

TECHNICAL NOTE

Date: 29 July 2021

File Ref: MA/VL/P21-2326/01TN

Subject: Highways & Access Review Technical Note – Land South of B1527, Woodton

1.0 INTRODUCTION

- 1.1 Create Consulting Engineers Ltd has been instructed by ESCO Developments Ltd to produce this “Highways & Access Review” in support of development proposals with associated access arrangements on a plot of land to the South of the B1527 and to the West of the B1332, Woodton, South Norfolk.
- 1.2 At present, the Site is in general agricultural use. It is proposed that the area identified for development to the South of the B1527 within the overall field area could accommodate a scheme of up to 50 new dwellings (divided into two plots of 25 dwellings) with associated improvements to the Site’s access arrangements and connectivity.
- 1.3 This report sets out the fundamental issues with respect to overall access and accessibility pertinent to the proposed development scheme, with a view to the Site being allocated in the emerging South Norfolk Local Plan.

2.0 SITE CONTEXT

- 2.1 Woodton is a village and civil parish in the English county of Norfolk. It is situated some 7 km north-west of the Suffolk town of Bungay, and 20 km south-east of Norwich. The civil parish has an area of 3.42sq.miles and in the 2001 census had a population of 472 in 194 households, increasing to 482 at the 2011 Census. For the purposes of local government, the parish falls within the district of South Norfolk.
- 2.2 The Site is positioned directly adjacent to the village’s primary school and recreation ground and on the South side of the B1527 (Church Road), approximately 150m to the West of the

- T-junction priority junction with the B1332. The B1332 links Woodton with Norwich to the North (12 miles) and the market town of Bungay (4 miles) to the South.
- 2.3 The local sections of the B1332 and B1527 are subject to a mandatory 40mph speed limits. Footways are provided on the North side of the B1527 and West side of the B1332, that continues towards the primary school's frontage onto Norwich Road.
- 2.4 The B1527 runs on an East-West alignment and the B1332 Norwich Road runs on a North-South alignment, and both are single carriageway specification.
- 2.5 The nearest bus stops are located approximately 100m to the East of the Site on the B1527 and bus stops are also provided on Norwich Road adjacent to the primary school serving routes to/from Norwich and Bungay.
- 2.6 The recreation ground immediately to the East of the Site also enables a pedestrian cut-through between the B1527 and B1332, offset from the footway on the West side of the B1332 which provides a more "insulated" route for pedestrians away from main road traffic.

Highway Safety

- 2.7 Road safety issues over a three-year review period (to 2020 inclusive) have been reviewed according to the on-line resource "Crashmap".
- 2.8 Crashmap shows there to be no recorded incidents along the sections of road immediately surrounding the Site, and a single "Slight" incident only is shown at the B1527/B1332 junction, recorded on 29 June 2016.

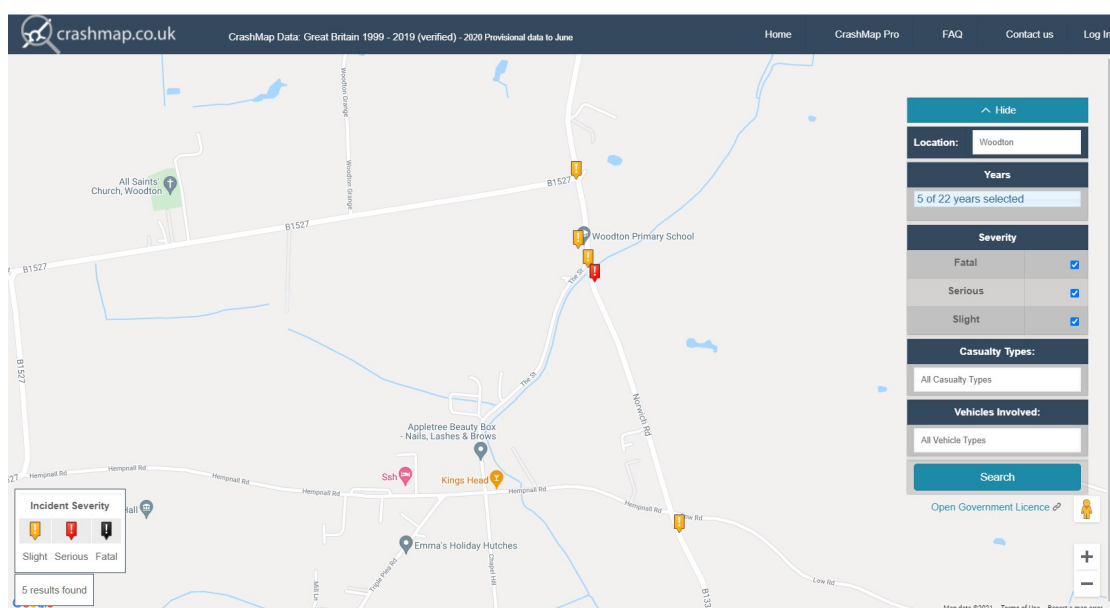


Figure 1: Crashmap Accident Data (Woodton)

