



LAND OFF WOODYARD CLOSE BRIGSTOCK

TRANSPORTATION TECHNICAL NOTE

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1.0 INTRODUCTION

- 1.1 This Transportation Technical Note (TTN) has been prepared by Woods Hardwick Infrastructure LLP on behalf of Kier Living in support of their proposal to develop additional land at Brigstock for residential purposes.
- 1.2 The site as a whole comprises approximately 2.12 ha and is located to the north of Brigstock. The site is abutted by agricultural land to the north and east while to the southwest and west of the site is abutted by existing residential properties.
- 1.3 The site is split into two development parcels demarked by a hedgerow that runs broadly from north to south. It is anticipated that the site as a whole could deliver approximately 35 dwellings with 15 and 20 dwellings to the east (Parcel A) and west (Parcel B) of the hedgerow respectively.
- 1.4 Access to the site would be provided via an extension to Woodyard Close which connects to the site's southwestern boundary. Kier have retained a right of access over this road, in order to allow future access into the site.

2.0 IMPACT ASSESSMENT

- 2.1 At such time as a Planning Application is submitted in support of the proposals a Transport Statement is likely to be required by Northamptonshire County Council (NCC) Highway Authority in support of the proposals. The Transport Statement would include a full qualitative analysis of the potential impact of the development on the local highway network. The Transport Statement would also confirm as to whether any junction capacity assessments are required and/or whether any highway improvement works are required as a direct result of the development proposals.
- 2.2 It is anticipated that a Planning Application would also be supported by a Green Travel Plan which will set out the sustainability credentials of the site and seek to promote modal shift away from single occupancy car use amongst future residents of the site.
- 2.3 In advance of the submission of a Planning Application and the preparation of the supporting documentation described above, this section of the report provides a high level appraisal of the potential impact on the local highway network.
- 2.4 The potential vehicular trip generation of a proposed development is usually calculated based upon trip rates extracted from the TRICS Database. The TRICS Database is a tool that contains the results of traffic surveys undertaken at locations throughout the United Kingdom.
- 2.5 The TRICS Database has therefore been interrogated in order to provide a robust estimation of the potential trip generation of the Woodyard Close site. The appropriate filters have been set so that the data used relates to surveys undertaken at similar development sites. The data therefore excludes surveys undertaken at Town Centre or edge of Town Centre sites. The data also excludes larger development sites that may have different travel characteristics to the Woodyard Close site.

- 2.6 The trip rates used along with the resultant trip generations during the traditional AM (08:00-09:00) and PM (17:00-18:00) peak hours is presented below. The trip rates have been extracted from the 'Mixed Private/Affordable Housing' category of the database, this being the category that best describes the proposed development. The daily trip rates and resulting trip generations are also included within the tables.

	Trip Rate		Trip Generation	
	Arrival	Departure	Arrival	Departure
AM (08:00-09:00)	0.116	0.353	4	12
PM (17:00-18:00)	0.329	0.164	12	6
Daily	2.129	2.185	75	77

- 2.7 From the above table it can be appreciated that the development of the site for 35 dwellings is predicted to generate a total of 16 and 18 two way vehicular movements during the peak hours with significantly lower traffic generations predicted during other hours of the day.
- 2.8 The traffic generations predicted above equate to less than one vehicle every three minutes seeking to either enter or exit the site during the peak hours. The development would therefore not have a significant impact on existing traffic flows within the village or the wider area.
- 2.9 The Local Highway Authority would generally only consider it necessary for offsite junction capacity assessments to be undertaken in relation to developments that generate in excess of 30 two-way traffic movements during the peak hours. Based upon the above it is therefore not considered that junction modelling or subsequent highway improvement works will be necessary.
- 2.10 Notwithstanding the above, a preliminary assessment of the potential impact of the proposals on the wider network has been undertaken.
- 2.11 Woodyard Close itself currently serves 12 dwellings, the road has been designed with sufficient capacity to accommodate the additional 35 dwellings that are currently proposed.
- 2.12 It can be reasonably assumed that the majority of residents of the proposed development would be travelling to either Corby or Kettering for work. It is therefore anticipated that the majority of vehicles would travel to and from the site via Back Lane and Stanion Road.
- 2.13 The short section of Back Lane to the north of Woodyard Close is an adequate width to accommodate two passing vehicles and whilst it is acknowledged that parked cars may preclude this at certain times of the day, the vision splay from Woodyard Close to the north allows vehicles to observe oncoming vehicles and wait if necessary.
- 2.14 Stanion Road has sufficient capacity to accommodate two-way traffic flows and the impact of the site generated traffic along this route would be negligible.
- 2.15 According to the journey planner feature of Google Maps, vehicles travelling towards the A14 to the south of Brigstock from Woodyard Close would also travel northbound via the route described above.
- 2.16 It is acknowledged that some vehicles travelling to/from the site will travel via Back Lane to the south, however, given that the total vehicular trip generation of the site is predicted to be 18 two-way vehicle trips at peak times any such impact would be negligible.

- 2.17 As mentioned previously, at such time as a planning application is prepared in support of the proposals it is anticipated that NCC Highway Authority will require a Green Travel Plan to be prepared in support of the proposals. However, at this stage it can be noted the proposed development would include a network of footpaths that tie-in to the existing provision along Woodyard Close, thereby facilitating movement on foot to the surrounding areas within the village.
- 2.18 The village benefits from an excellent level of public transport for a village of its size with an hourly bus service connecting the village to both Corby and Kettering. It is anticipated that this service would be well used by future residents of the site.

3.0 SUMMARY AND CONCLUSIONS

- 3.1 This Transportation Technical Note has been prepared by Woods Hardwick Infrastructure LLP on behalf of Kier Living in relation to the proposed development of a site to the north of Woodyard Close, Brigstock, Northamptonshire for up to 35 residential dwellings.
- 3.2 An assessment has been undertaken of the likely vehicular trip generation of the site when fully occupied and it has been calculated that the anticipated traffic generation would be 16 and 18 two-way vehicular trips during the AM and PM peak hours respectively, this equates to less than one vehicle every three minutes either accessing or exiting the site at peak times. Regardless of existing traffic flows within the village and on the surrounding highway network it can therefore be concluded that the impact of the proposals would be negligible.
- 3.3 It has also been demonstrated that the site lies in a sustainable location in terms of accessibility to the public transport network with an hourly bus service connecting the village to both Corby and Kettering. Following the development of the site, footpaths would be provided to tie in to the existing network and to provide accessibility to the bus stop.
- 3.4 It is anticipated that a Transport Statement and Green Travel Plan would be required in support of a future Planning Application and those documents would provide full details regarding the potential impact of the proposals along with a detailed assessment of the sustainability credentials of the site and a summary of the measures to be implemented to promote sustainable travel amongst future residents of the site.