
1.0 INTRODUCTION

- 1.1 This summary note has been prepared to provide clarification on the traffic impact of the residential development proposals at Caterpillar, Lancaster Road, Shrewsbury (Application Number 16/04559/OUT).
- 1.2 The summary draws from information set out in the three transport documents provided with the application, or during the determination period:
- Transport Assessment (17021-01b) – dated September 2016.
 - Transport Assessment Addendum (17021-02) dated July 2017.
 - Technical Note (17021-03d) – dated October 2017.
- 1.3 All three documents have been accepted by Shropshire Highways department as representing best practice. They also concur with the conclusions that the site proposals do not give rise to a severe impact as defined by NPPF (2018).
- 1.4 Each of the documents appraised the impact of 150 dwellings. This number has since reduced to 140 dwellings, meaning that the appraisals illustrate an over-estimate of the impact.

2.0 ADDITIONAL SITE TRAFFIC – MOUNT PLEASANT ROAD/ DITHERINGTON ROAD

- 2.1 The residential proposals will clearly generate some additional traffic. However, even if the residential development were not to come forward, the site could already generate additional employment traffic without the need for any change to the existing consent on the site.
- 2.2 The net increase in vehicle movements from the proposed residential development at the Mount Pleasant Road/ Ditherington Road traffic signals in the morning and evening peak hours is only:

- 26 two-way vehicles across the AM peak hour (0800-0900), so 1 extra vehicle every 2 minutes.
- 11 two-way vehicles across the PM peak hour (1700-1800), so 1 extra vehicle every 5-6 minutes.

2.3 The impact of this additional traffic on the morning and evening peak hour queues on Mount Pleasant Road towards the lights on Ditherington Road is shown on a series of sketches included at **Appendix A** (incorporating Sheets 1-4).

2.4 These visually record the effect on queues of additional employment traffic; additional residential traffic; and the separate effect of the introduction of enhanced pedestrian facilities beneath the rail bridge. On site observations showed that there is a 10-15 minute period within each peak hour, related to the existing Caterpillar operation where queues on Mount Pleasant Road lengthen and then shorten again. This "peak within a peak" period is illustrated alongside the typical peak period queues on the attached images.

2.5 The sketches illustrate:

- The extent of vehicle queuing on Mount Pleasant Road with no change at the application site (in red).
- The extra queue resulting from employment development which could be implemented under the existing consent on the application site (in blue).
- The extra queue resulting for the proposed application residential development (in green).
- For each of the above, the position of the queue as influenced by the implementation of the proposed footway widening and carriageway narrowing under the rail bridge.

2.6 These demonstrate:

- A. That the effect on queuing on Mount Pleasant Road from the residential proposals is extremely modest (as illustrated by the short sections of green shading).
- B. That the effect of the pedestrian enhancements at the rail bridge are also modest, but the back of the queue moves further along Mount Pleasant Road. This not because there are more vehicles in that queue, but because queuing under the bridge would not be possible, as the carriageway would be only one lane wide. With these works being consistent with Shropshire Council's own local initiatives, the resulting effect is not an implication of the development traffic itself.
- C. That queues do not block vehicle movements at the Lancaster Road roundabout.

2.7 As confirmed by Shropshire Council Highways, the impact will not be severe.

3.0 HEATHGATES ROUNDABOUT

3.1 The scope of the highway appraisal was agreed with Shropshire Council Highways at the outset, and reviewed and revised during the determination period. It was agreed there would be insufficient traffic generated by the site proposals to require the Heathgates roundabout to be assessed under Best Practice Guidance.

