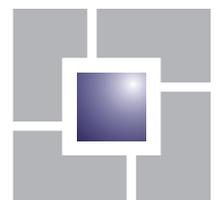




Land at Long Lane, Newbury

Site Appraisal - Transport



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1st February 2021

DN/NES/22485-01d Site Appraisal

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1.0 Introduction

1.1 This site appraisal has been prepared by David Tucker Associates (DTA) to assess the suitability of proposed residential development in transport and highways terms on land at east and west of Long Lane, in Newbury, West Berkshire. The site location plan is included at **Appendix A**.

1.2 The site is being promoted by Donnington New Homes through the Draft Local Plan process for the West Berkshire Local Plan Review to 2037.

1.3 The Council have published a site assessment of the development potential which suggests a quantum of up to 351 dwellings. Based on this the Council have raised the following points in relation to Highways and Transport:

Development of this site would require access from the B4009 to the A339 and should therefore be considered as part of a future potential strategic site to the north of Newbury to ensure the most sustainable outcomes. A further strategic site at Newbury would be a consideration for a future review of the Local Plan.

Highways/ Transport:

This site will only be supported by Highways if provision of a through route from the B4000 to the A339 is provided. The link would assist in taking traffic away from the B4009 and the A4 / A339 / B409 Robin Hood Gyratory and the B4009 / Kiln Road mini roundabouts. The line of former DNS railway line should be retained for a potential footway / cycle route.

Achievability:

The Council's Highways Team have identified that a route is required from the B4009 to the A339. They will only support the site if this is delivered. Achievability unknown.

1.4 This note presents the potential access options, connectivity and a high level review of the potential increases in traffic across the local and wider highway network without the provision of a new link to the A339 which would be outside the control of Donnington New Homes.

1.5 It concludes that the potential scale of development and the associated increase in traffic levels along identified routes and junctions, would not have a material impact on capacity or safety.

2.0 Relevant Policy

2.1 National Planning Policy Framework (2012, revised 2019)

2.1.1 In February 2019, the Government published a revised National Planning Policy Framework (NPPF).

2.1.2 Paragraph 109 of the NPPF is clear that: "*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*".

2.1.3 Within this context, the NPPF identifies in Paragraph 110 that 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."

2.1.4 Paragraph 111 of the NPPF goes on to state that:

"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".

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "...a presumption in favour of sustainable development".

2.2 West Berkshire Local Transport Plan 3 (2011-2026)

2.3 The Local Transport Plan 3 (2011-2026) builds on the success of the previous Local Transport Plan 2 (2005-2011) and incorporates the strategic priorities from the Sustainable Community Strategy and the Local Development Framework. The Local Transport Plan is a critical tool in assisting West Berkshire to attract investment from central government and other organisations for transport schemes.

2.4 The Vision of the plan is:

“To deliver effective transport solutions for all by increasing choice and minimising congestion”

This means that West Berkshire is looking to deliver a transport system which supports the economic vitality of West Berkshire, as well as providing choice and opportunities for residents to be able to access the services they need in a sustainable way where possible that minimises harm to the environment. For transport solutions to be effective, transport networks need to be managed in a way which promotes safety and minimises the existence and impacts of congestion.

2.5 The plan identifies a number of key issues and sets out the following goals to help deliver the vision and resolve the issues.

- *To improve travel choice and encourage sustainable travel;*
- *To support the economy and quality of life by minimising congestion and improving reliability on West Berkshire’s transport networks;*
- *To maintain, make best use of and improve West Berkshire’s transport networks for all modes of travel;*
- *To improve access to services and facilities;*
- *To improve and promote opportunities for healthy and safe travel;*
- *To minimise energy consumption and the impact of all forms of travel on the environment*

3.0 Existing Conditions

3.1 Site Location

3.1.1 The site is currently agricultural land located to the east and west of the B4009 Long Lane on the northern edge of Newbury, approximately 2km from the Town Centre.

3.2 Local Highway Network

3.2.1 The B4009 Long Lane is a single carriageway road around 6.2m wide and subject to a 50mph speed limit within the vicinity of the site. This reduces to 30mph at the site's southern boundary on entry to the existing urban area. The existing footway terminates to the south of the speed limit changes.

3.2.2 To the north east of the site, the B4009 links to the village of Hermitage via a 4-arm roundabout junction. Priors Court Road connects Hermitage to the A34 to the north of M4 J13. The B4009 continues northeast towards Goring and Wallingford.

3.2.3 To the south the B4009 connects to the A339 and A4 at the "Robin Hood roundabout". The A339 connects to the A34 (and locations beyond) and Basingstoke further south. The A4 provides access to Thatcham and Reading.

3.3 PIC Data

3.3.1 Data has been received from the Traffic and Road Safety Team at West Berkshire Council for the most recent 5 year period (1st September 2015 – 21st August 2020). This shows there were no recorded collisions in the vicinity of the site. The nearest collisions were at the Robin Hood Roundabout. During this period there were 10 collisions, with one occurring at the junction of Love Lane and the B4494 with the remainder at or on the various direct approaches to the Robin Hood Roundabout.

3.3.2 Three collisions were recorded as serious with 7 being slight. The causality information was not provided therefore, any detailed analysis was not possible. However, it is not considered the number of collisions over a 5 year period highlights any particular safety concerns.

