

Transport Statement – Howton Field

August 2017

1. Introduction

1.1. This Transport Statement has been prepared to accompany an outline planning application for the development of Custom Build Homes on land to the west of Newton Abbot. This statement examines the highway and transport impacts associated with the proposals.

1.2. The proposed development site lies approximately 1.9 miles to the north west of Newton Abbot town centre. The site sits on the edge of the strategic Local Plan allocation of Houghton Barton (NA1), which will see the delivery of 1800 homes and community facilities, including a new school. The site lies directly adjacent to the location of the new Houghton Barton Avenue, which once built, will connect the A382 to the A383. In the interim period this small development will need to be accessed via the network of country roads which surround the site.

2. Existing Highway Network

Roads:

2.1. The site can currently access the wider highway network along three main routes;



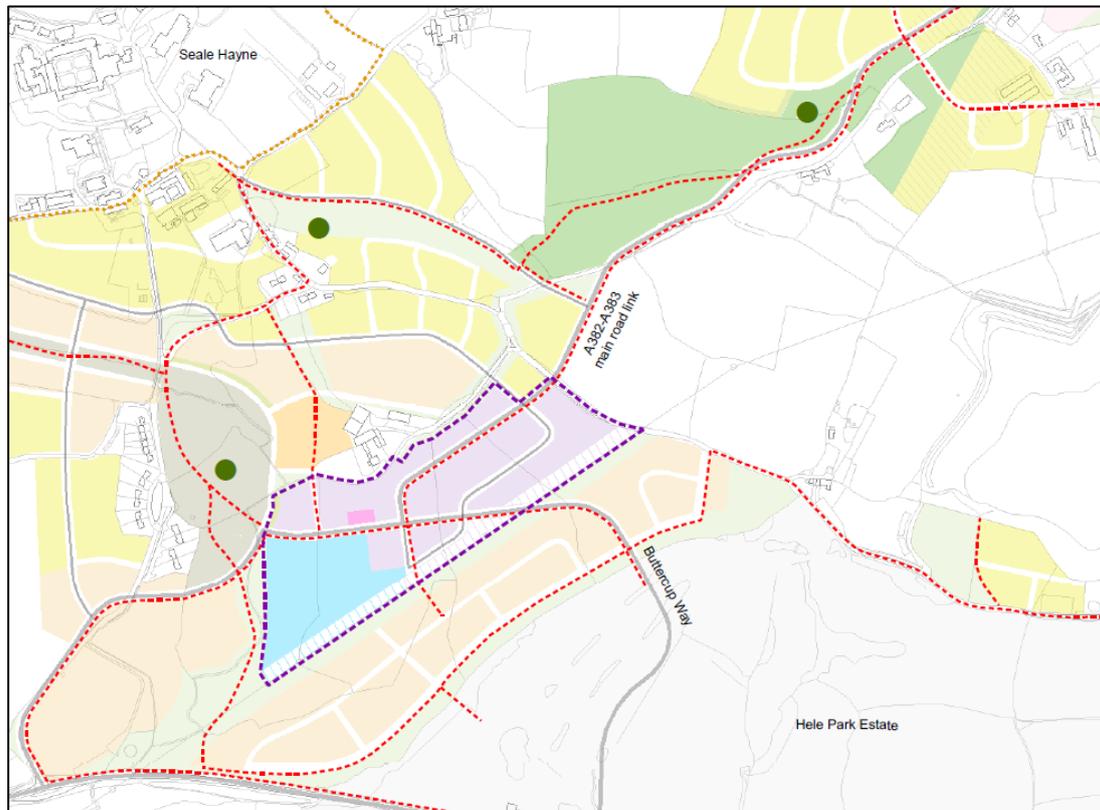
A. Access to the A383 Ashburton Road from the site is 0.7 miles, along Howton Road and Howton Lane. The junction on the Ashburton Road serves as the main access for Seale Hayne (Dame Hannah Rogers Trust). This planning application proposes

the addition of new passing bays on the 240m section of road from the site to the Hamlet of Houghton, which will ensure vehicles can easily pass.

- B. Access to Forches Cross (A382) is along Perry Lane, a distance of 0.8 miles. Perry Lane is narrow, but in the future will be replaced by the new Houghton Barton Avenue which will link the area directly to the A382. It is anticipated that construction of the new road will commence in 2020.
- C. Access to Mile End Road in Highweek is currently along Howton Road, a distance of 0.9 miles. This lane is narrow with limited passing places. At the end of the lane there is a junction onto Mile End Road with poor visibility. In order to prevent further traffic along this lane from the development, it is proposed that the lane is closed to vehicular traffic with a bollard to be located by agreement with the highway authority and local people. As a result the lane will be a safe walking and cycling route from the development into Newton Abbot.