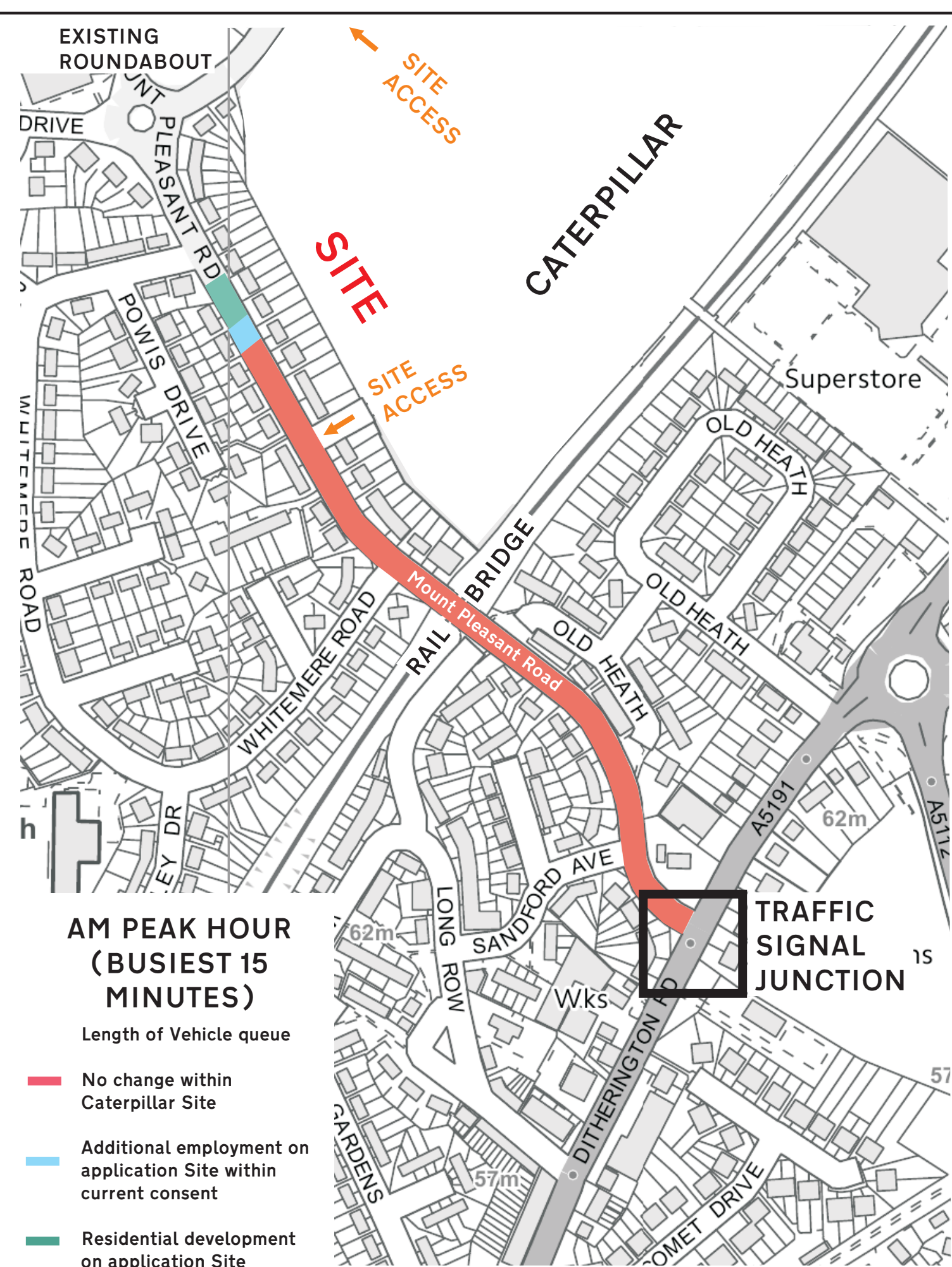
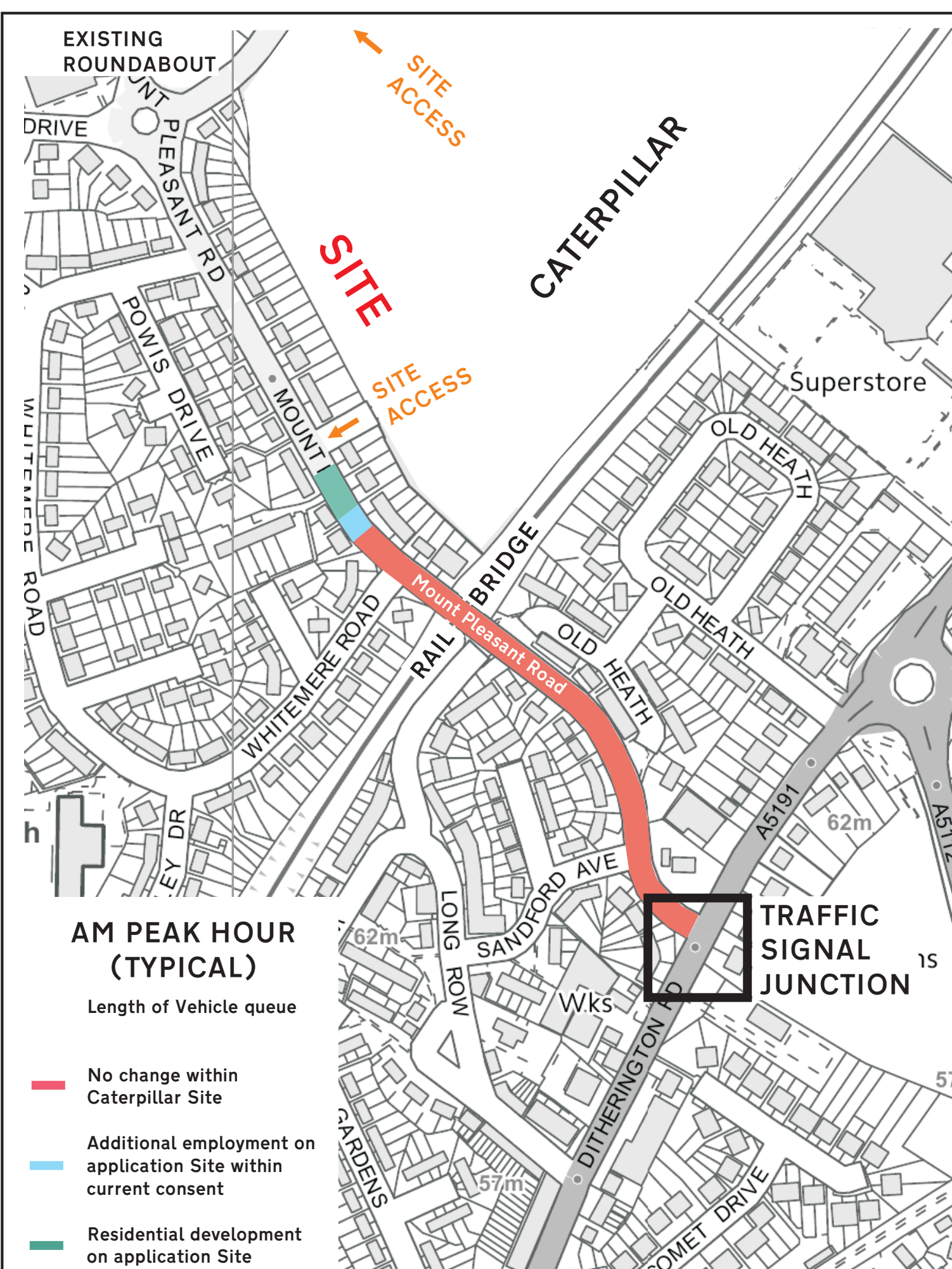
3.2 Notwithstanding this, as part of the Transport Assessment Addendum (June/July 2017) and the Technical Note (September/October 2017) referred above, a series of site visits and camera surveys were undertaken at the roundabout at peak periods. These showed that queuing at the roundabout did not stretch back to the Ditherington Road signals. As such, this re-enforced the view of the applicant team and Shropshire Council Highways that the small levels of additional site

