

Shobnall Parish Council
Neighbourhood Plan Policy Development
Transport Statement
Stage 1

Prepared by

Progress10 Design
Transport

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Mission Statement

Progress10 have been appointed by and are working in association with **BPUD Ltd.**, to produce a preliminary report on highway and transport issues related to the development of a Neighbourhood Plan Policy Document for Shobnall Parish Council in East Staffordshire.

The following report is a Stage 1 document and seeks to provide a strategic overview of the traffic and transportation network related to the Parish and identify traffic issues which are of concern to the Parish Council and which Progress10 identify from site visit and local development pressure.

Initial views are provided and guidance offered with regard to: proposed developments and pressures related to traffic impact and its related management, developer funding and other highway user issues.

A Stage 2 report will follow which will provide specific detail on the above issues. It will give positive guidance for Neighbourhood Plan policy development with regard to: local traffic management and distribution and an interpretation of committed development which will impact on the Parish together with the benefits and or likely impacts from development traffic generation. It will advise on local traffic management for the future and consider public realm improvements related to highway design.

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SHOBNALL NEIGHBOURHOOD PLAN

STAGE 1 -TRANSPORT STATEMENT

1. Location and Highway network:

Shobnall Parish is located in East Staffordshire between the neighbouring Parishes of Outwoods and Anglesey on the southern side of Burton on Trent.

The primary north-south highway network corridors through the Parish are the A38 trunk road which is managed by the Highway Agency and the A5121 which passes through the town centre retail area before striking both north and south to link back into the A38 and provide one primary link to the west via the A511 Horninglow Road North and two links to the east via the: A511 Ashby Road and the A5189 Shobnall Road.

The Parish has a complex make up of: residential, retail, employment and industrial areas and has a broad mix of facilities within its boundary. There are four schools with the attendant traffic congestion at arrival and dispersal times and the residential streets support significant on-street parking.

Local junctions in the terraced residential areas can be tight with constrained visibility and turning movements. The on-street parking does provide some impediment to visibility for emerging vehicles however vehicle speeds are relatively low being contained by extensive traffic calming in the form of road humps generally and road cushions on bus routes.

There are some one-way streets within the residential area which assist with circulatory flow of traffic and provide more room for the necessary on-street parking. Car ownership is clearly quite high within the Parish.

Generally the road and footway surfaces throughout the Parish are in a reasonable state of repair though there are some areas in need of maintenance. One site in particular that stood out at the site visit was Halcyon Way which looks like quite a modern estate but which is probably over 20 years old. Generally the roads look like they need surface dressing for maintenance before they start to deteriorate badly over the next two or three winters. This is just one example where appropriate maintenance would help extend the life of local roads.

Other older roads do require maintenance however Progress10 recognise that they are probably on routine maintenance schedules with the County Highway Authority.

The Centrum 100 industrial and employment area offers local opportunity for work which makes much of the Parish sustainable in this respect though pedestrian and cycle links across the B5017/A5189 could give stronger encouragement to the use of these sustainable modes of transport.

At the site visit it was noticed that many visiting workers arrived in Centrum 100 by single occupancy car journey and parked in the car parks of empty units before walking to their place of work. This type of journey might be reduced if sustainable transport options were improved.

Despite there being some empty units there was much on-street parking in all side roads off the main distributor road and this occurred even on those roads protected by traffic regulation orders indicating that enforcement is probably limited.

2. Transport Policy.

The East Staffordshire Local Development Framework (LDF), identifies a series of key challenges for the district including improving the existing but limited public transport infrastructure to encourage more sustainable travel behaviour and addressing issues relating to movement in both rural and urban areas while ensuring access for all to jobs and key services.

The Local Plan requires confirmation that the local highway network can accommodate the proposed traffic from development and meet the needs of pedestrians and cyclists while ensuring that the development has suitable access for all users as well as suitable servicing and parking arrangements.

