

Keyworth Parish Council  
S.H.L.A.A. Site  
Transport Appraisal

Prepared by

**Progress10**  
*Transport and Design*

#

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**Mission Statement**

**Progress10** have been appointed by and are working in association with **BPUD Ltd.**, to produce a report which considers potential development traffic impact of S.H.L.A.A. sites identified around the village area of Keyworth.

The report will consider: access strategy, potential traffic generation and impact within and along highway network routes. It will give advice on the highway issues outlining benefits and/or potential highway and transport issues.

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## **KEYWORTH PARISH COUNCIL**

### **TRANSPORT STATEMENT**

#### **1. Location and Highway network:**

Keyworth Parish Council serves the village of Keyworth in Nottinghamshire.

The village centre has a comprehensive group of facilities and shops which are within easy reach from all points of the village and a small number of car parks help as an off-street facility for drivers.

The main routes through and around the village centre are: Bunny Lane, Lings Lane, Selby Lane, Willow Brook, Nicker Hill, Normanton Lane and Nottingham Road.

There are two major routes flanking the village which aid the north/south commute and they are the: A60 and the A606. Of these two routes the A606 is the more strategic whilst the A60 is less well connected and links Ruddington with Loughborough.

The village area has the majority of its residential development north of Bunny Lane and Selby Lane and generally the village is surrounded by crop fields and grazing pasture.

To the north west is Nottingham with Loughborough to the south west and Melton Mowbray to the south east.

A site visit showed the local roads to be in good condition throughout the Parish.

Locally the highway environment does feel very village oriented. The main routes in and around the village support some on-street parking generally whilst vehicle speeds appeared to be reasonable to driving conditions.

The village centre corridor through the shopping area is protected by traffic regulation orders and there are two bus services which provide bus links around the village itself and to and from Nottingham.

## **2. Sustainable Transport Options.**

Keyworth village is served by two bus services and has bus stop facilities throughout the village and around its main routes. The bus service is regular and links the village to Nottingham via a series of other more local destinations. These services certainly provide an option for commuting to Nottingham.

The nearest railway station to the site is in Nottingham and offers comprehensive destinations including: London, Liverpool and Manchester.

Keyworth village is not within recognised walking and cycling distances from the next nearest urban conurbations but does have good local facilities and shops and has a health centre and a gym.

Beyond the immediate environs of the village the whole Parish is very rural however the quality of local facilities provides a good local centre and in this respect the village should be considered to be locally sustainable.

## **3. Traffic generation.**

Given the facilities within the village it is not considered that the local population will commit to quite as many vehicle trips to other conurbations as might be expected from a less well served rural community, however expected trip rates would be likely to fall somewhere between those expected from rural and urban areas.

For the purpose of producing traffic generation volumes from the potential SHLAA site development numbers the TRICS Database has been explored and a trip rate of 0.65 trips per dwelling derived.

This figure is used in the reports below and on a site by site basis.

If the sites were to come forward as development applications, the Transport Assessment process under the DfT document: 'Guidance on Transport Assessments' would give comprehensive analysis and trip rates specific to each hour through the working day.

#### 4. Identified SHLAA sites around Keyworth village.

Progress10 have been asked to assess 8 SHLAA sites in and around Keyworth village where developer interest against the required housing supply provision is bringing pressure on the village itself and would through its traffic generation load the local highway network.

The requirement is to provide information on the access strategy for each site, the effect of traffic impact given the site location in relation to the highway network and provide some advice in terms of the advantages or otherwise of each site.

There are 8 sites identified for this assessment which are all listed in the SHLAA document.

Each site is numbered and for the purpose of this report Progress10 will comment on each site in numerical order commencing with the lowest SHLAA number.

**Please note that the figures used below are those presented by the Rushcliffe Borough Council's 2013 SHLAA. The 2013 SHLAA uses a simplified density calculator to provide an indicative indication of the site's maximum capacity for housing. The density calculator does not take constraints or other impacts into account which in reality will restrict the site's total capacity for development.**

##### 4.1 (& 4.2) SHLAA Site Ref No 148 (SRN 148) – Land at Bunny Lane:

(220 dwellings) - considered alongside SRN 150.

