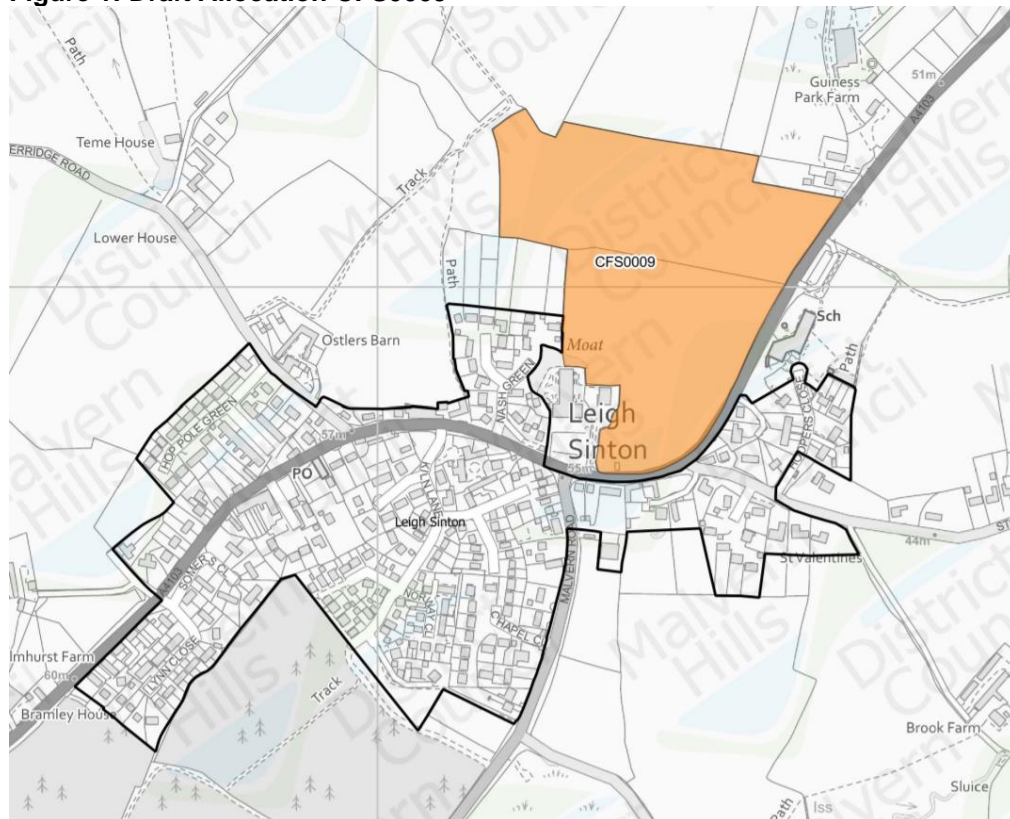


LAND TO THE NORTH OF LEIGH SINTON
TECHNICAL NOTE: TRANSPORT
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Mewies Engineering Consultants Ltd (M-EC) have been commissioned by Lone Star Land Ltd to consider accessibility implications of a proposed draft allocation to the north of the A4103 Leigh Sinton. The site area is identified in Figure 1 below (CFS0009) and is proposed to comprise 52 dwellings plus sports facilities.

Figure 1: Draft Allocation CFS0009



The draft allocation is well located in terms of proximity to key amenities within the village which include Leigh and Bransford Primary School, Royal Oak Inn public house, Leigh Sinton Stores and Leigh Sinton Chinese Take-away. The 417 bus service is also noted as operating along the A4103 between Worcester and Ledbury.

Whilst proximity to nearby facilities is good, the proposed allocation is separated from these amenities by the A4103, which acts as a considerable barrier to sustainable movement both to existing facilities and also the proposed sports facilities due to be located on this site.

The A4103 through Leigh Sinton is subject to a 30mph speed limit which commences to the north east of the proposed allocation. Whilst a gateway into the village is noted, limited physical features to maintain traffic speeds are noted close to the site and it is expected speeds heading south into the village and past the proposed allocation are likely to be in excess of the subject speed limit. No street lighting is noted and a narrow footway on the east of the A4103 is noted until the Stocks Lane junction and then a footway on both sides is identified. No obvious pedestrian crossing facilities are available.

Research of previous Transport Assessments completed on nearby committed development sites suggests around 1000 trips move north and south along the A4103 in the peak periods. Crashmap data indicates some slight accidents along the A4103 where it forms the eastern boundary to the draft allocation.

The development proposals will introduce additional vulnerable road users to the A4103, most noticeable primary school children accessing Leigh and Bransford Primary School. Currently development on the northern side of the A4103 is limited when compared to the southern side of the road. The introduction of more vulnerable road users to the A4103 in favour of supporting continued development to the south, would seem to create a barrier to sustainable movement, with limited permeable networks on offer to encourage sustainable movements.

Manual for Streets paragraph 4.2.5 states:

'Internal permeability is important but the area also needs to be properly connected with adjacent street networks. A development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than by other modes.'

The National Planning Policy Framework at paragraph 110 states:

'...give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...'

'...create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles...'

M-EC are of the view that the provision of development to the north of the A4103 does not in highway terms represent the most sustainable location for development in Leigh Sinton and is contrary to the aims of the NPPF. CIHT publication 'Providing for Journeys on Foot' states at paragraph 3.1:

There are many real or perceived deterrents to walking. Most are well known whilst others are less obvious. Amongst the most important are:

- *Land use patterns that are unsuited to walking*
- *Unpleasant pedestrian environments*
- *Danger from vehicular traffic*
- *Personal security fears*
- *Inconvenient pedestrian facilities*

It does not appear, through the site selection process, significant consideration has been given to accessibility and connectivity and the barrier the A4103 presents to the site. A Pedestrian Environment Review Study (PERS) would have highlighted key issues linked to the site and the fact that significant infrastructure would be required to enable safe and sustainable pedestrian access to be created. This would more than likely need to take the form of new footways and crossing points. A key consideration would be the creation of safe access to the primary school.

To meet the aims of creating sustainable development, the continued extension of the village to the south would appear more reasonable and logical. Indeed, with the creation of community facilities as part of that development, it would enable the majority of the existing population to access these new facilities easily and safely. Whilst some crossing of the A4103 would be required for existing residents to the north, clearly the proportional balance of the population in the village is in favour of the south. The provision of development to the south would also reduce the need for significant infrastructure provision along the A4103, which if implemented, would add potential delay to journeys using this route.

In summary we feel the draft allocation for Leigh Sinton should be reconsidered on the ground of accessibility and safety for vulnerable roads users. Development to the south of the A4103 where all principle amenities and facilities are located should instead be favoured.

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