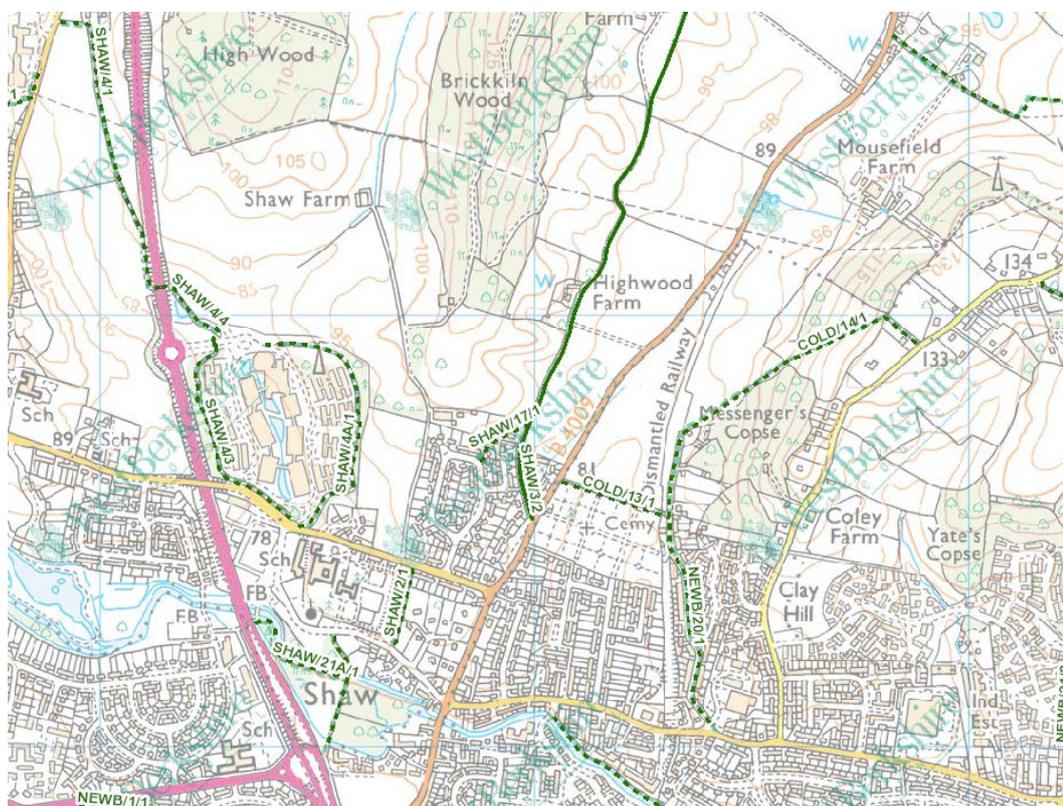
3.4 Accessibility

Walking and Cycling

3.4.1 The existing footway network starts approximately 60-70m south of the boundary of the site and provides a continuous link through to the centre of Newbury. The route includes unsignalised and signalised crossing points as well as subway under the Robin Hood Roundabout.

3.4.2 Whilst there are numerous Public Rights of Way in the vicinity of the site, as shown on **Image 1** below, there are principally two that are directly adjacent to the site.

Image 1 - Rights of Way (West Berkshire Online Rights of Way Mapping)



3.4.3 The Public Right of Way bridleway Shaw/3 runs north/ south along the western edge of the western land parcel, this connects Long Lane and the villages of Curridge and Hermitage via a network of various routes.

3.4.4 The Cold/13 footpath runs along the southern edge of the eastern parcel and connects Long Lane to Cold Ash and Thatcham via Newb/20/1 to the south and Cold/14/1 to the north, on the eastern side of the old railway.

3.4.5 The CIHT document "Planning for Journeys on foot" presents maximum walking distances of 1.2km for journeys not including those to school and work and up to 2km for school and work trips. With their document "Planning for Cycling" suggesting that cycling has the potential to replace short trips generally less than 5 miles.

3.4.6 Furthermore, Manual for Street sets out in Para 4.4.1:

Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.

Local Facilities

3.4.7 The site is located approximately 1.3km from St Joseph's Primary School off Newport Road and 1.5km to the Shaw-cum-Donnington Primary School off Love Lane, The Winchcombe School is 1.6km off Maple Crescent. The nearest secondary school is The Trinity School located approximately 1km from the site off Love Lane.

3.4.8 The proposed site is approximately a 2km walking distance from the centre of Newbury, there are however more local convenience stores on Kiln Road (One Stop), Shaw Road (Premier Convenience) and stores off the A4 being just over 1.5km from the site.

3.4.9 All measurements are based on the most direct walking routes, from the approximate centre of the site.

3.4.10 There are numerous employment opportunities in Newbury, such as Castle Industrial Estate on Kiln Road and Vodafone who are a significant employer whose site is accessible via Love Lane for pedestrians and cyclists just over 1km from the site. Slightly further afield is Newbury Business Park off the A4 and the various sites north of the racecourse.

Rail

3.4.11 The site is approximately 2.8km from Newbury railway station which equates to a 35-minute walk or 9 minute cycle. The station is operated by Great Western Railways and currently provides services to:

- London Paddington
- Reading
- Exeter
- Plymouth

Bus

3.4.12 The nearest bus stops are located c400m to the south of the site on Long Lane. This provides access to the connect 6 service providing access to Newbury Station and West Ilsley. The Jetblack service can be found on Kiln Road which is c900m from the centre of the site via right of way Newb/20 or c1km via Long Lane. This provides an hourly service to Thatcham and Newbury.

3.5 **Local Travel Patterns**

3.5.1 The 2011 Census journey to work data provides information on local travel patterns specific to the existing residential population. The site sits within the Middle Super Output Area (MSOA) of West Berkshire 012 which also includes a number of rural villages. The site is also adjacent to the 013 output area which includes the urban area to the south. Therefore, both areas have been considered, with an average applied to represent a reasonable assumption as to the potential future mode share of the development. The summary results are summarised in **Table 1** below.



Table 1 - 2011 Census Mode Share Data

Mode	West Berkshire 012	West Berkshire 013	Average
Working from Home	6%	4%	5%
Rail	5%	3%	4%
Bus	2%	4%	3%
Taxi	0%	1%	1%
Car / Van Driver	57%	62%	60%
Car/ Van Passenger	5%	5%	5%
Motorcycle	1%	1%	1%
Bicycle	5%	5%	5%
On Foot	18%	15%	16%

3.5.2 As can be seen from **Table 1** above a significant percentage of the existing population either walk or cycle to work (>21%) with around 60% driving to work.