Similarly, proposals to regenerate significant rural estates for commercial/business or tourist/leisure facilities will need to show that the generated traffic will not be detrimental to the safe operation of the highway network.

Travel planning must also be provided with robust initiatives and targets which can both be monitored and reviewed.

Contributions will be sought for improvements to the highway network where applicable and justified against the NPPF and CIL regulations.

Guidelines on Transport Assessments and Travel Plans (2008).

Staffordshire County Council published: ‘Guidelines on Transport Assessments and Travel Plans’ in January 2008. This is intended to provide a guide to developers on the requirements for transport documents to be submitted in support of planning applications.

It encourages developers to agree a scope for the transport assessment with the local Highway Authority as well as providing guidance on what is expected from a travel plan, including: targets, measures and monitoring.

3. Highway concerns expressed by the Parish Council.

3.1 Concerns in principle.

Progress10 have derived a number of principle issues upon which the concerns of the Parish Council are based and these will form the structure of assessment both for the site visits and the background research against development transport assessments and traffic generation. They are taken from the Parish Council comments provided by BPUD.

3.2 Existing junctions and turning movements.

Junction geometry involves details which include: kerb radii, junction mouth width, the carriageway width of the side road and the available visibility splays for emerging traffic.

If these aspects are constrained the ease of use of the junction for the vehicle driver is reduced and can make negotiation of the junction difficult with the potential for hazard. This can also generate queuing at junctions where emerging vehicles are forced to take egress one at a time rather than in numbers due to limited visibility or other impediment.

Vehicle size and type will also affect the drivers' ability to negotiate the junction and therefore routing for vehicles can in itself be an impediment whilst identified routing for certain vehicle types can promote better use of junctions especially on existing highway infrastructure.

Solutions for the existing highway network will tend to revolve around local junction improvements involving civils work, and/or traffic management orders which can determine how existing areas of infrastructure are used and by whom.

These are issues which can be addressed in detail in stage 2 of this report process and from which recommendations can be made for the neighbourhood plan.

3.3 Road safety and parking on footways.

This is a matter for enforcement by the Constabulary or by control through traffic regulation order. It is an offence to park a vehicle on a footway under the Highways Act 1980 and also can fall under the obstruction ruling in the Road Traffic Act 1988. There are lots of options for enforcement against this kind of obstruction which can be discussed with the Constabulary.

Other concerns such as the debate around the central refuge islands on Shobnall Street and access to the school and Shobnall Fields need further assessment.

3.4 Noise and pollution from increased traffic and shift working.

These issues are primarily environmental health related however there are requirements within transport assessment guidance to consider the wider aspects of traffic impact and their related cross discipline effects.

Impact on air quality management areas (AQMA's), from development traffic can be assessed using Volume 11, Section 3 of the Design Manual for Roads and Bridges (DMRB)¹ and the Local Air Quality Management Technical Guidance (LAQM.TG09)², and this is evident on some local reports related to proposed developments

Progress¹⁰ would normally expect the Local Planning Authority to coordinate these consultation requirements against new development however there are opportunities for the local highway authority to liaise with the environmental health service in the understanding of development related transport assessments.

In pure highway terms the better management of traffic in its efficient routing through the highway network and ensuring traffic has the best opportunity to flow without delay and stop start conditions will provide the best engineered environment to support AQMA initiatives.

Clearly this should be an intrinsic part of new development design and also off-site highway improvements necessary to mitigate the traffic generation impacts from new development should provide designs which will where possible not just mitigate but improve the efficiency of the network.

Interestingly the predominance of physical traffic calming within many of the terraced streets around Shobnall does create braking and accelerating by local vehicles and this has environmental issues like: noise, vibration and additional exhaust pollutants. It may be that an initiative for the development of different controls for speed such as lateral rather than vertical deflection may help in reducing these issues and this could be promoted through an initiative which drives public realm design for the Parish.

This would also help promote pedestrian movement and cycling.

Travel planning related not just to new development but also to existing business and operations can also help reduce traffic congestion and therefore help the AQMA areas.

In addition the improvement of sustainable links in the area and particularly in the north south crossing of the B5017 could be crucial in promoting pedestrian and cycle trips and help reduce single occupancy car trips.

3.5 On street parking and affected junctions, pedestrian footways.

Similar to other neighbouring parish areas Shobnall has many terraced residential streets with narrow and often tight junctions which cause daily issues in terms of congestion.

The Burton area in general relies heavily on traffic calming to prohibit vehicle speed and traffic regulation orders to bring some regularity to the way in which drivers may park.

Terraced streets often have precious little off-street parking and it is a challenge to improve their use or indeed the issues caused by such parking.

In some areas one-way orders can improve traffic flow and leave more space for organised on-street parking whilst improvements to public realm can offer options to traffic calming and improve the amenity for pedestrians and other non-motorised highway users.

Existing footways on these roads date back to times when traffic flows were much lower and ownership levels meant that there was less temptation to transgress parking laws and obstruct footways.

This is another opportunity for improvements via traffic orders and public realm improvements and where new development causes identified impact it is very likely that monies for off-site improvements could be secured which would be CIL compliant if that impact was related to the routes in question.

3.6 New development traffic flows and Highway Authority validation.

The County Highway Authority have policy which aligns with national guidance on the way new development transport assessments should be put together and how traffic generation should be calculated.

Committed developments with extant permissions will be set in terms of traffic impact and mitigation and the Highway Authority tends to take financial contributions towards strategic infrastructure improvements rather than have S278 legal agreements for off-site highway works. S278 agreements are only employed where it is necessary to mitigate locally against development traffic impact via necessary junction improvements or similar.

Trip rates for developments have in recent years been agreed against the SATURN micro-simulation traffic model for Burton upon Trent which has agreed levels for development related trip rates.

It is known that this model is approaching the end of its useful life and it remains to be seen whether the highway authority commission a new model at some time in the future or use a more focused approach on new development proposals.

There has been one occasion recently where the agreed trip rates have been questioned however there would be very significant related research into the wide ranging implications of a full assessment of all of the related development traffic which would be time hungry.

This is not an area of work which could realistically be undertaken within the time constraints of the production of this report or against funding limits.

However where new development is related in its traffic generation to impact on Shobnall Parish the stage 2 report will check trip rates for new development in an effort to give the Parish Council some comfort regarding the correct levels of assessment that has taken place and this may highlight issues if they are evident.

4. Sustainable Transport Options.

The Stage 2 report will consider sustainable links for the Parish and the potential for improvements.

This assessment will consider: bus, cycle and pedestrian movement and also consider railway links.

5. Identified SHLAA sites around Shobnall Parish.

There are 4 SHLAA sites identified for residential development within Shobnall Parish and 5 sites which are either part included within the Parish boundary or immediately adjacent to it. The within Parish sites are all brownfield.

The following observations give broad overview of likely impact if any or all of these sites were to be developed.

The Stage 2 report will cover these issues in some detail so that a more specific understanding of traffic impact can be built up and recommendations to the content of the Neighbourhood Plan can be made.

5.1 SHLAA No 8: Land at Derby Street. (86 dwellings)

The site visit showed existing business uses on this site which spans the northern boundary of the Parish.

The site has significant frontage to Derby Street and could be served direct from the A5121 where required geometry for a new junction could certainly be achieved. The Parish should expect that all existing points of access to this SHLAA site would be permanently closed and the footways reinstated to full kerb height, line and length.

It is likely that a Transport Assessment for the site would show that when the existing traffic generation was deducted from the proposed traffic generation that any residual net impact could be mitigated for.

The main change would be that residential development would alter the tidal flow of traffic from the site and this would alter the way in which traffic impacted on important local junction nodes. This would need to be modelled in detail in any related Transport Assessment.

