


Agreed Statement between Miller Homes and Gloucestershire County Council

Project No: ITB12049
Project Title: Leckhampton, Cheltenham
Title: Cheltenham Local Plan Examination Matters 3 and 8
Ref: ITB12049-014 TN
Date: 25 February 2019

1.1.1 This is an agreed statement between i-Transport (on behalf of Miller Homes) and the local highway authority, Gloucestershire County Council (GCC), in relation to Matters 3 and 8. This statement is submitted following the Inspector's comments at the Matter 3 session to clarify the level of agreement on transport matters between Miller Homes and GCC.

Signed:  Mark Gimingham, Partner, i-Transport on behalf of Miller Homes

Signed:  Jamie Mattock, Team Leader, GCC

Pre Application Discussions

1.1.2 i-Transport and GCC have held, and are continuing to hold, extensive pre application discussions regarding Miller Homes' development proposals at Leckhampton.

Opportunities to Promote Sustainable Transport Modes

1.1.3 The location of the Policy MD5: Leckhampton site is within a reasonable walking and cycle distance of a variety of everyday local facilities and destinations. There are routes between the site and these local facilities and destinations that are either satisfactory in their existing form or capable of improvement (secured by condition or S106 obligation) meaning that there is the opportunity for many future residents to walk and cycle.

1.1.4 The site lies adjacent to the A46 Shurdington Road and is highly accessible by bus. Stagecoach's high frequency Service 10 bus service (Cheltenham – Shurdington – Brockworth – Gloucester – Lower Tuffley) routes along Shurdington Road and directly past the site.

1.1.5 In transport terms, the site is sustainable with good opportunities to promote sustainable transport modes.

Site Access Arrangements

1.1.6 GCC has previously agreed to site access arrangements from the A46 Shurdington Road as part of the previous Miller / Bovis application / appeal.

1.1.7 i-Transport and GCC has discussed and agreed the site access strategy for a proposed residential development of 350 dwellings. Two points of vehicular access to the Miller site are proposed from the A46 Shurdington Road. It is envisaged that the western Shurdington Road access will include the realignment to the east of the A46/ Kidnappers Lane junction (closure of the existing Kidnappers Lane junction) within the MD5 allocation area and will take the form of a signal-controlled junction. The proposed eastern Shurdington Road access will take the form of a priority junction (priority along the A46) and a nearby pedestrian crossing.

Traffic Impact

1.1.8 The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) Transport Evidence Base / Strategy identifies eleven strategic travel corridors to assess the strategic impacts of the land use scenarios outlined within the JCS. Corridor 9 – A46 Bath Road (central Cheltenham) to A417 junction is the most relevant to the MD5 Leckhampton site. GCC's preferred mitigation package for Corridor 9 includes:

- Leckhampton Lane - upgrade A46 / Leckhampton Lane priority junction, to include a dedicated right turn from A46 south into Leckhampton Lane (funded through developer contributions);
- Moorend Park Road - A46 Shurdington Road northbound approach to Moorend Park Road – additional highway space for right turning traffic by providing a longer stacking lane (funded through developer contributions); and
- Badgeworth Lane - A46 / Badgeworth Lane priority Junction – Signalisation of junction to provide improved access to/from Badgeworth (funded through ad hoc funding opportunities).

1.1.9 The JCS Transport Evidence Base / Strategy (paragraphs 6.10.8 and 6.10.9) confirm that:

“The outcome of these changes resolves delays along the Shurdington Road corridor. There remain minor issues during both peaks for the A417 / A46 junction at both A46 approaches. Possible signalisation of these approaches may mitigate the scale of delay predicted by the model.”

“The improvements will significantly benefit public transport specifically the operation of the 10 service within the A46 corridor by reducing the risk of journey time uncertainty.”

- 1.1.10 GCC and i-Transport have agreed that a detailed microsimulation traffic model (Paramics) of the A46 Shurdington Road corridor in south west Cheltenham, including Leckhampton and the A417 junction) provides for an appropriate method for assessing development traffic impacts.
- 1.1.11 i-Transport undertook a comprehensive suite of traffic surveys in November 2016. i-Transport has developed a base microsimulation traffic model (Paramics) of the A46 Shurdington Road corridor in south west Cheltenham. GCC has reviewed the base microsimulation traffic model and agrees it provides an accurate representation of the base traffic and network conditions and is suitable for future year and development impact / mitigation testing.
- 1.1.12 GCC and i-Transport have agreed trip rates and traffic generation for residential development at the MD5 Leckhampton site.
- 1.1.13 i-Transport has worked up, in consultation with GCC, the following improvement schemes on the A46 corridor.

A46 Shurdington Road/ Moorend Park Road Junction

- There is already a committed improvement scheme at the A46 Shurdington Road / Moorend Park Road junction associated with the Land West of Farm Lane development. Additional improvements have been identified which include extension of the ahead and left turn lanes on the A46 northbound approach to create a longer narrower two-lane approach before flaring to form three lanes and moving the A46 northbound and moving pedestrian stage to stage two to avoid phase isolation on termination of the arm.

A46 Shurdington Lane/ Leckhampton Lane Junction

- i-Transport has undertaken design work, in consultation with GCC, for an upgrade to the existing A46 Shurdington Road/ Leckhampton Lane priority junction to provide a ghost island right turn arrangement This will enable vehicles turning right into Leckhampton Lane to wait safely without impeding northbound movements on the A46 Shurdington Road.

- 1.1.14 GCC is content that these improvement schemes:
- Accord with the preferred mitigation package for the A46 corridor as part of the JCS Transport strategy (see paragraph 1.1.8 above); and
 - Are deliverable.
- 1.1.15 GCC is aware that i-Transport has developed an opening year model and tested a development proposal of 350 dwellings and a secondary school along with the improvement schemes listed in

paragraph 1.1.13. The modelling results indicate that as a result of the mitigation measures, there will be an improvement to network conditions on the A46 corridor with a reduction in journey times and queuing compared to the opening year base scenario. The residual cumulative impacts on the road network would therefore not be severe.

- 1.1.16 GCC will undertake a detailed review of all future year and development impact and mitigation testing when they are provided within the transport assessment to be submitted with the planning application. GCC considers that the modelling results presented are as they would expect for the A46 corridor and accord with the conclusions of the JCS Transport Strategy which confirms that GCC's preferred mitigation package "**resolves delays along the Shurdington Road corridor**" and "**significantly benefit public transport specifically the operation of the 10 service within the A46 corridor**". The modelling is developed from the base microsimulation traffic model that has been reviewed and agreed by GCC.