This is a greenbelt site to the west of Keyworth and immediately north of Bunny Lane. The SHLAA document states that this site should be considered together with SRN: 150 and also as part of the larger site: SRN: 434.

SRN: 434 is not strictly part of this assessment report however SRN: 150 is and should be read in conjunction with this assessment of SRN: 148.

Environment.

SRN 148 has a frontage to Bunny Lane and has the potential to connect to Debdale Lane at the north end of the site. The primary frontage however is that to Bunny Lane.

The site has a frontage of 100 metres to Bunny Lane and there is a small housing development with a new junction immediately on the eastern side of the site boundary. This new adjacent junction will influence the available junction position via which SRN 148 could take access from Bunny Lane and comply with recognised junction spacing requirements.

The Bunny Lane frontage benefits from both a footway and a verge for a total width of approximately 2 metres. The carriageway is 6 metres wide and of good standard and there is a verge on the opposite side of the road. Given the approach to local junctions and the built up area the centre-line of the road is a hazard line with 4 metre markings and 2 metre gaps.

Given the junction spacing restriction the on site assessment considered a likely junction position in the centre of the frontage and took a view on the access strategy from this location.

#### Access Strategy.

Bunny Lane is the main west-east link into Keyworth and takes routed traffic from the A60 and from lesser cross country routes.

At the likely junction position Bunny Lane has a 30mph speed limit with a change to a derestricted (60mph), speed limit immediately to the west in the leading direction.

Approach speeds from the leading direction are relatively low for a derestricted area and site observations showed this to be in the mid-forties (mph).

Normally this would require a visibility splay of 160 metres from the requirements of the Design Manual for Roads and Bridges (DMRB), however a crest in the road restricts visibility in this direction to approximately 75 metres which is insufficient against approach speeds to allow for adequate Stopping Sight Distances (SSD).

In the non-leading direction (into the 30mph limit to the left), the visibility is in excess of that which would be required by DMRB and was found to be acceptable.

#### Proposed housing numbers and traffic generation.

SRN 148 has an allocation for 220 residential units. Traffic generation from 220 dwellings would be approximately 140 trips with approximately 110 outbound and 30 inbound in the morning peak flow traffic hour.

#### Traffic distribution.

Clearly there would be a west/east split for traffic generating from and to the site. Given the draw of the A606 as a local primary route it is anticipated that the greater proportion of the

traffic would be likely to choose this route and this would mean passing through the village of Keyworth.

The accepted industry recognised standard without traffic flow counts is a 60/40 split and it is considered that of the 140 vehicle trips generated in the morning peak, 84 would be likely to use the A606 draw through the village and the remaining 56 may take the westbound route to the A60.

It is quite possible that the local 'school run' would skew these results and a slightly greater percentage may take the eastbound route however 60/40 is the recognised standard.

#### **4.2 SHLAA Site Ref No: 150 – Land at Bunny Lane:**

(230 dwellings) - to be read in conjunction with SRN 148.

This site would have to be accessed through SRN 148 as the SHLAA plan does not indicate that this site has any available frontage to the public highway.

The options for access are as those for SRN 148.

Proposed housing numbers and traffic generation.

SRN 150 has a housing allocation of 230 residential units. In conjunction with the SRN 148 allocation this site would place a further demand on the hierarchy of road design within the development and would also place a greater need for specific junction design on the access junction to Bunny Lane.

If one junction were to serve the two combined sites the traffic generation would be significant and with the additional 230 units at full build out the combined sites would generate approximately 290 vehicular trips in the morning peak hour.

This would equate to approximately 210 trips leaving the site and 80 trips inbound in that peak hour.

Access Strategy.

Traffic generation for a working day would be significant and would require the provision of a ghost island right turn facility on Bunny Lane under the DMRB design guidance.

TD42/95 of DMRB states clearly at 2.16 that where a simple priority junction meets a rural road and the development will generate more than 500 vehicles Annual Average Daily



Traffic flow (AADT), the upgrade of the junction with a ghost island right turn lane should always be considered. This is also important where it is necessary to remove right turning vehicles from the through traffic flow.

It is clear from the figures above that when the evening peak flow traffic generation is added that this will exceed the 500 AADT threshold even before the remainder of the days traffic generation is taken into account.

It is the opinion of Progress10 that this junction would need a ghost island right turn lane (GIRTL), improvement to the junction if both SRN 148 & 150 were fully developed.

In addition it is also considered that if SRN 148 came forward on its own, a GIRTL should be provided in any event so that should SRN 150 come forward in the future the junction capacity would be appropriate by design and not prevented from a development build out which would not allow the necessary upgrade to the junction.

The design issue.

The design issue here is that without sufficient public highway width a GIRTL would require widening on one side only which is not always satisfactory and without formal design drawings it is not possible to determine whether the site has sufficient frontage to adequately design such a junction improvement.

It is considered that given the short frontage and the need for a GIRTL, together with the lack of available visibility requirements, the combined development of SRN 148 & 150 would not have an inherently safe access strategy and this is a disadvantage for the prospective development of this site.

As an additional note, it is appropriate to reference SRN 434 as well. This site is significantly larger than both SRN 148 & 150 together and also includes SRN 546. These 3 sites total at 550 dwellings and SRN 434 is much larger again than these 3 sites which are included within it.

SRN 434 does not have a frontage to Bunny Lane which would naturally support a junction access strategy for what is likely to be in excess of 1,000 residential units. Major improvements to the line and level of Bunny Lane would be required to access the site.

Some of the site could be accessed from Debdale Lane however the traffic generation would be very heavy and it is considered that this much larger site is likely to generate traffic at levels which may not be able to be appropriately mitigated within the local highway network throughout the environs of Keyworth village.

### 4.3 SHLAA Site Ref No 149 (SRN 149) – Land at Platt Lane : (300 dwellings)

Environment.

SRN 149 is a wholly Greenfield site. SRN 149 is located with three frontages to the adopted public highway.

The Normanton Lane frontage is circa 200 metres long as is the Platt Lane frontage and both would offer opportunities for access to the site.

The Nicker Hill frontage is short at circa 60 metres and will not support any kind of access due to its proximity to the junctions with both Normanton Lane and Platt Lane. There is a bus stop on this frontage and utility apparatus was also evident.

Access strategy.

Both Normanton Lane and Platt Lane have sufficient frontage to provide a viable access to this site. Indeed there is even a train of thought that would suggest that this site could be split so that the traffic generation could be distributed from the site in a less focused way. This would mean part of the site being accessed from Normanton Lane and the other part being accessed from Platt Lane.

Recommendation would be that if the site was split that the two areas of housing development be linked for pedestrian and cycle access but not for vehicular access other than an emergency link.

In any event it is considered that given the viable frontages, the whole site could be served from one of its two main frontages with an appropriate junction design.

Platt Lane frontage is subject to a 30mph speed limit whilst the Normanton Lane frontage is subject to a 40mph speed limit.

Progress10 considers that necessary visibility provision on both frontages is achievable.

Traffic generation.

Traffic generation numbers will be approximately 200 vehicles in the morning peak which would see approximately 150 leaving the site and 50 inbound in the same peak hour.

If the site traffic generation was split between two separate points of access these generation figures would be halved.

If one point of access was used then it would be likely to require a GIRTL however it is considered that a single access design for Normanton Lane may require a more complex junction arrangement which would need very specific design via a Transport Assessment approach.

Traffic distribution.

This site is located on the north east side of Keyworth and would therefore be a principal traffic generator for the A606 primary route.

If the main access into this site was via Platt Lane there is a direct route to the A606 and this would allow generated traffic onto the major network without a significant impact on the village of Keyworth itself. Some traffic could still distribute via Normanton Lane which also connects to the northbound A606.

The site visit showed that the Platt Lane route back to the A606 is viable though beyond Keyworth United football ground there are no footways and in places only narrow verges.

Frontage access detail.

Fronting the site itself on Platt Lane the carriageway is 4.8metres wide and there is a same side footway connecting back to Nicker Hill.

The scale of the site area and the frontage would allow improvement of Platt Lane for a new footway and streetlighting along that frontage.

The route to the A606 is likely to have capacity to take the generated traffic and the junction of Platt Lane with the A606 is of a very high standard with a high capacity GIRTL and excellent visibility splays.

The Transport Assessment process would be required to assess junction capacity and design if a development were to come forward on this site.

Normanton Lane has excellent width and the frontage of the site is on the outside of a bend so there would be strong potential to provide a junction here which would meet design standards.

