



Whitchurch Neighbourhood Development Plan, 2014 to 2029

Traffic Studies Addendum

Version for Regulation 15 Submission

This document is the Whitchurch Neighbourhood Development Plan Traffic Studies Addendum intended for submission under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (As Amended).

Disclaimer: every effort has been taken to ensure that the information in this document is as accurate as possible but no responsibility is implied or taken for errors or omission.

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1. Introduction

- 1.1 Since the original Traffic Studies Report was compiled for WNDP, two things have changed:
- 1) the proposal for a mixed (residential and employment) site in North West Whitchurch has been allocated in the Neighbourhood Plan; and
 - 2) a 150+ house development off Bloswood Lane has been allocated in the BDBC Adopted Local Plan.
- 1.2 This addendum establishes the likely traffic impact of these developments, both on the adjacent roads, and on the roads leading to The Square, and shows them on the Traffic Flow diagrams in chapters 2 and 3.
- 1.3 Both diagrams show the original local traffic flows measured in 2013/14 between 07:00 and 09:00 on typical weekdays, together with predictions of the additional traffic in each area, and (for chapter 2) the likely impact on traffic along Bell Street into The Square.
- 1.4 Although the 'Allotment' site which has planning approval for 34 dwellings in North West Whitchurch is shown, there has been no attempt to include any additional traffic, due to uncertainty about the access route.

2. Impact of North West Whitchurch developments

2.1 Figure 1 shows the predicted traffic flows, including additional residential (outward) and commercial (inward) traffic in the area during the morning peak, together with the likely impact on traffic along Bell Street into The Square.

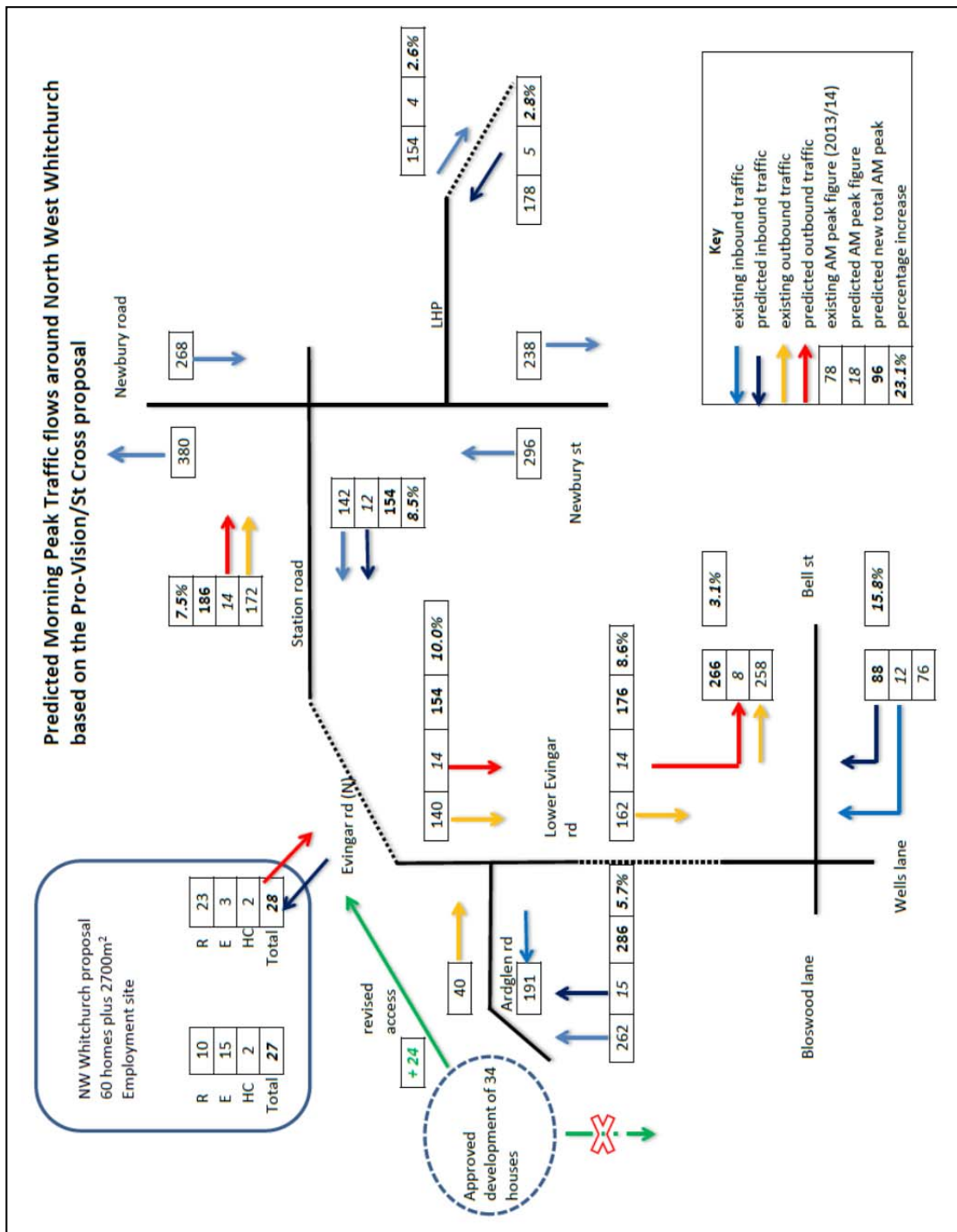


Figure 1 Predicted peak traffic flows around North West Whitchurch

- 2.2 The flows are based on the developers' own figures, but do not include any Heavy Commercial Vehicles (HCVs), due to the lack of data.
- 2.3 The percentage increases do not seem to meet the description 'severe impact', required by the planning authorities, so it seems unlikely that there will be any planning conditions placed on non-HGV traffic movements to/from the site or its access point.