Cycle and Pedestrian Links

2.2. Cycle and pedestrian links in the area will be significantly improved when the Houghton Barton allocation comes forward. The creation of a new highway network within the Houghton Barton allocation will allow sections of rural lane, including along Howton Road and Perry Lane to be used as segregated green lanes. The new Houghton Barton Avenue link road will also include a new shared pedestrian and cycle path. The red dotted lines on the map below illustratively indicate the potential cycle and pedestrian links at Houghton Barton.



Illustrative map of proposed cycle and pedestrian routes

3. Public Transport

- 3.1. There are no bus services close to the site. The nearest bus services to Newton Abbot are on the A383 Ashburton Road junction with Howton Lane (services 88, 113, 193) which are 0.7 miles to the south. Other services are available from the A382 at Forches Cross (services 39, 113, and 178) 0.8 miles to the north, and on Mile End Road (service 70) 0.9 miles to the east. Pedestrian access to the A383 and A382 may be unattractive as it requires walking along the country roads.
- 3.2. Pedestrian access to Mile End will become more attractive with the closure of Howton Road as proposed above. In the future the site will be located on the main Houghton Barton Avenue, and is likely to have a regular bus services close by. The nearest mainline train services are 2.7 miles away in Newton Abbot.

4. Collision Data

- 4.1. Collision data from *Crashmap.co.uk* demonstrates the low level of collisions occurring on roads and junctions around the site over the previous 5 years. On all 6 relevant junctions (see Appendix A) there have only been 4 slight collisions, 1 serious (at Forches Cross) and no Fatal collisions. These all occurred on the A road junctions (2 on the A383, 3 on the A382).
- 4.2. Whilst the proposed development will create new car trips to and from the site, it is unlikely that the number of trips generated would significantly or disproportionately increase the likelihood of collisions on the highway network. The A383 (Ashburton Road) junction currently has good visibility. The A382 (Forches Cross) junction has poor visibility, however this is planned to be upgraded as part of the A382 improvement scheme, which is expected to start construction in 2019.

5. Development Proposal

- 5.1. The application is for housing with means of access. The proposal is for the development of up to 20 homes, access and internal roads, on site natural open space, wildlife mitigation corridors and a surface water drainage pond. Whilst all other matters concerning the design and layout of the site and buildings are reserved, illustrative elevations and layouts are included to indicate the likely scheme.
- 5.2. It is important to note that the development will provide custom build homes, including Starter Homes. This means the housing will be a low cost ownership product and will support the Council's and Government's objective of enabling custom and self-build housing.
- 5.3. Whilst the site will facilitate the delivery of the Houghton Barton Avenue and a new road to Seale Hayne, the new main road proposals will be submitted separately.

6. Development Generated Traffic

- 6.1. An assessment has been carried out using TRICS trip rates, which is the industry standard for new development.
- 6.2. Based on these assumptions, for a scheme of up to 20 homes, the trip rates indicate that over a 12 hour period, up to 106 vehicle trips would be made both arriving and departing the site. This equates to fewer than 9 movements per hour on average, with a maximum of 13 trips per hour in the PM peak. This trip distribution is likely to

be focussed during the AM / PM peaks, with much of the traffic likely to be leaving the site in the AM peak and returning in the PM peak. The impact of new traffic generated by up to 20 homes based on standard residential modelling assumptions is therefore not considered to be severe.

6.3. The assessment demonstrates the following headline AM/PM and daily trip rates:

	AM Peak 08:00-09:00		PM Peak 17:00-18:00		Daily (12 hr)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
A: TRICS Residential trip rate (per dwelling)	0.151	0.410	0.391	0.236	2.592	2.703
B: Based on TRICS, trips for 20 dwellings at Howton Field	3	8	8	5	52	54

6.4. As the Houghton Barton development proceeds, including the delivery of the new main road, primary school, shops and community facilities, there is potential for the levels of trips by private car to decrease, as walking and cycling becomes more feasible.