Once again if the whole site was served from this frontage the minimum junction requirement would be that of a GIRTL however modelling would determine whether a more significant junction would be required.

Split traffic generation.

If the site was split and the traffic generated from two points of access, one on each major frontage the standard of junction required on Platt Lane would be reduced however it is still likely that the advisable junction provision on Normanton Lane would be for a GIRTL.

#### **4.4 SHLAA Site Ref No 367 (SRN 367) – Land south of Selby Lane : (73 dwellings)**

Environment.

SRN 367 is a wholly Greenfield site. The site has a frontage of approximately 150 metres with Selby Lane. The speed limit fronting the site is 30mph and then changes to 40mph in the leading direction, just past the junction of Willowbrook where the road becomes Widmerpool Lane.

The frontage has part narrow footway heading towards the village centre and the remainder is highway verge. Total width is approximately 2 metres.

The carriageway of Selby Lane is circa 5.5 metres wide and the centre of the site frontage is on the inside of a short bend in the road.

Opposite the site frontage is the entrance to the allotments site and it was observed that the carriageway sustains some on street parking in this location.

Access strategy.

The alignment of the site frontage does not lend itself easily to the provision of visibility splays within the existing highway for a simple priority junction however the length of frontage would allow the alignment to be adjusted and this location would probably qualify for the use of Manual for Streets visibility splays subject to approach speed analysis in accordance with guidance.

This approach would allow a simple priority junction to be designed and this would be sufficient to access a site of this scale.

The alternate access opportunity would be that of a roundabout junction. Progress10 are recognising this option for access as it could have a number of benefits locally.

In the first instance the roundabout would probably serve the site access and be aligned to serve Willowbrook opposite.

Given the land take for the provision of visibility splays and the amount of hedgerow which would be lost, the possibility of using a small roundabout design would be likely to take less land and certainly less hedgerow.

In addition the better management of the turning movements for Willowbrook and the Widmerpool Lane approach could be of benefit as it will act as a traffic calming feature and village gateway entry for Widmerpool Lane traffic which is currently a 40mph approach.

There is no injury accident record at the Willowbrook junction however if the site were to be developed clearly the interaction of traffic from the new junction would be something to be considered.

Traffic generation and distribution.

73 dwellings will generate approximately 48 trips in the morning peak hour. This would equate to 36 trips outbound and 12 inbound. This is a relatively low traffic generation and given the sites location the distribution would probably be mainly towards the A606 via Willowbrook and Nicker Hill, Normanton Lane or Platt Lane with the remainder of traffic turning left towards Keyworth centre and using the A60 and cross country links.

#### **4.5 SHLAA Site Ref No 376 (SRN 376) – Hillside Farm, Keyworth : (90 dwellings)**

Environment.

SRN 376 has a frontage to Bunny Lane which is approximately 100 metres long. There is a highway verge fronting the site and at the eastern end of the frontage there is existing footway which extends to Keyworth village centre along Bunny Lane.

There is a significant level difference of approximately 2 metres between the highway verge and the site field area with the site below the verge.

The carriageway of Bunny Lane is 6 metres wide and of good standard and there is a footway on the opposite side of the road. Given the approach to local junctions and the built up area the centre-line of the road is a hazard line with 4 metre markings and 2 metre gaps.

#### Access Strategy.

Bunny Lane is the main west-east link into Keyworth and takes routed traffic from the A60 and from lesser cross country routes.

The likely junction position to serve the site from Bunny Lane would be in the centre of the frontage which has a 30mph speed limit.

Approach speeds from the both directions are relatively low and it is considered that satisfactory visibility splays could be achieved in this location to serve a simple priority junction.

Visibility splays of 90 metres would be required under DMRB guidance.

In the non-leading direction (into the 30mph limit to the left), the visibility is in excess of that which would be required by DMRB and was found to be acceptable.

#### Traffic generation.

SRN 376 has an allocation for 90 residential units. Traffic generation from 90 dwellings would be approximately 60 trips with approximately 48 outbound and 12 inbound in the morning peak flow traffic hour.

This is a reasonably low traffic generation at around one new trip per 60 seconds.