- 2.9 Three other incidents (2 x “Slight” and 1 x “Serious”) are also recorded on the B1332 within 500m of the Site. However, these incidents do not appear to be directly associated with use of the B1527 junction and are not related, having occurred in 2016, 2018 and 2018, respectively according to Crashmap.
- 2.10 Based on the information provided by Crashmap, it can be concluded that there are no prevailing safety issues on the local road network that should hinder the proposed development from coming forward and it can be asserted that the type and modest scale of the scheme in this case (as a proportion of overall development in Woodton), would have negligible effect on overall highway safety in this area.
- 2.11 To inform the access strategy proposed in connection with the scheme, independent Automatic Traffic Count (ATC) surveys were undertaken on the local network between 18 and 24 June 2021, at the locations indicated below:



Figure 2: ATC Survey Locations (Source: Google Maps)

Direction	Mean Speed (mph)	85 th ile Speed (mph)
Northbound	36	44
Southbound	34	40

Table 2.1: Traffic Survey Results Summary B1332 (N)

Direction	Mean Speed (mph)	85 th ile Speed (mph)
Eastbound	36	42
Westbound	33	39

Table 2.2: Traffic Survey Results Summary B1527

Direction	Mean Speed (mph)	85 th ile Speed (mph)
Northbound	36	43
Southbound	37	43

Table 2.3: Traffic Survey Results Summary B1332 (S)

3.0 PROPOSED ACCESS STRATEGY

- 3.1 A key component of the proposed access strategy would be the promotion of new 30mph speed limit sections on the B1527 and on the B1332, the extents of which are shown on drawing 2326/03/001. These would serve to reduce traffic speeds along the frontage of the primary school and recreation ground, including the junctions with the B1527/B1332 and The Street/B1332. Measures to assist the self-enforcing nature of the new sections of 30mph speed limit would also be incorporated into the strategy, in due course, potentially including updated/enhanced vehicle activated signing.
- 3.2 The proposed development would be served by a new T-junction onto the South side of the B1527 and in respect of the proposed 30mph speed limit along the frontage of the Site, 90m x 2.4m x 90m (minimum) visibility splays are proposed.
- 3.3 Pedestrians to/from the Site would be catered for by means of a new footway link between the proposed access and B1332 on the South side of Church Road, linking with the footway that terminates on the South side of the B1527 adjacent to the junction with the B1332. Pedestrians could also make use of the off-set footway link that runs through the adjacent recreation ground. A direct link into the recreation ground could also be provided internally from within the proposed development.
- 3.4 A new pedestrian link will be provided to the South of the Site, which will connect the scheme to the rest of the village through The Woodyard Square.
- 3.5 The main “gateway” for the proposed scheme to the wider highway network would be the B1527/B1332 T-junction to the East of the Site. In respect of the proposed speed limit reduction on the B1332, visibility splays are shown at 120m (North) x 2.4m x 90m (South) minimum, which are demonstrated to be achievable on drawing 2326/03/001, also considering the vertical alignment of the main road.

4.0 TRIP GENERATION

- 4.1 An estimation has been made of trips that would be associated with a development of approximately 50 new homes using indicative 85th percentile AM and PM peak trip rates from the TRICS database and the resulting calculations are set out below:

Period	Trip Rates			Trips		
	In	Out	Total	In	Out	Total
AM	0.171	0.432	0.603	8	22	30
PM	0.520	0.225	0.745	26	12	38

Table 4.1: Trip Generation Estimation (50 new dwellings in total)

- 4.2 Evidently, the proposed development would give rise to only very modest levels of peak period of traffic generation, negligible against the backdrop of existing flows on the local section of the B1332. The impact of the proposed development on the B1527 would be more significant, however, the scheme should not give rise to any operational issues in terms of the road's functionality. It should also be noted that traffic to/from the Site would be split east/westbound along the B1527 and not all traffic would pass through the B1527/B1332 priority T-junction to the East of the Site.