3.5.3 The proposed development will ensure that good connections are made from the site into the existing urban area and throughout the site to promote walking and cycling.

Summary

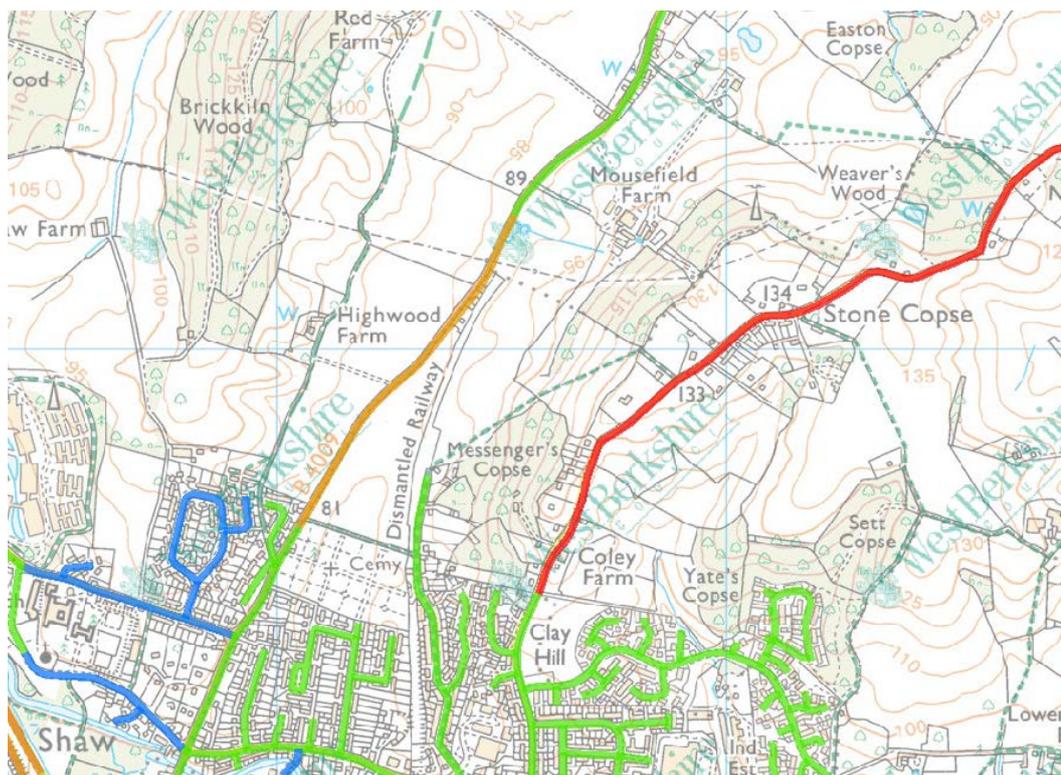
3.5.4 As can be seen the development is within reasonable walking and cycling distances of all major facilities that would expect to be accessed by future residents.

4.0 Development Proposals

- 4.1 Following an initial review of on-site constraints by Donnington New Homes' Masterplanners EDP, it is considered the development could deliver between 210-260 dwellings.
- 4.2 Access to the site would be from Long Lane with accesses to the various parcels being provided via priority junctions along the B4009 ensuring that the necessary visibility splays, geometry and capacity is provided.
- 4.3 It is envisaged the main parcels of development would be served from a new central area and due to the reduced scale of development (compared to that previously presented to the Highway Authority), it is considered right turn lanes with central crossing refuges would provide an appropriate form of access. It may be that simple priority junctions would be more favourable as these would support any reduction in the speed limit (see below), therefore, discussions will take place with the Highway Authority regarding the junction arrangements.
- 4.4 The Council's aspirations to deliver a northern link road between Long Lane and the A339 (Vodafone roundabout) are acknowledged. Therefore, it is envisaged the development would facilitate a future connection through to its western boundary from Long Lane. Furthermore, land around the central junction will be safeguarded to enable an enhanced arrangement to be provided should the link road come forward in the future independent of proposals for this site.
- 4.5 The potential junction locations are presented on the illustrative masterplan attached in **Appendix B**.
- 4.6 In addition, a new footway connection would be made to the existing facilities on Long Lane as well as the rights of way network. The developer would explore wider improvements to walking and cycling infrastructure as a commitment to reducing existing and future resident's reliance on the use of the private car.

4.7 Long Lane through the site is subject to a 50mph speed limit with the speed limit reducing to 30mph at the site's southern boundary and a short distance to the north of the site approaching Cold Ash. The current 30mph limits are shown in green on the extract from West Berkshire's online mapping below, with the 50mph zone through the centre of the site being shown in orange.

Image 2 - Existing Speed Limits



4.8 To deliver a cohesive and high quality development as well as improving road safety through a residential area, it is proposed to reduce the existing 50mph speed limit to 30mph. This would connect the two 30mph zones north and south of the site. Whilst the proposed development would change the environment and driver experience, discussions with the Highway Authority will be required.

4.9 In addition, there would be benefits to changing the full length of the 50mph zone to 30mph rather than just the section within the limits of the site which would support a key point of Circular 01/2013 "Setting Local Speeds Limits" where it states:

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.



5.0 Traffic Generation and Distribution

5.1 Trip rates and traffic generation

5.1.1 To assess the potential traffic movements from the development the TRICS database was interrogated (TRICS 2021 v7.7.4 on line). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites. The database was interrogated for multimodal surveys for ‘Land Use 03 – Residential/A – Houses Privately Owned’, with sites in London, Scotland, Wales and Ireland manually excluded. The vehicular trip rates are summarised in **Table 2** below.

Table 2 - Private Housing Trip Rates

Time Range	Vehicle Trip Rates		
	Arrivals	Departures	Total
08:00-09:00	0.132	0.412	0.544
17:00-18:00	0.364	0.158	0.522

5.1.2 As presented in section 4 the development is considered to have the potential to deliver between 210-260 dwellings. The potential traffic generation of these two options is shown below in **Table 3**.