#### Traffic distribution.

Clearly there would be a west/east split for traffic generating from and to the site. Given the draw of the A606 as a local primary route it is anticipated that the greater proportion of the traffic would be likely to choose this route and this would mean passing through the village of Keyworth.

The accepted industry recognised standard without traffic flow counts is a 60/40 split and it is considered that of the 60 vehicle trips generated in the morning peak, approximately 36

would be likely to use the A606 draw through the village and the remaining 24 may take the westbound route to the A60. It is quite possible that the local 'school run' would skew these results and a slightly greater percentage may take the eastbound route however 60/40 is the recognised standard.

#### **4.6 SHLAA Site Ref No 544 (SRN 544) - Land off Barnfield Farm, Nicker Hill, Keyworth: (290 dwellings)**

Environment.

SRN 544 has a very short frontage to Nicker Hill. The site frontage is on the inside of a bend however there is a wide verge and it was clear from the site visit that visibility for a priority junction would be likely to be achieved.

The speed limit is 30mph and there is a narrow footway on the opposite side of the road. The carriageway width is approximately 5.5 metres.

Access Strategy.

The scale of this site is likely to generate in excess of the 500 trip threshold for the necessary provision of a GIRTL under the guidance in DMRB. This will affect the required junction design for the site and the resulting requirements of the frontage.

There is a wide verge of over 3 metres fronting the site however the verge width deteriorates in the leading direction and given the short active site frontage it is considered unlikely that a viable junction design with a ghost island right turn lane could be achieved.

This puts the delivery of this site in doubt without access to a longer frontage.

Traffic generation and distribution.

This site would generate approximately 190 trips in the morning peak hour with 150 outbound and 40 inbound.

It is likely that the heaviest weight of traffic generated from this site would distribute towards the A606 and the remainder would travel through the village towards the A60.

The issues with the access strategy however mean that the development of this site will need to determine a viable access strategy before any thought of development can take place.

#### **4.7 SHLAA Site Ref No 545 (SRN 545) – Shelton Farm, Platt Lane: (450 dwellings)**

##### Environment.

The site has approximately a 200 metre frontage to Platt Lane. There is no footway along the frontage and beyond the mixed width verge the carriageway is approximately 5 metres wide.

The speed limit is 60 mph and the site sits on the outside of a bend in the road.

There is a drainage ditch along the site frontage however this is not seen as a potential impediment for the development of the site.

##### Access Strategy.

This site would need a priority junction with a GIRTL. This would require widening of Platt Lane along the site frontage to accommodate the right turn lane.

A footway link to the south end of the site frontage should be provided and the GIRTL could be improved with pedestrian refuges to allow pedestrians leaving the site the facility to cross Platt Lane safely and continue on the existing footway towards the village.

Given the current derestricted approach the GIRTL with splitter islands/ped refuges would act as a village gateway for traffic approaching from the A606 and it is also recommended that the lower speed limit be extended to the northern extent of the GIRTL and the site frontage should probably benefit from street lighting.

##### Traffic Generation.

The traffic generation from 450 residential units would be approximately 290 trips with 220 outbound and 70 inbound in the morning peak.



Traffic distribution.

There would be a heavy distribution to the A606 in the morning peak and the return flow in the evening.

It is considered that 70% of the traffic would be likely to distribute to the A606 from this site with the remainder using Normanton Lane or travelling through the village to different locations.

The school run would influence the distribution too and this may change the notional 70/30 split.

This is a large site and given its scale and location it is probably the most remote of the sites from the village facilities and amenities. It would still meet some requirements for maximum sustainable travel distances but it is likely to be the site which carries the highest burden of single occupancy car trips – even to village facilities.

#### **4.8 SHLAA Site Ref No 546 (SRN 546) – Land north of Debdale Lane: (100 dwellings).**

Environment.

Debdale Lane is a wide road which gives access to a mixture of residential and employment/business units. It is a cul-de-sac but does have links back through to the village via Dale Road and Manor Road.

Bus services use these links and provide bus facilities on Debdale Lane.

The speed limit is 30 mph and there is streetlighting.

At the end of Debdale Lane the route continues as an unmade lane which gives access to a Severn Trent Water Authority pumping station.

Access strategy.

The site has a limited frontage to Debdale Lane but the unmade track could probably be widened and made up to provide adoptable highway for the whole frontage.

