



Land West of The Ridings, Poringland

Date: 14 December 2018
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Subject: Access Strategy

1.0 ACCESS STRATEGY

- 1.1 Create Consulting Engineers Ltd have been instructed by Poringland Properties Ltd to prepare an Access Strategy transport submission in support of residential development proposals on land West of The Ridings, Poringland.
- 1.2 The emerging Greater Norwich Local Plan (GNLP) “Suitability Assessment” and associated Housing & Employment Land Availability Assessment (HELAA) circulated earlier this year considered the Site **suitable** to be allocated for a residential development of some 80 dwellings as GNLP2012, with an area of 4.55Ha.
- 1.3 Poringland is a large village in the district of South Norfolk, England. It lies 5 miles to the South of Norwich city centre and a further 10 miles from Bungay. Its population has expanded greatly several major residential schemes having been built out or still under construction, particularly since the early 1990’s to the West of Norwich Road and The Street.
- 1.4 The village of Poringland covers an area of 6.32 km² and had a population of 3,802 residents according to the 2011 Census.
- 1.5 Poringland in conjunction with neighbouring Framingham Earl contain many public services and facilities including primary and high schools, a supermarket, estate agents, takeaways, a restaurant, public houses, petrol filling station/garage, various shops, doctors’ surgery, public transport etc.
- 1.6 The “Suitability Assessment” acknowledges that core services in Poringland are within an accessible distance of the Site (GNLP2124).

- 1.7 The main bus route through Poringland is the First service 40 - Charcoal Line - Poringland - Norwich City Centre providing up to two buses per hour on weekdays, making commuting between Poringland and Norwich via by public transport.
- 1.8 The Site proposed for development lies adjacent to existing and forthcoming residential development, primarily the “The Ridings” immediately to the East and South-east, the newest phase of a major scheme by Norfolk Homes which is currently under construction and served via a modern estate road design.
- 1.9 The roadway serving The Ridings is approximately 5.5m in width and provided with a foot/cycleway of some 3.0m in width on the eastern side of the road. A partially complete footway of approximately 2.0m in width is provided on the western side of The Ridings for the first 20m, or so, entering into the estate road.
- 1.10 The estate road serving The Ridings is street lit and subject to a 20mph speed limit by introduction of a 20mph zone, with the alignment of the road serving to attenuate speeds.
- 1.11 The Ridings connects with Stoke Lane to the North by way of a modern mini-roundabout arrangement (three-arms), provided with crossing facilities, tactile paving and serves as a traffic calming feature along Stoke Lane (30mph) which follows a generally straight East-West alignment, leading to the four-arm “normal” roundabout with Norwich Road, Long Road and The Street located approximately 350m to the East.



Photo 1: Looking East along Stoke Lane, The Ridings to the right

- 1.12 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the “Crash Map” database. The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a “Personal Injury Accident”.

- 1.13 This data is approved by the National Statistics Authority and is reported on by the Department for Transport. The current database includes incidents from 1999 up to 2017 and outputs for the most recent three year period to date are shown on the diagram below:

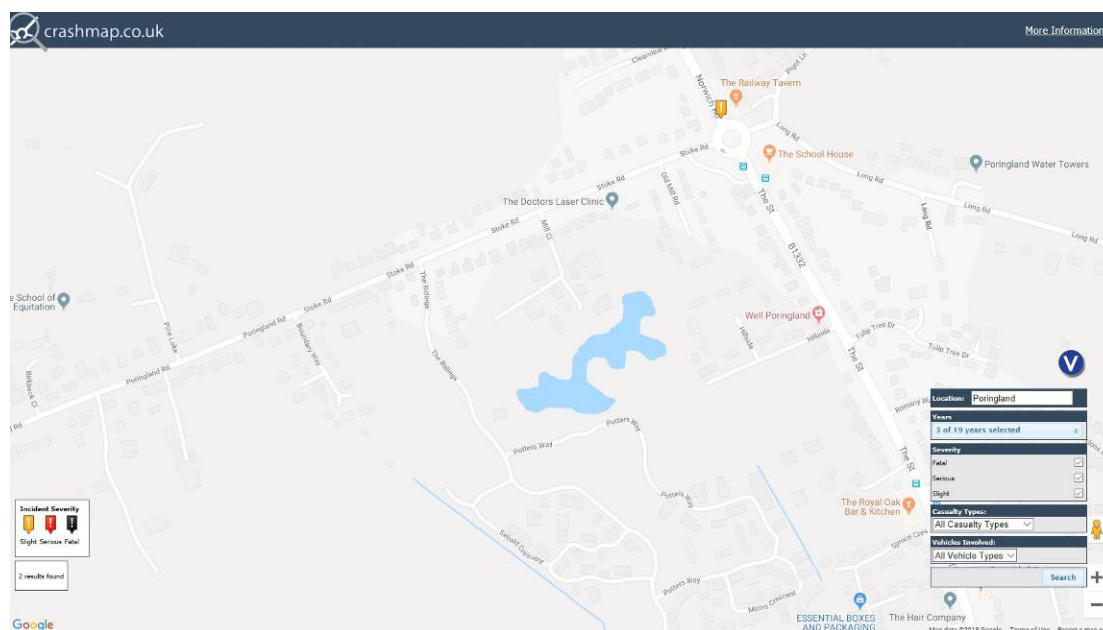


Figure 1: Crashmap Accident Data

- 1.14 No accidents are recorded along The Ridings, or at its roundabout connection with Stoke Lane to the North.
- 1.15 The nearest accident occurred at the four-arm “normal” roundabout with Norwich Road, Long Road and The Street approximately 350m to the East, one “Slight” incident occurring on 29 September 2018. According to the data available on Crashmap, this is the only recorded accident to occur at this junction within the review period.
- 1.16 In view of the above, it is reasonable to assert that there are no ongoing road safety issues locally that should prevent the proposed development from proceeding.

Proposed Access Arrangements (Residential Scheme)

- 1.17 The Site at Poringland outlined by GNLP2124 is proposed to take access via a new connection on the western side of The Ridings, approximately 85m to the South of the aforementioned three-arm roundabout connecting with Stoke Lane.
- 1.18 It is anticipated that the connection into the Site from The Ridings would be via a simple T-junction arrangement. At a location approximately 85m to the South of the roundabout, visibility to the North and South would be maximised and the sight line requirements of the Manual for Streets for the appropriate 20mph zone design speeds would be readily achievable in both directions at a set-back of 2.4m.

- 1.19 On the basis of circa 80 dwellings being proposed, typically a 4.8m carriageway width with 1.5m footways either side would be required, as a “Type 3” road according to the Norfolk Residential Design Guide (1998). However, we understand that this guidance is currently under review and based on recent experience, a more acceptable specification of road would be 5.5m carriageway width with 1.8m footways either side.
- 1.20 This would also be a more substantial specification of estate road should this be extended beyond GNL2124 into land further to the West, for further development off The Ridings at some point in the future. Although, in this instance a secondary emergency access may also need to be considered (potentially via Boundary Way).
- 1.21 In conjunction with the proposed development on land West of The Ridings, the incomplete footway (shown on Photos 2 & 3), would need to be addressed given that GN2124 would connect to this side of the road. It is anticipated that this link would be provided on account of the main body of development already under construction to the South of the Site, if not then we expect this could be provided by GN2124. In any event, our view is that completion of this footway link would be expected prior to The Ridings being formally adopted by the Highway Authority.



Photo 2: Looking North along The Ridings (indicative location of GNL2124 access to the left)

- 1.22 The trip generation associated with a development of circa 80 dwellings at this type of location with good access to local services and facilities and public transport has been estimated as part of this Technical Note.



Photo 3: Looking South along The Ridings (note, footway should be extended to GN2124)

- 1.23 This estimate of future trip mode share generated for the proposed development has been calculated using indicative rates from the TRICS database.

Private House Trip Rates	AM (0800-0900hrs)		PM (1700-1800hrs)		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0.130	0.401	0.404	0.209	2.486	2.546
Cyclists	0	0.008	0.005	0.004	0.033	0.037
Vehicle Occupants	0.172	0.663	0.589	0.296	3.533	3.669
Pedestrians	0.017	0.044	0.040	0.027	0.332	0.334
Public Transport	0	0.018	0.008	0.002	0.054	0.057
Total Person Trips	0.189	0.733	0.642	0.329	3.952	4.097

Table 1.1: Residential Trip Rates (per dwelling)

Private House Trip Gen	AM (0800-0900hrs)		PM (1700-1800hrs)		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	10	32	32	17	199	204
Cyclists	0	1	0	0	3	3
Vehicle Occupants	14	53	47	24	283	294
Pedestrians	1	4	3	2	27	27
Public Transport	0	1	1	0	4	5
Total Person Trips	15	59	51	26	316	328

Table 1.2: Residential Trip Generation (80 dwellings)

- 1.24 As indicated above in this initial assessment of trip generation, the levels of vehicular traffic during the most intensive periods of activity, i.e. the AM and PM peak hours, would equate to less than 60 two-way trips.

- 1.25 This figure averages out to be less than one vehicle movement per minute, and while further assessment would need to be undertaken in due course, it is anticipated that the additional traffic loadings brought about by the development of GN2124 should not lead to any significant impact on the local network that could not be accommodated by the existing highway infrastructure surrounding the Site, including the three-arm roundabout with Stoke Lane and the four-arm roundabout further to the East.

TECHNICAL NOTE SUMMARY

- This Technical Note sets out the preferred Access Strategy for emerging residential development proposals at Poringland (GN2124);
- The Site would be served via a new connection with The Ridings and is well connected to local services and facilities within Poringland, as acknowledged in the GNL assessment of GN2124;
- In view of the findings of this Technical Note, at this stage of the planning process there are no areas identified that should give rise to undue concerns from the Highway Authority with respect to safety or capacity in connection with the proposals identified for land West of The Ridings.

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Reference: MA/P18 – 1667 Technical Note