Table 3 – Traffic Generation

Time Range	210 dwellings			260 dwellings		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	28	87	114	34	107	141
17:00-18:00	76	33	110	95	11	136

5.1.3 As can be seen the development is forecast to generate between 110 and 141 new vehicle trips in the peak hours which is on average c2 vehicles per minute.

5.2 Trip Distribution

5.2.1 To understand the direction of travel for those new vehicle trips that could be generated by the proposed development, the 2011 Census Journey to Work Data has been interrogated. The “journeys from” has been averaged for the West Berkshire 012 and 013 MSOA. Using online routeing software, the fastest routes from the site to those locations presented has been used. This has resulted in the following distribution summarised in **Table 4** below and presented in **Figure 1** attached to this appraisal.

Table 4 - 2011 Census Journey to Work Distribution

Route	%
Long Lane N	17%
Long Lane S	83%
Love Lane	15%
Kiln Road	17%
Shaw Rd	52%
A339 N	13%
A339 S	39%

5.2.2 Following consideration of the likely routes to workplace destinations, it shows the majority of traffic is forecast to travel south from the site before heading west, south and east.

5.2.3 To understand what the potential traffic increases through various junctions would be, the percentages in **Table 4** have been applied to the traffic figures shown in **Table 3**. The results of this are summarised in **Tables 5 & 6** below and presented graphically in **Figures 2-5** attached to this appraisal.

Table 5 - Traffic Assignment - 260 dwellings

Route	AM Peak			AM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
Long Lane N	6	18	24	16	7	23
Long Lane S	28	89	117	78	34	112
Love Lane	5	16	21	14	6	20
Kiln Road	6	18	24	16	7	23
Shaw Rd	18	55	73	49	21	70
A339 N	4	14	18	12	5	18
A339 S	13	41	55	37	16	53

Table 6 - Traffic Assignment - 210 dwellings

Route	AM Peak			AM Peak		
	Arrival	Departure	Total	Arrival	Departure	Total
Long Lane N	5	15	20	13	6	19
Long Lane S	23	72	95	63	27	91
Love Lane	4	13	17	11	5	16
Kiln Road	5	14	19	13	6	18
Shaw Rd	14	45	59	39	17	57
A339 N	4	11	15	10	4	14
A339 S	11	34	44	30	13	42

5.2.4 As can be seen the greatest potential increase in traffic through nearby junctions would be at the B4009 / Kiln Road mini roundabouts and the Robin Hood Roundabout as highlighted in the Council's assessment of the site.

5.2.5 However, depending on the final scale of development this would be between 78-97 vehicles in the peak hour through the mini-roundabout and 53-77 vehicles in the peak hours through the Robin Hood Roundabout.

5.2.6 This equates to an average of between just 1-1.5 vehicles per minute during the peak hours. At the Robin Hood Roundabout in particular this is likely to be well within the daily variation of traffic flow and would not result in a material impact on capacity or safety.

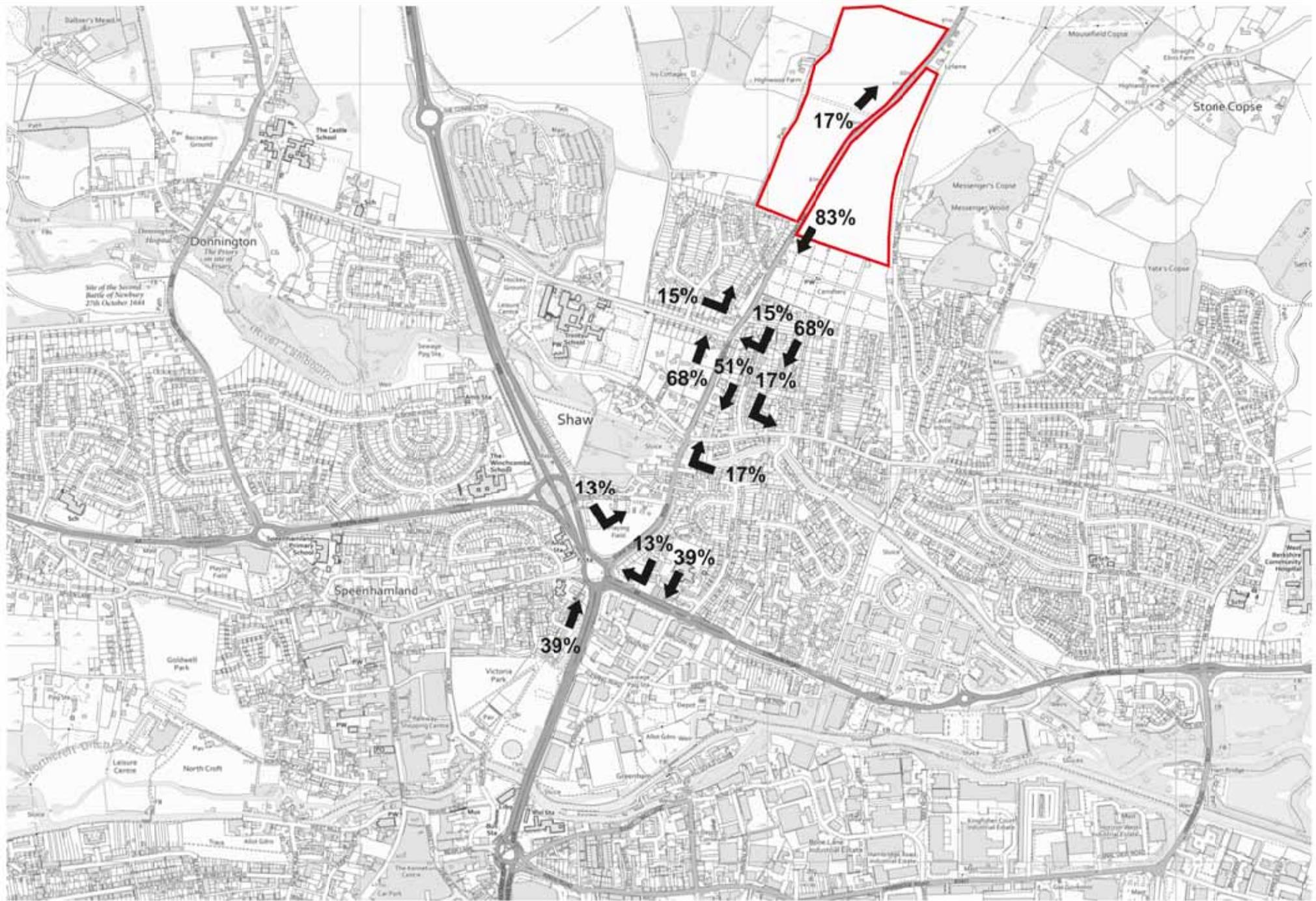
5.2.7 The Council has stated that a connection through to the A339 would be necessary to bring the site forward based on around 350 dwellings, however, as has been demonstrated above, using a likely development quantum of nearer 260 dwellings, the offsite impacts would not be as significant as potentially assumed by the Local Highway Authority.