5.2 SHLAA No 10: Land at Shobnall Road (31 dwellings).

This site is on the corner of the access road to the Shobnall Leisure complex and also has a frontage to Shobnall Road itself.

Progress10 consider that an appropriate access to this site should be taken from the access road rather than Shobnall Road.

31 residential units does not require formal assessment under the Highway Authority policy as a standalone site however I would expect that it should be considered for cumulative impact and the Highway Authority would probably apply the requirements against the Burton SATURN traffic model to seek proportionate funding from this site against improvements to the strategic highways network.

An interesting observation at the site visit was the second small business neighbouring this site and the fact that between this location and the line of the A38 there has been new development in recent years for different types of housing.

This neighbouring site may be targeted by developers in the future who show interest in SHLAA site No10.

5.3 SHLAA No 13: Land off Curzon Street (54 dwellings).

This site has a mix of existing uses and therefore similar to site 8 will have an existing traffic generation which assessment may seek to offset against the traffic generation from a new residential proposal.

The access strategy for this site is a good one and would route back to the A5121 Wellington Street via a wide junction or exit one-way onto the gyratory signals in the town centre.

Progress10 would expect that this traffic generation could be assessed favourably although there would probably be some need for local mitigation and certainly the need for the encouragement of sustainable transport options in this town centre environment.

5.4 SHLAA No 75: Land off Reservoir Road (71 dwellings).

This site has a clear frontage off Reservoir Road and I would expect that to be the proposed access point for any development proposal which may come forward.

Despite being surrounded by other SHLAA sites such as: Red House Farm and SHLAA 373 for instance, it is likely that a small site like this one with a short build out time of perhaps 2 to 3 years would be an early target for developers.

At 71 units this site would only require a Transport Statement rather than full assessment however Progress10 would again expect the County Highway Authority to be looking at cumulative impact from traffic and probable testing against the SATURN model or similar local data when this site comes forward.

The junction of Reservoir Road with Forest Road is not ideal and the turning movements especially at school arrival and dispersal times are congested.

There is little opportunity for improvement to this junction as it stands unless third party land was acquired however Progress10 note the potential local impact from SHLAA sites: 91 and 107A together with the Lawns Farm development which will have a major strategic impact on the B5017 Forest Road corridor and therefore there are likely to be significant changes to this area of the local highway network in the future which may bring about improvement to this junction.

5.5 SHLAA 94a: Shobnall Sports and Social Club (104 dwellings).

This site would be served from the sports complex access road which appears to be built to adoptable standard but which could easily be improved in specification should it be required.

Traffic generation from circa 100 units would be significant and allied to the traffic generation from the sports facilities plus other leisure uses and the traffic from SHLAA site 10, would need detailed assessment with the junction with the B5017 Shobnall Road.

It was noted at the site visit that the main access into the Marston brewery is located exactly opposite the access road to the leisure facilities and this would complicate the assessment of this junction.

A form of traffic control may be required and this could lead to a signal junction design depending on the agreed junction capacities and likely queue lengths.

5.6 SHLAA 30: Dallow Street/Victoria Road (14 dwellings).

This is a brownfield re-generation site similar to others nearby which would generate very similar amounts of traffic to the existing use of the site.

Progress10 do not anticipate any adverse impacts from a site of this site and it is less likely that the highway authority would require cumulative assessment against the traffic generation.

Access would probably be from private drives serving a few dwellings and individual driveways however this will depend on development mix.

Parking standards should be upheld to ensure that on-street parking issues are not exacerbated especially given this site is local to the school on the opposite side of the road.

5.7 SHLAA 373: Adjacent to Reservoir Road, Burton. (110 dwellings).

This site does not have an active frontage to the public highway therefore the access strategy will very likely be dependent on access opportunities through other adjacent developments like Red House Farm.

This leaves the understanding of any viable access strategy difficult to identify as master planning for other sites would need to be evident before an access route could be considered.