traffic on that part of the network, would mean any impact would be extremely limited.

4.0 OFF-SITE TRANSPORT MITIGATION

- 4.1 The site proposals deliver pedestrian enhancements on Mount Pleasant Road. These will benefit existing and future residents/employees. The scheme to narrow the carriageway at the rail bridge to enhance pedestrian safety and convenience is one that is consistent with Shropshire Council's aspirations, irrespective of whether or not development comes forward. Hence these are well related to the site, and save Shropshire Council from the financial obligation of delivery. The site would also be subject to a Travel Plan.
- 4.2 The local highway network is subject to existing queuing. It is however, not the responsibility of the development to resolve existing network deficiencies. Based on Best Practice Guidance, it has been demonstrated across three separate reports that no further mitigation is required as a consequence of the development proposals. These findings have been reviewed thoroughly by Shropshire Council Highways, who have confirmed the same.

Appendix A



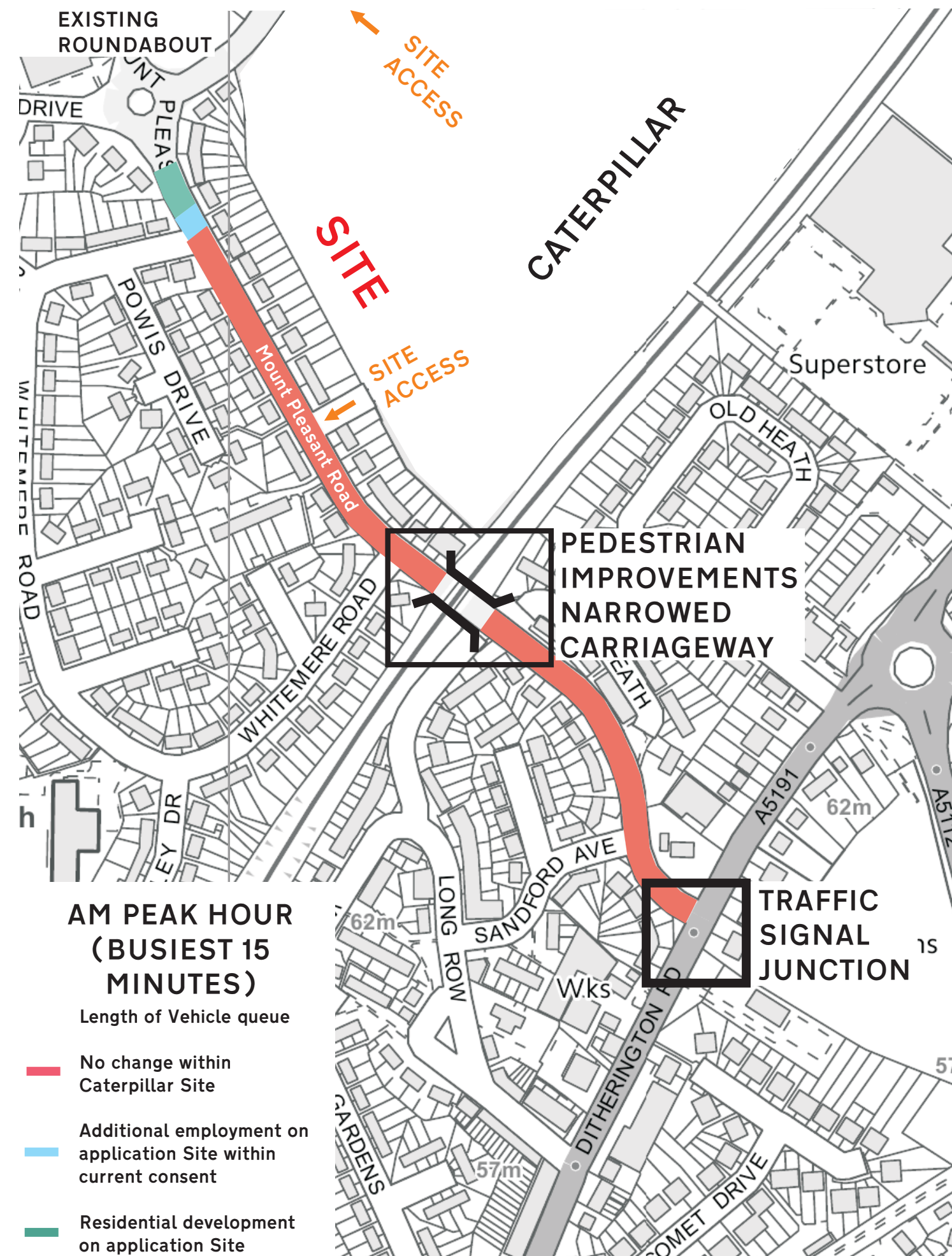
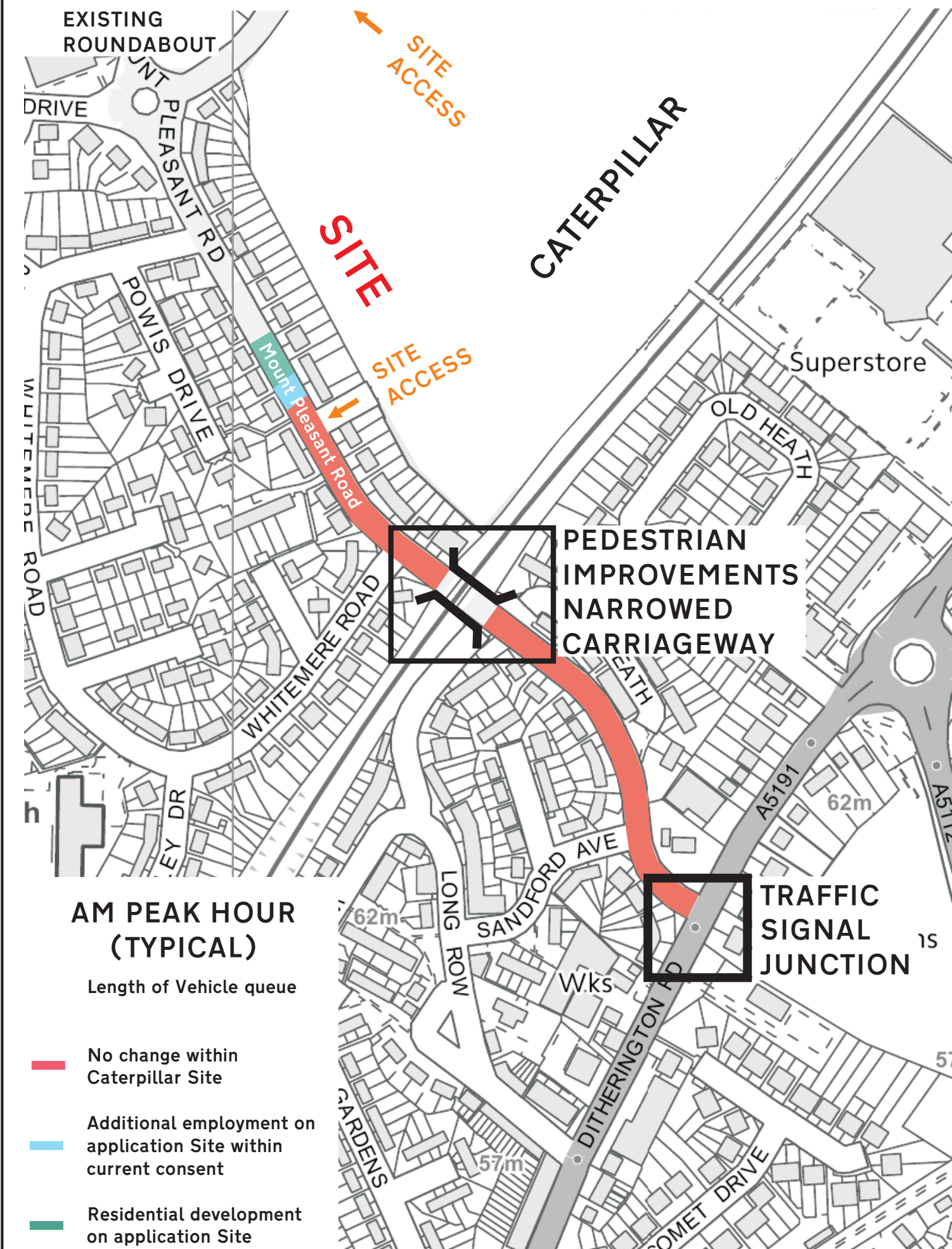
