

Our ref: JW/TG/10751

28 October 2009

Dear Sirs

ACCESS STATEMENT – ROU03, ROUGHTON

1.0 Introduction

- 1.1 Millard Consulting have been instructed by Chaucer Farms Co to investigate the accessibility of a proposed residential development of approximately 30 units and associated community facilities comprising of a village hall and sports pitch in Roughton, identified as site ROU03 in the LDF process.
- 1.2 Following the initial submission to support development at the site, further liaison has been undertaken with the Highway Authority with the aim of identifying a suitable method to provide sustainable multi modal access to the site. The following statement reports the conclusions arising from the meeting and outlines the principle of a scheme to deliver the objective.

2.0 Access Objectives

- 2.1 Comments on the previous access proposals have been received and can be summarised into three categories;
- Accessibility
 - Impact on the existing network
 - Highway safety on Back Lane
- 2.2 In considering a development of this nature which will provide residential dwellings and community facilities it is important to consider the provision of sustainable travel to and from the site to ensure it is sufficient to accommodate and promote the use of non car modes of transport, in accordance with the aspiration of national policy. The review undertaken has therefore included existing links and measures to improve and enhance them in addition to the opportunities of providing additional links.
- 2.3 The village of Roughton has several significant facilities located close to the A140/B1436 junction consisting of a primary school, shop, bus stops, pub and takeaway food and it is considered important to facilitate non vehicular links to and from these facilities to promote sustainable travel and enhance the village community by encouraging interaction and support of the local facilities.

3.0 Accessibility

- 3.1 An access for the development needs to meet the objective of enabling integration with the existing village as well as connectivity to the wider transport network.
- 3.2 The site is located within a suitable walking distance of local facilities and there are existing pedestrian routes along Back Lane which link through Orchard Close to Old Turnpike Road which connects with the centre of the village. The nature of Old Turnpike Road would be satisfactory for pedestrians as this is a low speed shared use environment.
- 3.3 The development can provide a new pedestrian link through the proposed residential area and community open space to Old Turnpike road opposite the filling station. From here a new section of footway can be provided along Old Turnpike road linking to the existing footway network to form a continuous link between the development and the village centre enabling good access to the proposed community facilities for the majority of residents.
- 3.3 A vehicular access can be provided from Back Lane to the development at which point improvements can be made to introduce traffic management measures to improve safety along Back Lane. This would enable access to the development from the A140 minimising impact on the local highway network.
- 3.4 The existing road as expected, does not quite meet the desired standard for the new development, however, improvements have been included to improve the standard of highway and deter the use of the road as a through route, which can provide the required level of highway needed to serve the development.

4.0 Impact of Existing Network

- 4.1 Any increase in development will result in an increase in trips, but what is important is to minimise the impact of the increase on the existing network. A Transport Assessment has been undertaken by Millard Consulting which demonstrates the local highway network has sufficient capacity to accommodate the proposed development.
- 4.2 In assessing the impact it has been identified that vehicular use is the principle impact on the local highway network. The access strategy for the development has therefore been designed to promote pedestrian routes to local facilities and public transport with the objective of reducing vehicular trips, by providing new footways within the development and on the existing highway to the school.

- 4.3 In addition to development generated traffic, traffic surveys have identified a vehicular through movement along Back Lane. To deter this movement, the highway improvements will decrease the attractiveness of Back Lane as a through route therefore reducing traffic numbers and impact.

5.0 Safety on Back Lane

- 5.1 There is no accident evidence or history along Back Lane that raises any need for concern.
- 5.2 Observations have shown that Back Lane is used as an amenity route by pedestrians often in association with dog walking, but there is little evidence that Back Lane provides a pedestrian link beyond the extent of the village. This use is common with such a road as it experiences low traffic volumes. Considering the calculated traffic flows on Back Lane after the development, the traffic flows will still be extremely low and is unlikely to impact on this use.
- 5.3 The calculated traffic flows do show a percentage increase in traffic using Back Lane between the proposed development and the A140, but in real terms this equates to a morning peak hour flow of '59' vehicles between the development and the A140. To the north west of the development towards the B1436 the existing and proposed morning peak hour flow shows no change at 25 vehicles. This figure does not include for any reduction in through traffic which may occur as a result of the measures to reduce the attractiveness of the through route, which could equal that of the existing use.
- 5.4 As part of the proposals, it is intended that a new footway route will be provided from the existing footway at the Back Lane/Orchard Close junction through the new development exiting opposite the Jet filling station and shop. This will provide an effective pedestrian route as well as access to the community area of the development which could be an attractive option for current amenity users of Back Lane. In addition, footways will be implemented along Old Turnpike Road between the new footway and the existing footway to provide a safe route to school.

6.0 Design Review

- 6.1 The previously submitted plans and reports have demonstrated that the existing highway network has sufficient capacity to accommodate the development and that highway improvements can be introduced to improve the current standard of Back Lane between the A140 and the proposed development, to a safer level than that at the present time.
- 6.2 The footway link through the development to the filling station provides a link between the development and local facilities which could be further enhanced by extending the footway along the existing grassed area to link with the existing footway and crossing point on the A140.

6.3 Enhancement to pedestrian provision along Old Turnpike Road is possible and would improve the standard and safety of this as a pedestrian route.

6.4 Considering the very low predicted traffic flows along Back Lane it is not possible to identify a significant risk to existing pedestrian users and with the introduction of the proposed highway improvements to control and deter traffic using this route potential improvement could result.

7.0 Revised Strategy

7.1 The proposals demonstrate that improvement to Back Lane can be provided between the A140 and the development to enable a suitable standard of vehicular access.

7.2 The proposed footway link through the development provides a sustainable pedestrian route and enhancements to Old Turnpike Road would be a benefit.

7.3 Following an evaluation of the points raised against the site it has been recognised that improvement to Old Turnpike Road could provide a benefit to residents and potentially improved pedestrian safety. Old Turnpike Road does not have sufficient width to enable the introduction of a footway, but, considering its function which is as an access to residential homes and the village facilities, it is appropriate for it to respond to the local community and not provide a highway through link.

7.4 As part of a revised scheme Old Turnpike Road will be transformed to provide a shared access environment with a strong sense of public realm and ownership by the community. The status of the area will be enforced by the introduction of an access only vehicular regulation and street furniture will be used with other features to create a sense of pedestrian ownership creating an atmosphere encouraging low vehicle speeds.

7.5 This approach has been successfully introduced elsewhere often in association with home zones and help to decrease vehicle movements and speeds to provide a safe environment for pedestrians which promotes walking and cycling which all accord with current sustainable travel objectives.

8.0 Conclusion

8.1 With the provision of highway improvements to Back Lane and Old Turnpike Road positive enhancement can be provided to Roughton by the promotion of pedestrian links with improved access to the existing and proposed facilities.

- 8.2 The proposals will not meet the full expectation of the Highway Authority, but a suitable standard of vehicular access can be provided in conjunction with significant improvement to the local pedestrian routes, suitable to facilitate the residential development and associated community facilities comprising of a village hall and sports pitch of ROU03.