At a scale of 100 units the site would need a simple priority junction and the development should provide frontage footways to link back to the existing footways which connect to Nottingham Road and the rest of the village.

Traffic generation.

100 residential units would generate approximately 65 trips in the morning peak hour with 50 leaving the site and 15 inbound.

Given the location of the site all of the trips would tend to generate to and from Nottingham Road.

As it would be at the end of Debdale Road there would be very low approach speeds and there would be no issues with practical visibility for emerging traffic.

With no major road flow passing the site there would be no issues in the operation of this junction.

Traffic distribution.

The likelihood is that traffic distribution from this site would be evident at the junction of Debdale Road with Nottingham Road.

Given the location of the site the likelihood is that there would be 3 possible routes for distribution.

Some drivers may choose to use the Manor Road link to Bunny Lane if travelling west and south, whilst the remainder would use the junction with Nottingham Road and from there would have a split east and north or south depending on destination.

It is difficult to accurately assess the percentages for this distribution however if 25% of the total traffic generated used Manor Road and the remainder used Nottingham Road and split 80/20% east/south the number of trips in the morning peak would be approximately:

Manor Road – 16 trips.

Nottingham Road (east) – 40 trips.

Nottingham Road (south) – 10 trips.

These figures do not represent a material impact on the local highway network in the morning peak hour and it is anticipated that the related routes would have sufficient capacity to accommodate this traffic.

**4.9 Summary table.**

SHLAA No:	LOCATION	No.OF UNITS	TRAFFIC GENERATION/ TRAFFIC IMPACT ON VILLAGE	ACCESS STRATEGY	HIGHWAY AUTHORITY COMMENT IN SHLAA	LOCALLY SUSTAINABLE GOOD/FAIR	VIABLE? LOW/MED/ HIGH
SRN 148	BUNNY LANE	220	140 TRIPS MEDIUM/HIGH FOR SRN148 +150 HIGH	FAIR	TA REQD, MITIGATION A52 & A46 CAPACITY ISSUES	GOOD	MED
SRN 150	BUNNY LANE	230	150 TRIPS MEDIUM/HIGH	FAIR	AS ABOVE	GOOD	MED
SRN 149	PLATT LANE	300	200 TRIPS MEDIUM	GOOD	AS ABOVE	GOOD	HIGH
SRN 367	SELBY LANE	73	48 TRIPS LOW	GOOD	SUSTAINABLE? NOT A LOGICAL EXTENSION	GOOD	MED/HIGH
SRN 376	HILLSIDE FM, BUNNY LN	90	60 LOW	FAIR	NONE	GOOD	MED/HIGH

SRN 544	BARNFIELD FARM, NICKER HILL	290	190 MEDIUM	POOR DUE TO LIMITED FRONTAGE ONLY	NONE	FAIR	LOW
SRN 545	SHELTON FM, PLATT LANE	450	290 MEDIUM/HIGH	GOOD	NO ASSESSMENT AS MINOR DEVELOPMENT	FAIR	MED/LOW
SRN 546	DEBDALE LANE	100	65 LOW	GOOD	DEBDALE LN TOO NARROW	GOOD	MED/HIGH

## 5. Overview.

Progress10 have been asked to review these sites against the SHLAA highway comments and provide an opinion on the validity of those comments.

Clearly SRN 376 & 544 have no highway consultation comments provided and therefore it is recommended that the Progress10 comments provide a reasonable view after: site visits, research and observations.

Of the rest the following view is taken:

- SRN148 & 150 - these sites receive a standard comment in the SHLAA document which is a strategic guide to the approach for assessment. This is considered appropriate given the weight of the SHLAA document and is reasonable in its broad detail.
- SRN 149 - receives the same form of broad strategic comment and again this is appropriate.
- SRN 367 - receives a comment suggesting the sustainability of the site is in question and the statement that it does not seem to be a logical extension to the village. This view seems at odds with the actual position of the site and both its accessibility to the village centre facilities and the fact it is local to bus stops which provide a good local service.
- SRN 376 - is given no highway comments in the SHLAA and Progress10 would offer that this site is within easy walking distance to the village centre and facilities being only some 400 metres away. Bus services run from the village centre too.