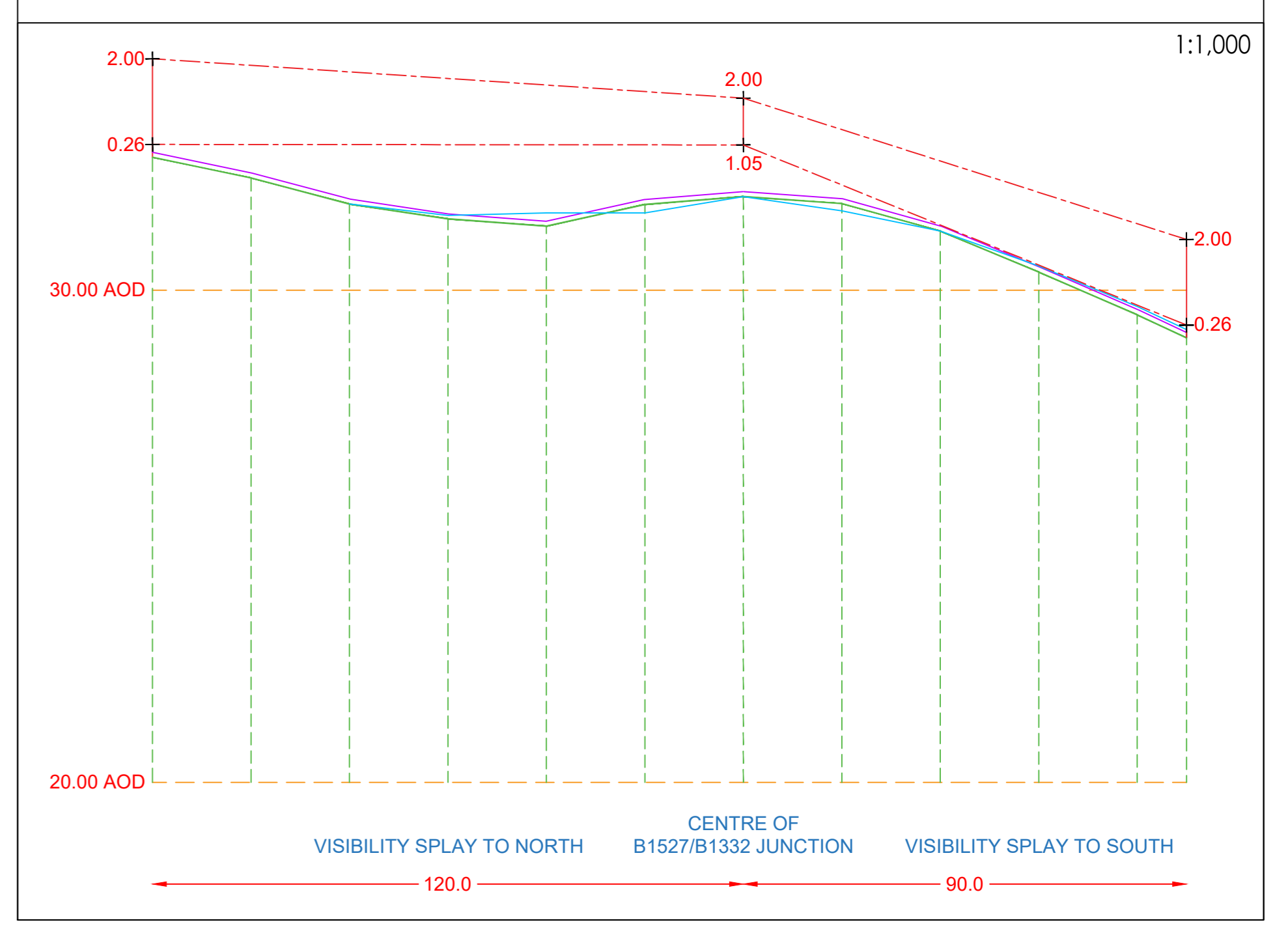
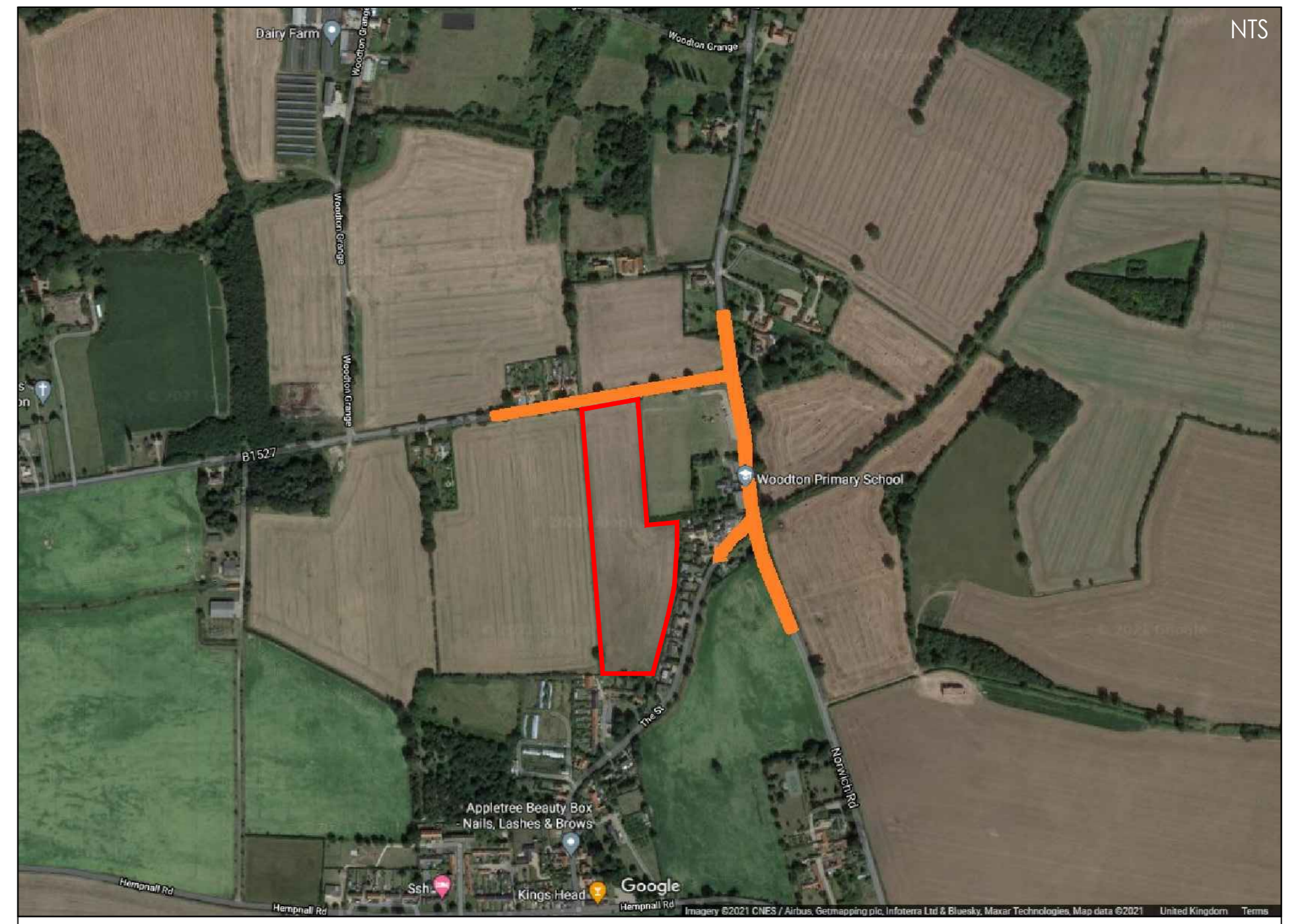
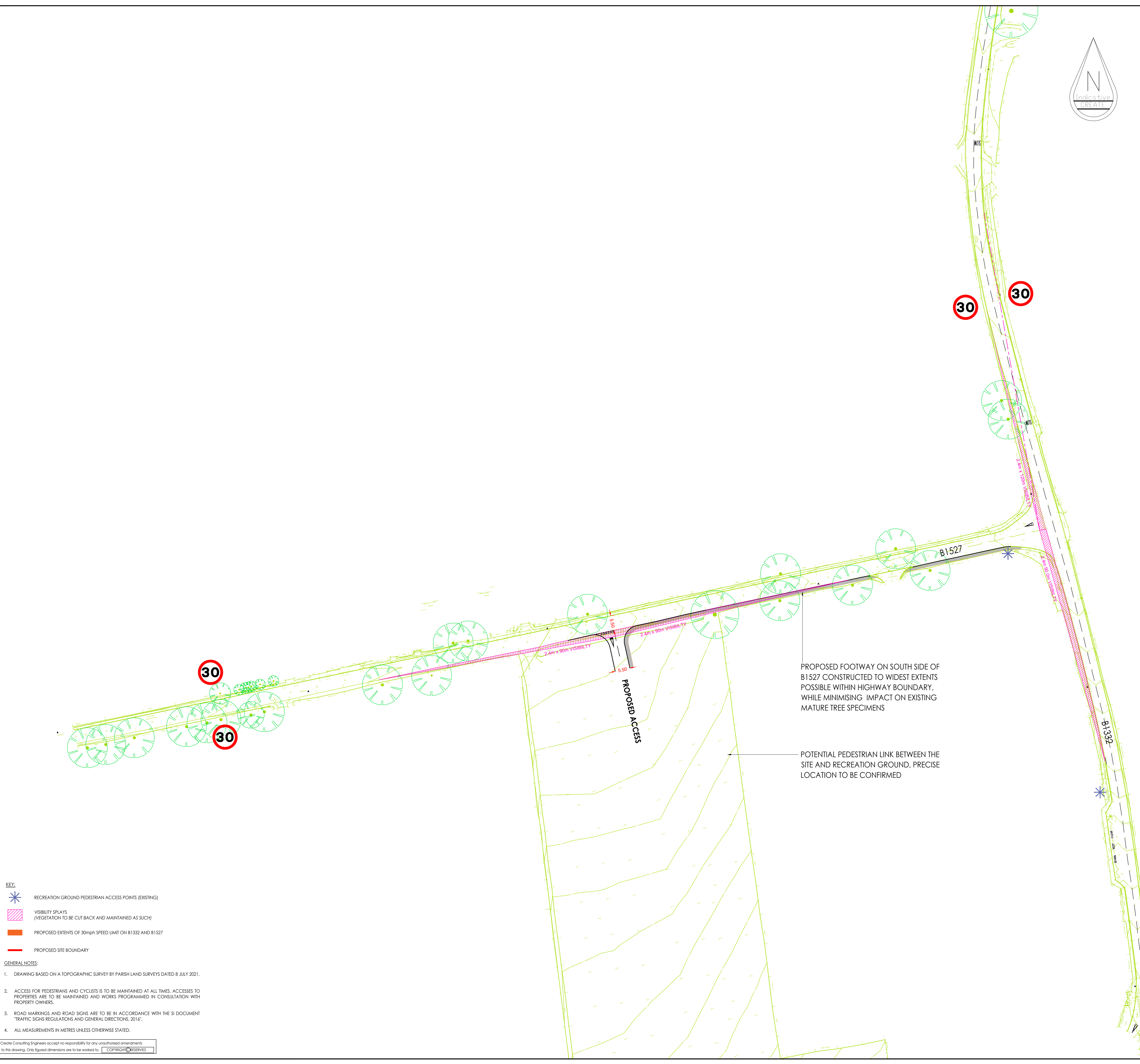
5.0 CONCLUSION

- 5.1 This Highways & Access Review report provides evidence that the proposed development should be considered acceptable on highways grounds at this initial site allocations stage for inclusion in the South Norfolk Local Plan.

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Enclosed: Drawing 2326/03/001 Proposed Access Strategy



- KEY:**
- RECREATION GROUND PEDESTRIAN ACCESS POINTS (EXISTING)
 - VISIBILITY SPLAYS (VEGETATION TO BE CUT BACK AND MAINTAINED AS SUCH)
 - PROPOSED EXTENTS OF 30mph SPEED LIMIT ON B1332 AND B1527
 - PROPOSED SITE BOUNDARY

- GENERAL NOTES:**
1. DRAWING BASED ON A TOPOGRAPHIC SURVEY BY PARISH LAND SURVEYS DATED 8 JULY 2021.
 2. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
 3. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE S1 DOCUMENT 'TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016'.
 4. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED

PROJECT WOODTON LAND SOUTH OF B1527	DATE 26.07.21	DRAWING STATUS FOR DISCUSSION	
DRAWING TITLE PROPOSED ACCESS STRATEGY	SCALE(S) 1:300 1:1,000	DESIGNED MDA	
CLIENT ESCO DEVELOPMENTS LTD	JOB No 2326	DRAWN MDA CHECKED MDA APPROVED AF	

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ORIGINAL SHEET SIZE - A0 Landscape DO NOT SCALE