It is possible that a group of developers may share the development of a number of SHLAA sites that could link together. This would provide not only an access strategy for this site but also have the potential through scale of development to think more strategically and open up other sites for a sustained future approach to house building in the area.

5.8 SHLAA sites 91 and 107a: (124 & 1704 dwellings).

It is very likely that these site will have a relationship with regard to access strategy. From the site visit it was evident that whilst there are some small gaps in the frontage of the sites onto Forest Road there are no obvious choices for access to these sites.

The scale of SHLAA 107a will demand more than one access to the site and the traffic generation from this site alone will be in 4 figures in the peak hours. It is the opinion of Progress10 that this will lead to a significant and potentially severe traffic impact on the local highway network.

Without significant new junction design and the provision of significant local and strategic highway mitigation it will be a challenge to find an appropriate access strategy for these sites to be developed.

It is quite possible that due to the extensive number of potential development sites to the west of Shobnall and within Outwoods Parish that a new north-south link to the west of the Burton area could evolve in the long term.

Traffic generation from these sites will have a very significant impact on the Parish of Shobnall and the Neighbourhood Plan should hold policies which will expect significant benefit from developments of this scale.

Note: SHLAA 94 is now the subject of a planning application No. P/2014/01304 for the development of 83 dwellings.

6.0 DEVELOPMENT SITES THAT WILL IMPACT ON SHOBNALL PARISH.

There are 6 major sites which are the subject of the planning application process at the moment. Some of these sites have granted permissions and some are at public inquiry whilst one is a re-submission tandem to a public inquiry.

6.1: Land to the South of Forest Road

Date:	02-11-2012
Application Number:	P/2012/01359
Site Address:	Land to the South of Forest Road Burton Upon Trent Staffordshire
Development Proposal:	Outline application for residential development for up to 300 dwellings, and associated woodland, amenity planting and open spaces with all matters reserved except means of access
Decision:	Refused - Appeal Lodged

Progress10 comment: This site is actually in Branston Parish on the southern outskirts of Outwoods however the traffic generation onto the B5017 Forest Road will have a direct impact on the Parish of Shobnall. There was an appeal lodged against the decision for refusal and the applicants also lodged a tandem application.

The appeal has been upheld by the inspectorate and the impact on Shobnall in traffic terms from this development is to be mitigated via contributions identified and set by the County Highway Authority against: road improvements, traffic calming, bus services and travel plan monitoring.

The tandem application has not been processed in light of the appeal decision.

6.2 Branston Locks Lawns Farm:

Date:	30-11-2012
Application Number:	P/2012/01467
Site Address:	Branston Locks Lawns Farm Branston Road Tatenhill Staffordshire DE13 9SB

Development Proposal:

Outline planning application with all matters reserved for a mixed use development comprising the erection of up to 2500 dwellings (Class C3), up to 92,900sqm (1,000,000 sq ft) of employment floorspace (Classes B1, B2 and B8), a local centre providing up to 3,716 sqm (40,000 sq ft) of retail floorspace (Classes A1, A2, A3, A4 and A5), up to 929sqm (10,000 sq ft) of health care and associated community uses (Class D1), a residential care home of up to 160 bed spaces (Classes C2 and C3), up to 555sqm (6,000 sq ft) of pub and restaurant floorspace (Classes A3 and A4), a primary school, and a hotel of up to 80 bedrooms (Class C1) including the demolition of all existing buildings and structures on site with the exception of the Farmhouse to Lawns Farm, vehicular access connections from Branston Road and Shobnall Road, green infrastructure of public open space, structural landscaping, sustainable urban drainage basins and associated drainage, sports and recreation facilities and a network of walking and cycling routes, and associated infrastructure works and services

Decision:

Currently understood to have permission subject to completion of Section 106 agreement.

Progress10 note this application has all matters reserved including that of access. The indication from application detail is to serve this site from two points of access and there is a Transport Assessment included within the environmental statement.