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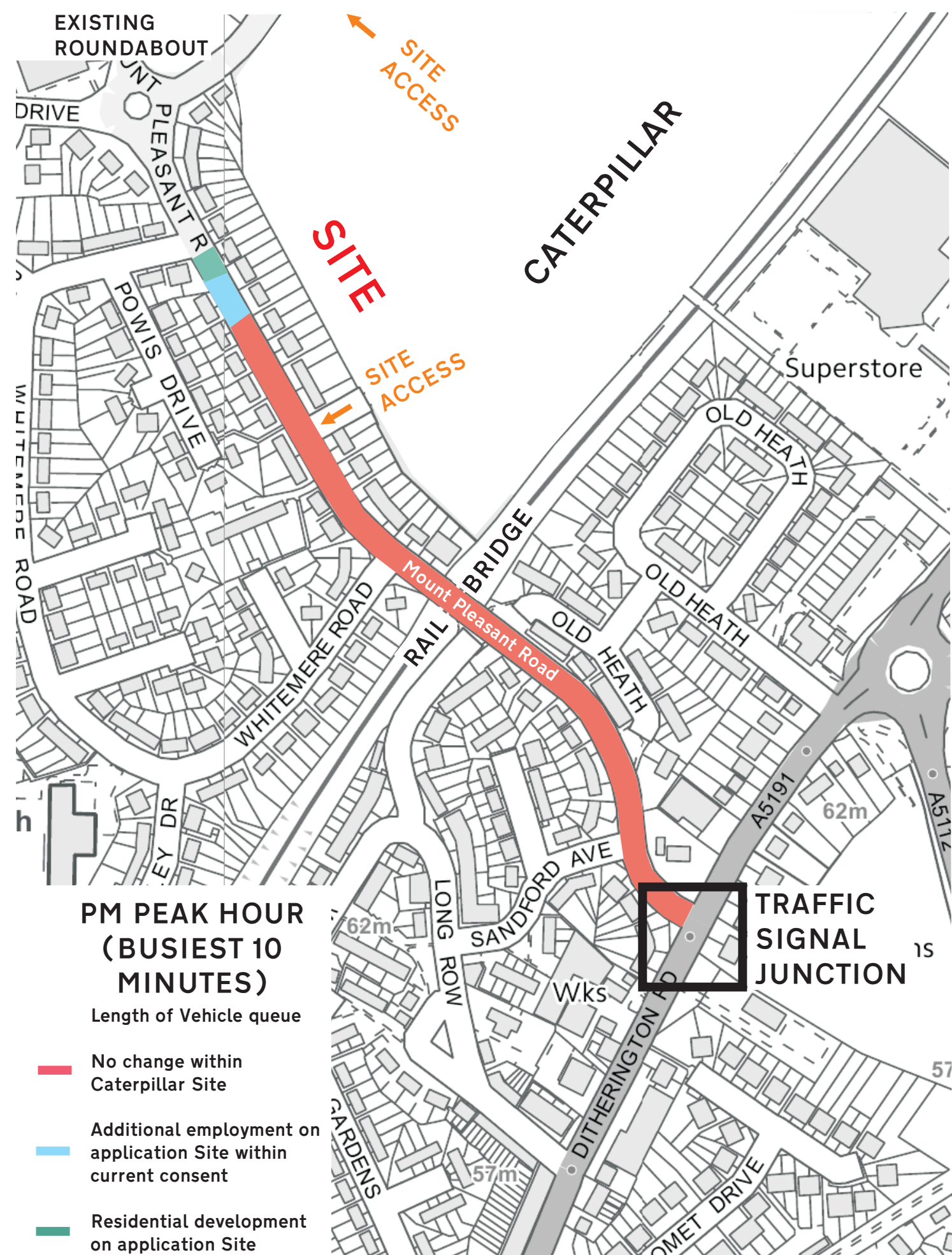
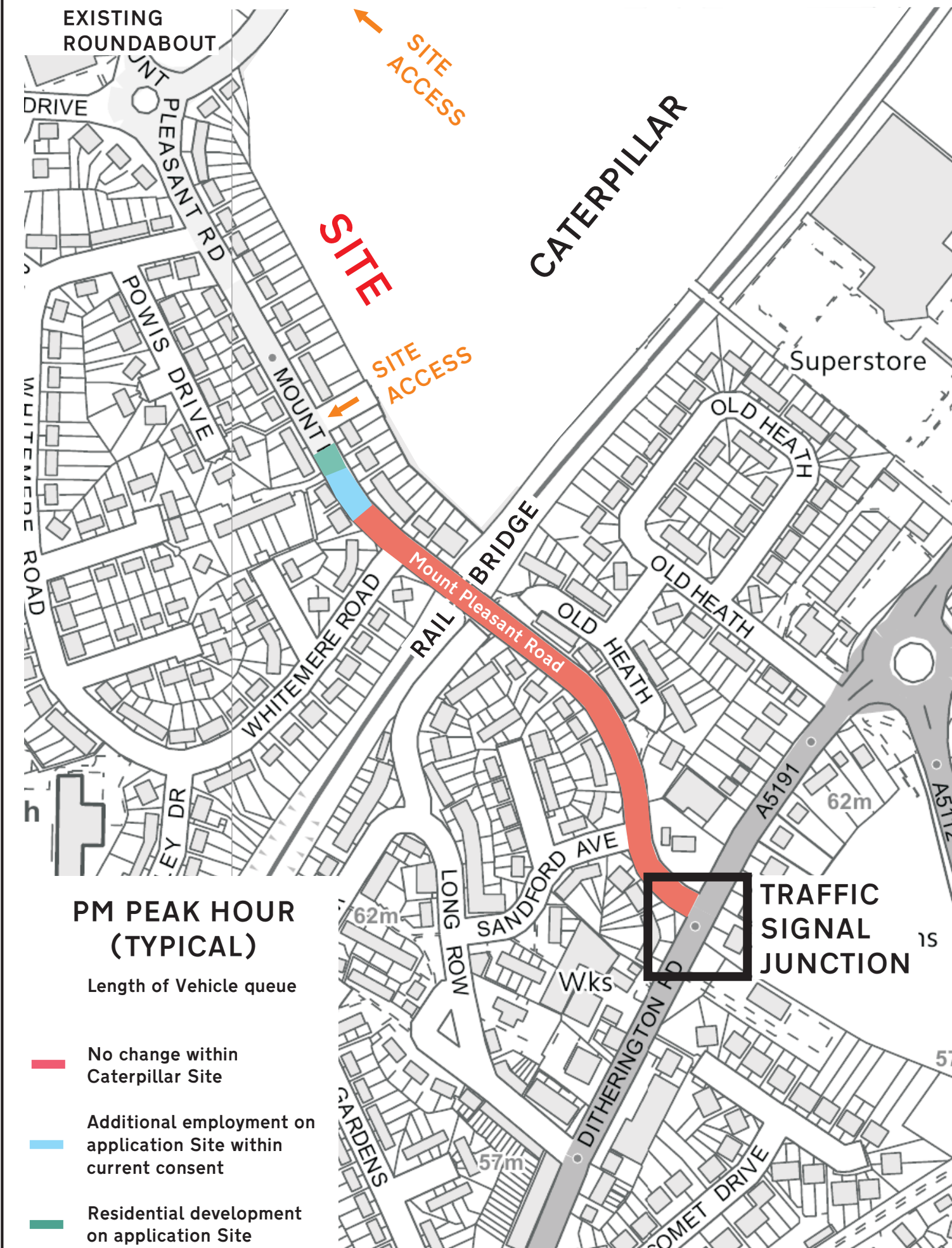
IMAGES SHOW MOUNT PLEASANT ROAD QUEUES
 COVERING DIFFERING OUTCOMES
 THIS SHEET - **CURRENT ROAD LAYOUT - AM PEAK**

Scale : NTS

SHEET 1







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IMAGES SHOW MOUNT PLEASANT ROAD QUEUES
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Scale : NTS

SHEET 3