3. Impact of Blosswood Lane developments

3.1 Figure 2 shows the predicted traffic flows around the Blosswood Lane / Evingar Road / Bell Street / Wells Lane junction as a result of the approved development of 150 houses in Blosswood Lane.

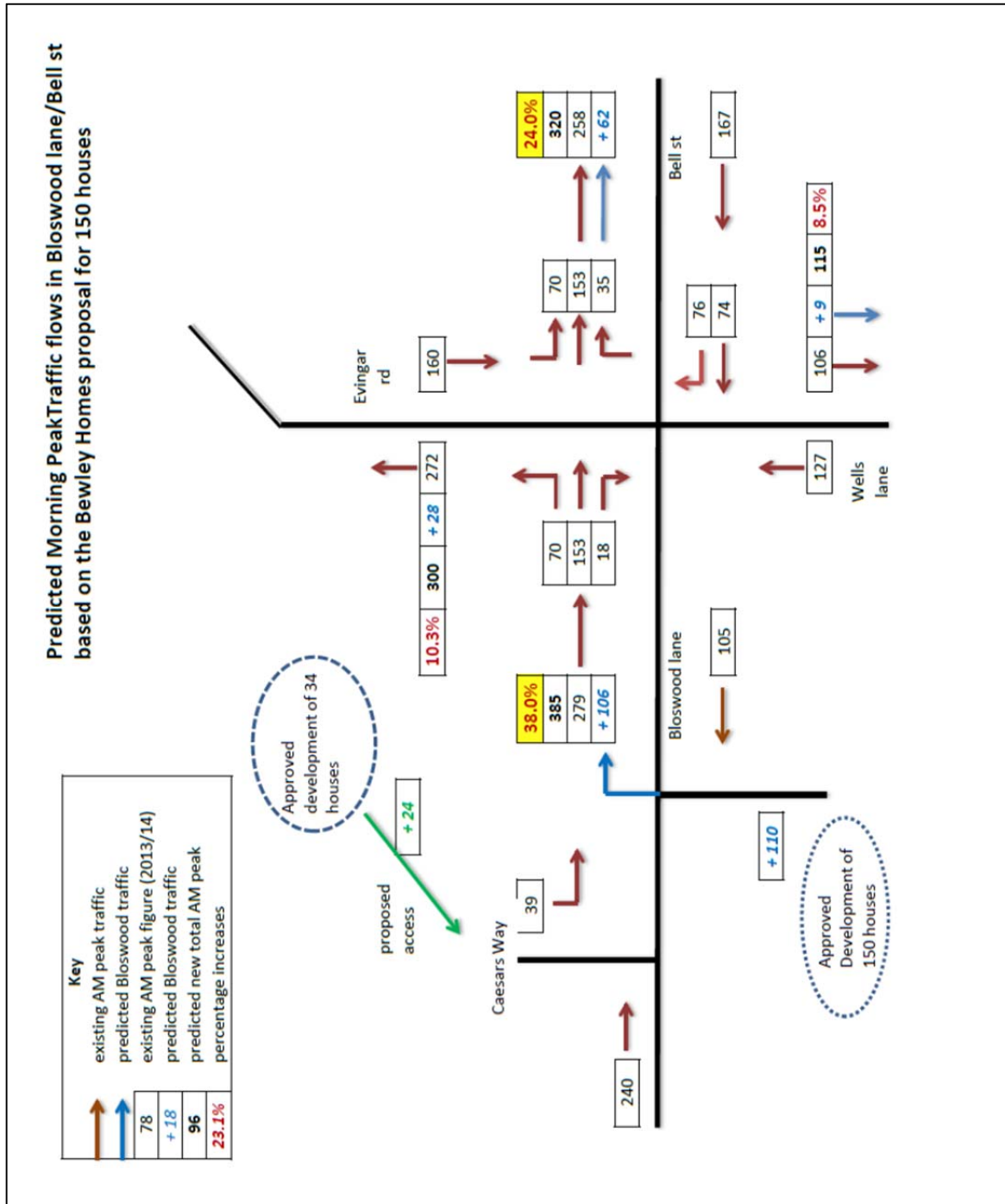


Figure 2 Predicted peak traffic flows around North West Whitchurch

- 3.2 The data from the 2013/14 surveys are supplemented by estimates of additional traffic using typical ratios of housing to traffic in the town.
- 3.3 Based on the single access point into Bloswood Lane, the predicted increases in traffic in Bloswood Lane (38%) and Bell Street (24%) could be considered 'severe impact'.