There are a significant number of addendums to the Transport Assessment which suggest significant ongoing negotiation between the County Highway Authority and the developer's highway consultant despite access being a reserved matter.

It is noted that the proposals include for junction improvements for the existing A38 roundabout however the junction with Forest Road appears to be proposed as a roundabout and at the time of writing it is not clear from documentary evidence if there is sufficient room available for a junction design to fit on site.

Clearly a site of this magnitude would have a major impact in terms of traffic generation on the Parish of Shobnall.

6.3 Land at Red House Farm Lower Outwoods Road

Date:	18-10-2012
Application Number:	P/2012/01215
Site Address:	Land at Red House Farm Lower Outwoods Road Burton upon Trent Staffordshire.
Development Proposal:	Outline application for the erection of up to 250 dwellings, associated landscaping, public open space, access, drainage, associated infrastructure, earthworks and other ancillary and enabling works including the demolition of all existing buildings.
Decision:	Refused, allowed at appeal

Progress10 note that this site will take primary access for all traffic from Reservoir Road and have secondary access for: bus services, emergency and pedestrian/cycle access via Lower Outwoods Road. There are agreements in principle for bus service operation and increased service with operators.

Some local issues are identified in the Transport Assessment and the developer is offering support in these areas:

- The gradient of Reservoir Road has been questioned by bus operators and the developer is offering anti-skid surface for the steeper inclines
- Parking related to Shobnall Primary School and the nursery on Reservoir Road, close to the junction with Shobnall Road will be rationalised with parking management/traffic orders.
- The concern locally over HCV numbers using Shobnall Road between the A50 and commercial areas of Burton is recognised and the developer is offering to work with SCC and local residents action group STAG to help resolve this issue.

Progress10 express concern that there will be so much focused traffic in the vicinity of the junction of Reservoir Road and the proposed access to the Lawns Farm development. It may be necessary in the longer term to look at a significant re-design of the highway in this area in order that some capacity be created to absorb the likely levels of traffic impact.

Note: Cumulative impact on Forest Road.

Progress10 would advise that there will clearly be a cumulative impact on Forest Road from the Forest Road, Branston Locks Lawns Farm and Red House Farm (250 & 150) developments.

Whilst the County Highway Authority have provided consultation response to these applications and require contributions from them for traffic calming treatment of Forest Road, there is no identification of the cumulative impact specifically so it must be assumed that the contributions are calculated from development impact against the SATURN model and a mechanism for calculating the value of contributions against development traffic generation.

6.4 Land at Red House Farm Phase 2, Lower Outwoods Road, Burton.

Date:	11-12-2014
Application Number:	P/2014/01530
Site Address:	Land at Red House Farm Lower Outwoods Road Burton upon Trent Staffordshire.
Development Proposal:	Outline application for the erection of up to 150 dwellings, associated landscaping, public open space, access, drainage, associated infrastructure, earthworks. Replacement parking for Queens hospital. and other ancillary and enabling works including the means of access.
Decision:	Not determined

Progress10 comment that this site will have an impact on Shobnall Parish via Belvedere Road and Dallow Street.

The access strategy for this site is to be taken from Lower Outwoods Road but will also link to the Phase 1 development which will take access from Reservoir Road within Shobnall Parish.

It is likely that master planning between the two sites will allow an alternate link to the Queens Hospital site which will have future benefit however the route from Forest Road and Reservoir Road will be likely to require improvement from the mitigation package agreed by the County Highway Authority.

6.5 Land South of Lichfield Road Branston Staffordshire - P/2013/00432

Outline planning application for a mixed use development scheme comprising demolition of existing buildings and structures, up to 660 dwellings (Use Class C3 Residential), up to 71,533 sq. metres (770,000 sq. ft) of employment floorspace (Use Classes B2 General Industry and B8 Storage and Distribution), a local centre providing up to 600 sq. metres (6,459 sq. ft) of floorspace (Use Classes A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafes,

A4 Drinking Establishments and A5 Hot Food Takeaway) together with associated access from Main Street and the A38 including link road, car parking, servicing, landscaping, public realm works and works to the highway, public open space, sports and recreation facilities, structural landscaping, re-profiling of the River Trent and Tatenhill Brook and provision of drainage ponds and flood alleviation works, with all matters reserved except means of access

Approved

Note: In all probability this application is likely to be the subject of a future reserved matters application

Progress10 note that the County Highway Authority has taken a consistent approach to the assessment of strategic development around Burton and this site is no exception.

The SCC SATURN model has been agreed to provide base line data for the associated Transport Assessment and the Highway Authority have also agreed the preferred list of junctions to be assessed within the TA.

There will be an impact on Shobnall Parish from development traffic generation due to impact on the inter-connecting routes through the Parish towards Burton receiving traffic from this development. This impact will manifest itself primarily on the A5121 corridor.

This means that journey times from Shobnall to Burton may receive some added delay however SCC have negotiated significant financial contributions from this development which are intended for the mitigation of this impact through improvements to the strategic highway network.

It is anticipated that given the provided traffic assessment work and the correlation with the SATURN model, that there is no reason to expect the improvements will not provide reasonable mitigation against the development impact.

6.6 B and Q Site Branston Depot Burton Rd Branston Staffordshire - P/2012/00920

Outline planning application for up to 483 dwellings (excluding conversion), with 1.09 HA (10,900 sqm) of land provision for a one-form primary school, with associated car parking, access off Burton Road and Heather Close, infrastructure provision and open space - amended description and information received 19/04/13

Registered and yet to be determined.

Progress10 note that SCC Highways have identified through the assessment of the development traffic impact that a number of junctions require treatment to mitigate for that impact.

The following junctions have been assessed in detail to understand what is required to achieve 'nil detriment' at full development build out:

- Jephson Road / Burton Road Signal Junction
- Evershed Way / Anglesey Road Priority Controlled Roundabout
- Orchard Street / Branston Road Priority Controlled Roundabout

The TA demonstrates that impact at Jephson Road/Burton Road is low and not considered severe however in the light of the SCC requirements improvements in the management systems for this signal junction are offered and will provide extra traffic capacity.

The Evershed Way/Anglesey Road roundabout operates within capacity even with development traffic and requires no mitigation in real terms.

The Orchard Street//Branston Road roundabout is congested and suffers significant queuing. The TA assessment through the roundabout modelling programme ARCADY has identified improvements to flare lengths on entry which can be achieved on site and which will provide a position of nil detriment against traffic impact from the development.

Progress10 recognise that the main impact from this development will be in the Parish of Anglesey and that the mitigation offered is reasonable against development traffic impact.

It is also noted that there will be some impact on Shobnall Parish though given the distribution from the site this will be limited and likely to manifest itself on the northern corridor of the A5121 within Shobnall Parish.

7. Stage 1 report conclusions.

The identified SHLAA sites within Shobnall Parish would generate additional traffic onto the local highway network.

The smaller SHLAA sites and those which currently generate traffic from other uses would have a limited individual effect, however SHLAA 94 off the leisure area access road would have an impact. Additionally the combined impact of the sites would be notable and should be considered as a cumulative pressure on the highway network.

The committed development sites outside the Parish which have current planning permissions remain the biggest pressure on the highway network of Shobnall. These sites have agreed position with regard to the mitigation of the traffic impact with the County Highway Authority and the Parish should pursue policy within the Neighbourhood Plan to promote the local network for direct mitigation and improvement against the monies gathered by the County Highway Authority.

In terms of the general arrangement of the local highway network Progress10 advise that there are options for better management and control of speed and on-street parking within the parish and these issues would be addressed in greater detail within the Stage 2 Transport statement beyond this document.

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