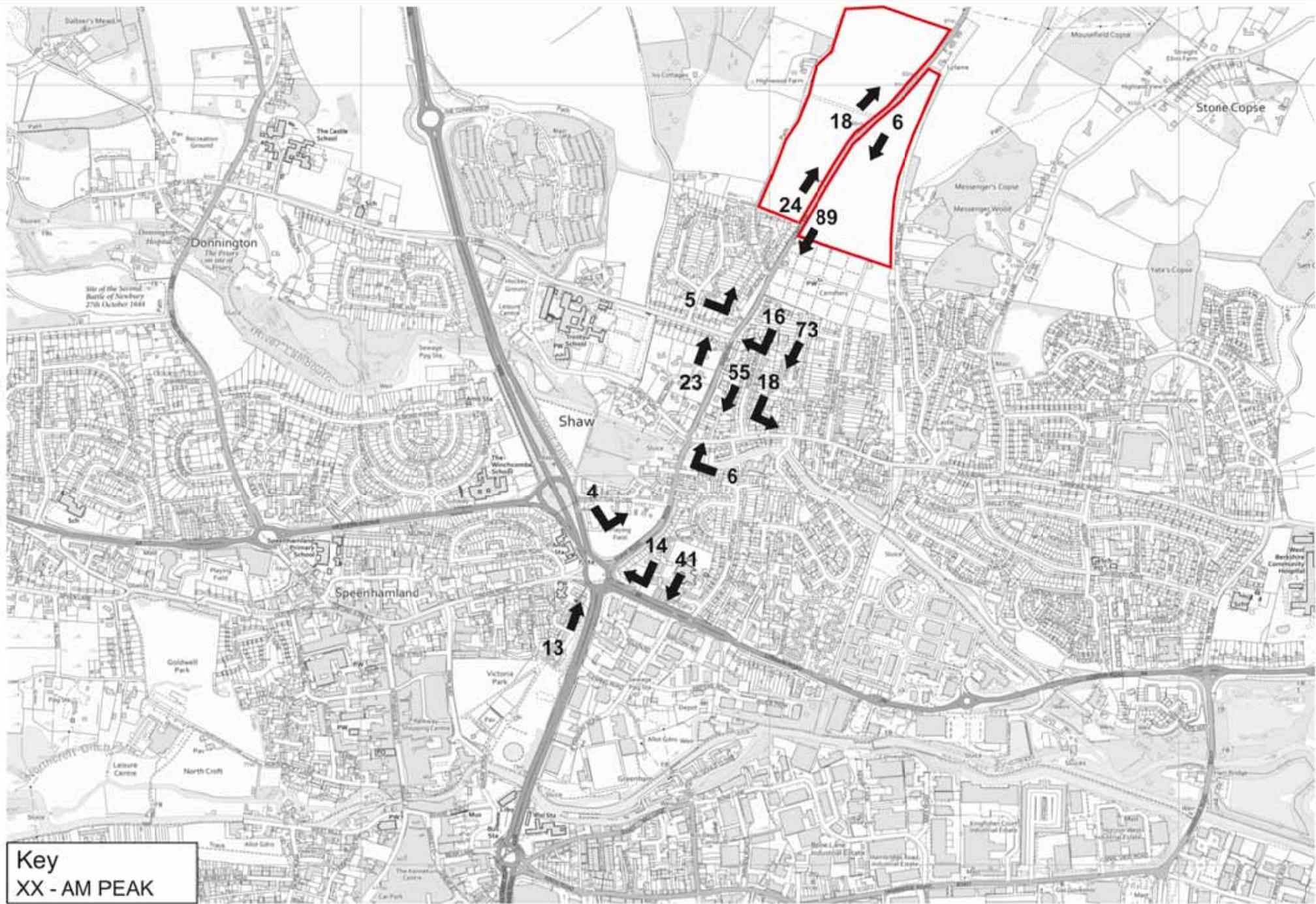
5.2.8 Notwithstanding the effects to background/ existing traffic flows, the link road would only remove those development trips from the network that would be travelling to and from the A34, north of the A339. Given the majority of the trips travelling through the Robin Hood Roundabout are southbound trips towards Basingstoke, the link would only provide limited benefit. When considering the 260 dwelling scenario it would remove some of the 18 trips stated as A339N, some of those Long Lane N (24) trips and some of those routing along Love Lane (21).

6.0 Summary and Conclusions

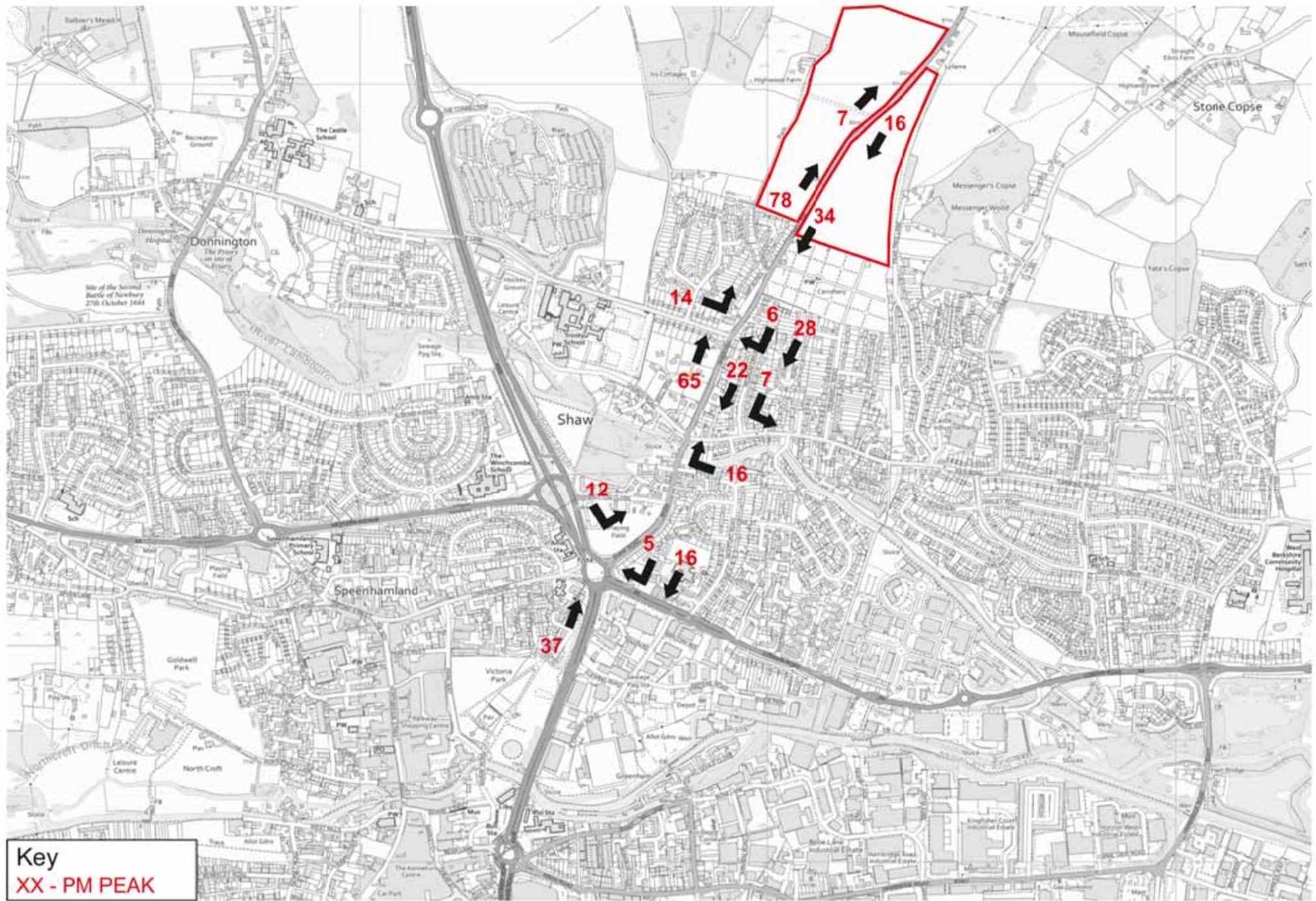
- 6.1.1 This appraisal has considered at a high-level, accessibility and potential highway impacts of a proposed residential development at Long Lane, Newbury. The proposals are being promoted through representations to the West Berkshire Local Plan.
- 6.1.2 The development could yield between 220-260 dwellings on land to the east and west of Long Lane.
- 6.1.3 Accesses to the various parcels are achievable within land under the control of the site and public highway. The access will be designed to meet local and national standards in terms of geometry, capacity, safety and visibility.
- 6.1.4 The site is in an accessible location to the north of Newbury, with the majority of facilities within stated national reasonable walking and cycling distance.
- 6.1.5 The development is forecast to generate less than 2 additional vehicles per minute during the morning and evening peak hours through the junctions nearest to the site, reducing as traffic distributes through the local and wider areas.
- 6.1.6 The provision of a potential future link road between Long Lane and the A339 would not fundamentally change the future routeing of the potential development traffic.
- 6.1.7 The increase in forecast traffic due to the proposed development is unlikely to result in a material impact on highway safety or capacity. Furthermore, this appraisal shows the development is not dependent upon the delivery of a potential link road.

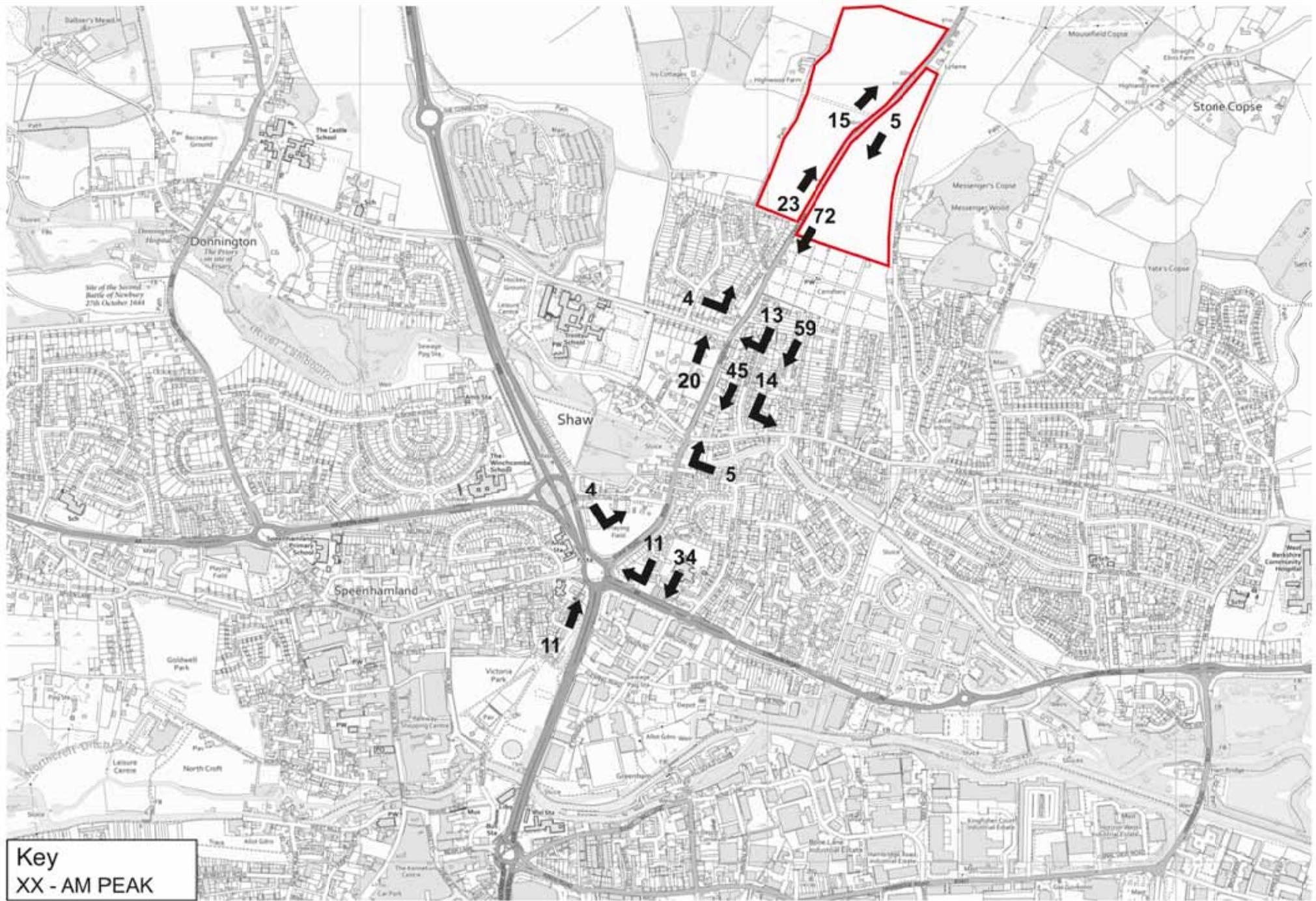
Figures

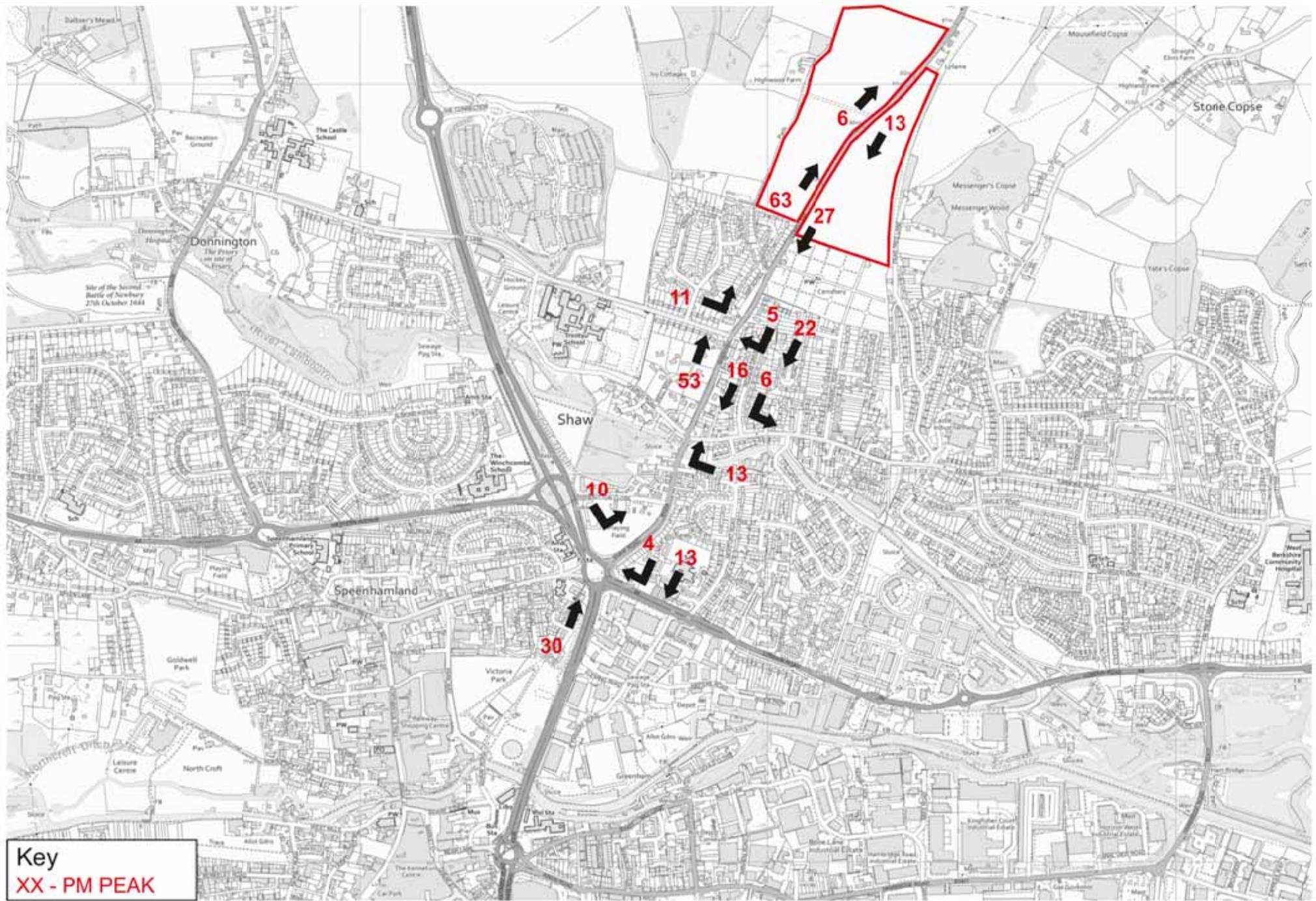




Key
XX - AM PEAK



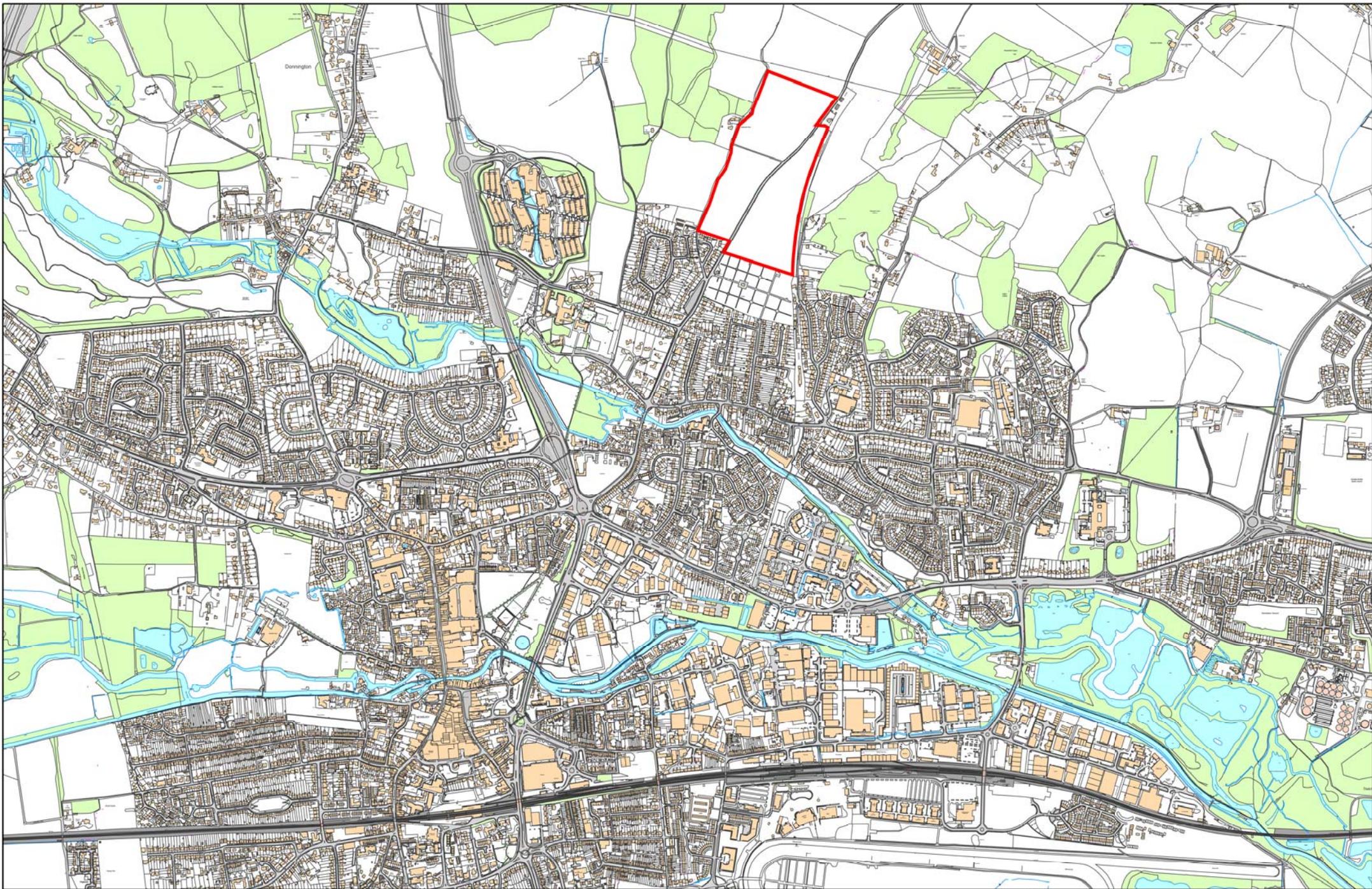




Key
XX - PM PEAK

Appendix A

Site Location



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, © Crown Copyright AL 100030412

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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE		Land at Long Lane		CLIENT		Dorridge New Homes	
DRAWING TITLE							
Land at Long Lane, Newbury							
Site Location							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
NTS	DN	Jan21	22485-02				

Appendix B

Concept Masterplan

-  Site Boundary (16.74ha)
-  Medium Density - 35dph
6.15ha - up to 215 dwellings
-  Low Density - 20dph
0.68ha - up to 14 dwellings
- Total NDA - 6.83ha
Up to 229 dwellings
-  Public Open Space
-  Sustainable Drainage Corridor
-  New Woodland Planting
-  Proposed Vehicular Access
-  Proposed Pedestrian Access
-  1m Contours
-  Public Rights of Way
-  Oil Pipe with 3m Easement



Children's Play Space (LEAP)

Green corridors with additional tree planting help break up massing in elevated views from the east

Provision for potential future connection to Relief Road

Space allowed for either a signalled crossroads or roundabout junction on Long Lane

Extension to existing Long Lane footpath

Existing vegetation strengthened with new woodland planting, creating a sylvan character to small low density parcel

Sustainable Drainage Corridor - flood conveyance and attenuation

Wet meadow grassland with ecological scrapes and scattered parkland trees

Discrete courtyard, barn-style residential cluster

Existing woodland retained and extended around northern tip of site

Opportunity to provide a culvert under Long Lane to prevent flooding of the carriageway

Swales/Rain gardens convey runoff from wooded ridge

Houses fronting green space with courtyards opening into woodland to rear

Messengers Copse

Informal kickabout space

Opportunity to improve Cromwell Road flood alleviation scheme



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