NMU Item 4 – The lack of a dropped kerb crossing across the Charlton Court Road cul-de-sac may cause an issue for pedestrians, particularly those in wheelchairs, with pushchairs or with visual impairment.

The A40 is illuminated and subject to a 30mph speed limit. The footway adjacent to the north of the A40 London Road is approximately 3.2m wide. Charlton Court Road benefits from a raised carriageway with tactile paving across the junction with the A40 London Road. Travelling westbound on the northern footway on the A40 London Road for approximately 60.0m, across Charlton Court Road, there is an eastbound bus stop. The bus stop consists of a flag with timetable information.

Adjacent to Charlton Court Road on the footway adjacent to the south of the A40 London Road is the westbound bus stop. The bus stop consists of a flag with a shelter, timetable information and a raised platform, the shelter is set back from the carriageway by approximately 1.8m which and therefore does not intrude upon pedestrian movement. It should be noted that there is no dedicated pedestrian crossing available in the immediate vicinity of the westbound bus stop.

***NMU Item 5** – The lack of a dedicated pedestrian crossing facility across the A40 London Road in the vicinity of Charlton Court Road may inconvenience users looking to access facilities on the southern side of the carriageway.*

The route continues on the footway adjacent to the north of the A40 London Road eastbound from Charlton Court Road, maintaining an average width of 3.2m wide for approximately 130.0m to St Edwards Preparatory School and an eastbound bus stop. The route continues for approximately 50.0m, at this point there are services such as Badham Pharmacy, there is also a pedestrian crossing with a dropped kerb and associated tactile paving across the A40 London Road to the southern footway. The footway adjacent to the south of the A40 London Road is approximately 3.2m wide.

The route continues eastbound for approximately 10.0m where there is a dropped kerb crossing with associated tactile paving across Overbury Street. At this point there is a westbound bus stop, the associated shelter temporarily narrows the footway to approximately 2.0m wide. The route continues for approximately 10.0m to the Co-Op convenience store.

There are no dedicated cycling facilities available on this route, however the route would be considered suitable for cyclists to cycle on the carriageway due to the nature of the route. Cycle parking facilities are available in the vicinity of Badham Pharmacy and the Co-Op.

NMU Context Report Conclusions

The NMU Context Report concludes that the existing NMU provision is good. There are some minor issues which may potentially be able to be addressed to further enhance the provision, these are considered as NMU Items 1-5:

***NMU Item 1:** - The lack of a continuous footway or a dropped kerb crossing may cause an issue for pedestrians, in particular those in wheelchairs or with visual impairment as well as users with pushchairs.*

***NMU Item 2:** - The lack of a pedestrian crossing facility and footway facility across the Churchill Drive and Ewens Road junction may cause issues for pedestrians, particularly those in wheelchairs or with visual impairments as well as users with pushchairs.*

***NMU Item 3:** - The unevenness of the footway may cause issues for pedestrians, particularly those in wheelchairs or with visual impairments as well as users with pushchairs. It is considered that this is a maintenance issue that should be resolved by the local highway authority.*

***NMU Item 4:** - The lack of a pedestrian crossing facility and footway facility across the Charlton Court Road cul-de-sac may cause issues for pedestrians, particularly those in wheelchairs or with visual impairments as well as users with pushchairs.*

***NMU Item 5:** - The lack of a crossing facility across the A40 London Road in the vicinity of Charlton Court Road may inconvenience pedestrians looking to access facilities on the southern side of the A40 London Road, although a pedestrian crossing is available approximately 180.0m east.*

Any such improvements need however to be considered in the spirit of paragraph 32 of the NPPF and in particular, *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.

The existing pedestrian and cycle infrastructure is considered to be appropriate to accommodate this increase in pedestrians and cyclists, and would not result in a severe impact on the existing pedestrian and cycle infrastructure, in the event that NMU issues identified were not resolved. The tests for planning conditions and obligations, especially the test of 'necessity', needs to be considered by GCC, in the event that they consider that any improvements are required.

Appendix A



Notes:

- Oakhurst Rise
- Route A
- Route B
- Bus Stops
- Sixways Shops and Facilities
- Indicative Site Boundary



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Project:
Land off Oakhurst Rise, Charlton Kings

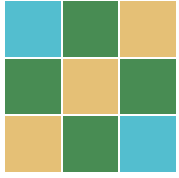
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INFORMATION



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