- SRN 544 - is one of the least accessible sites considered here but is still within reasonable distance of the village centre and on the bus route. The biggest drawback to this site is the very limited frontage to Nicker Hill which makes access design very difficult against standards.
- SRN 545 - the highway authority comment in the SHLAA states that this site received no assessment as it is only a minor development. This seems to be a misrepresentation of what the HA view should probably be. Progress10 advise that the access strategy and available local distribution is good whilst the distance from local facilities probably makes it less of a locally sustainable option than other sites in this list.
- SRN 546 – the highway authority question the width of Debdale Lane beyond the adopted highway where it becomes an unmade track however with available site frontage Progress10 consider that this issue can be overcome and the site is considered to be locally sustainable. Bus services are within easy walking distance.

Progress10 note that the Highway Authority comments in the SHLAA – where provided – do not take a local view which might consider the requirements of the Parish Council or indeed their ambitions.

## **6. Traffic Management.**

Traffic Management is something that would be considered within the Transport Assessment (TA), which would accompany any development proposal. A TA will be provided for any development proposing more than 80 dwellings. A Transport Statement (TS) should be provided for any development which proposes between 50 & 80 dwellings.

It would be beneficial for the Parish Council to have some thoughts and a brief available for both prospective developers and the Highway Authority on their concerns and desires related to traffic management within the village and Parish of Keyworth.

Traffic management would include for speed limits and speed management too. This document could be an Appendix to the Neighbourhood Plan.

## **7. Development mitigation.**

National policy and Transport Assessment guidance require that new development must mitigate for its highway impact and this mitigation should be identified within the TA or TS.

These policies also require that new development should both encourage the use of and provide for improvement to local sustainable transport options.

Transport Assessments and Statements should explain how this will be achieved and/or provided.

The Highway Authority will have strategic and local views on mitigation of impact and the Parish Council should take a view on local mitigation when development detail is clear.

Generally though, local traffic regulation orders and speed limit extensions or changes where a development extends the urban grain of the village should be considered.

Progress10 would advise that SRN's: 545, 376, 367, 148 & 150 fall into the category for potential speed limit change. Where these developments are on the edge of the village area, consideration should also be given to village entry gateways which can be of attractive rural design and offer some influence on both vehicle speed and driver attention and habits.

The Parish Council should, in considering which sites it would prefer to see developed against the emerging Neighbourhood Plan guidance, also consider the local effect of these sites and have a brief ready for those sites which details the PC requirements.

Whilst it can be expected that the Highway Authority will press negotiations with developers with regard to mitigation of traffic impact on the strategic network, the Parish Council should put itself in a position to negotiate its own benefits for the local highway infrastructure and the facilities provided through it.

A viable strategy would be to work with developers, providing facilities for local public consultation and partnering the Local Authority in pre-application and subsequent negotiations so that the developer can develop their proposals against the local need at the same time as mitigating for strategic traffic impact.

## **8. Conclusion.**

This report gives an assessment of the SHLAA sites and offers views on: accessibility, sustainability, traffic generation and impact on local village routes.

The summary table makes available a comparison of the sites against the criteria set for the report and offers an: 'at a glance' summary of site conditions and viability.

Progress10 consider that sites which generate traffic via outgoing routes and which have a reduced impact on the village centre would give the benefit of minimising the burden on the village centre highways.

Keyworth Parish Council is identified as an area which must support the construction of between 450 and 500 residential dwellings in the current housing land supply policy.

Developers are targeting SHLAA sites for development and this approach puts the village environment under threat.

The choice of those sites which are considered most appropriate will have the least adverse traffic impact on the highway network. This will benefit the village and the Parish by ensuring that traffic generation is distributed appropriately, without burdening the Parish with traffic flows which will cause avoidable: congestion, noise disturbance and pollution.

Sites which distribute the majority of their traffic away from the village centre should be preferred as they will minimise impact on the village.

A selection of sites rather than one or two larger sites would have the potential to distribute traffic in better balance and dilute overall impact.

Whilst there are likely to be many other factors which also influence the view on which of the sites appear to best suit the ambitions of the Parish Council and how the village should develop in the future, it is hoped the guidance given in this report will give a clear steer on the traffic issues which are likely to arise from the sites which have been assessed.

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Progress10

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