Transport Challenges and Proposed Mitigation

6.5. Site Access: The proposed access road into the development is positioned on Howton Road, 20m from the junction with Perry Lane to the north. This access road, subject to the narrowing/removal of a 3m section of hedgerow on the north, can provide c41m of visibility for vehicles travelling south on Howton Road. Because of the proposed bollard to the south of the access road (discussed later) the only traffic from this direction will be from Mead Farm. Equally, because of the sharp turn and gradient on the nearby junction of Perry Lane, it is not considered that vehicles approaching from Perry Lane will be travelling faster than 20 mph. It should be noted that in the longer term, this development may be accessed more directly from the new Houghton Barton Avenue.

6.6. Howton Road passing places: The easiest and most direct access to destinations including Newton Abbot and Plymouth is via the A383 Ashburton Road. Given the pinch point from the site along Howton Road to Houghton (a section of 230m), it is proposed to create 3 passing places on this section of road which will allow 2 vehicles to pass. This solution will provide improved access and egress for vehicles to the site, including construction vehicles.

6.7. Howton Road and Mile End Road junctions: In developing the proposals, discussions with the Highway Authority raised questions over the potential impact of traffic at the Howton Road / Mile End Road junction, which has very poor visibility. It is therefore proposed, in agreement with the Highway Authority, to install a bollard on Howton Road. This will prevent any traffic from the development reaching the junction in question. This proposal (to be implemented via a Traffic Regulation Order) will also create a safe walking and cycling route directly into Mile End and Highweek, providing safe access towards the secondary schools (1.5 miles) and onwards to Newton Abbot town centre.

6.8. On-site car parking: The development will include sufficient car parking for residents and guests in accordance with DCC Highway advice. The illustrative layout shows that 2 spaces per dwelling, plus 5 visitor car parking spaces can be accommodated into the development. The design of the car parking is likely to include a mix of on-plot spaces and on-street space.

7. Management of Construction Traffic

7.1. It is proposed that the landowner will work with any future developer to ensure that construction traffic does not have a severe impact on the highway network, nor neighbours, including residents at Houghton or Mead Farm. The use of the Considerate Constructors Scheme or similar will be considered as a means of keeping disruption to a minimum.

8. Conclusions

8.1. The use of TRICS trip rates on the maximum potential number of dwellings demonstrates a level of traffic generation which is not considered to create a severe or significant impact on the local highway network.

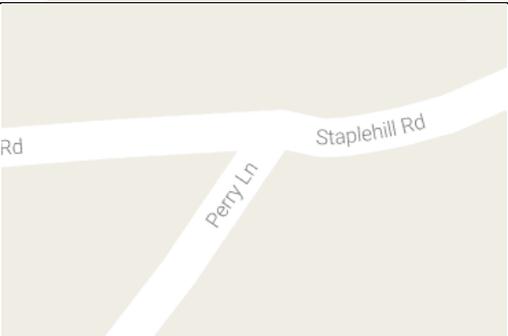
8.2. In addition, this development is necessary to enable the provision of land to be used for the construction of the new main road through Houghton Barton, which will significantly improve the local road network.

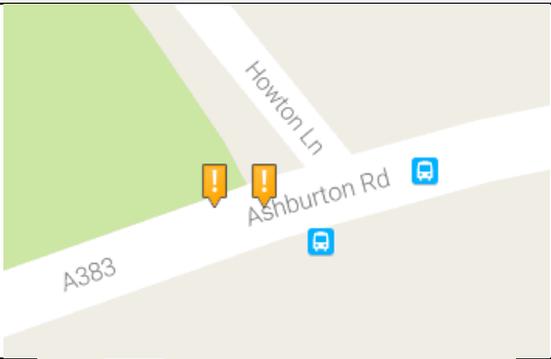
9. Plans and Appendices

- Annex A: Crashmap results for Houghton Barton area.

Annex A: Crashmap Results for Houghton Barton Area:

CrashMap uses data collected by the police about road traffic collisions occurring on British roads where someone is injured which is then compiled in to an easy to use format showing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway when zoomed in very closely. [The following results were accurate as at 20 March 2017].

Junction	Location	Sight	Serious	Fatal
Junction of Perry Lane and Howton Road		0	0	0
Junction of Howton Road and Howton Lane		0	0	0
Junction of Perry Lane and Staplehill Road		0	0	0

Junction	Location	Sight	Serious	Fatal
Junction of Howton Lane and A383		2 (2013 & 2015)	0	0
Junction of Staplehill Road and A382 (Forches Cross)		2 (2015 & 2016)	1 (2016)	0
Junction of Howton Road and Mile End Road		0	0	0

Map of all collisions in area:

