



Shropshire Council

REVIEW OF POTENTIAL STRATEGIC SITES FOR BRIDGNORTH

Strategic Review





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1 INTRODUCTION

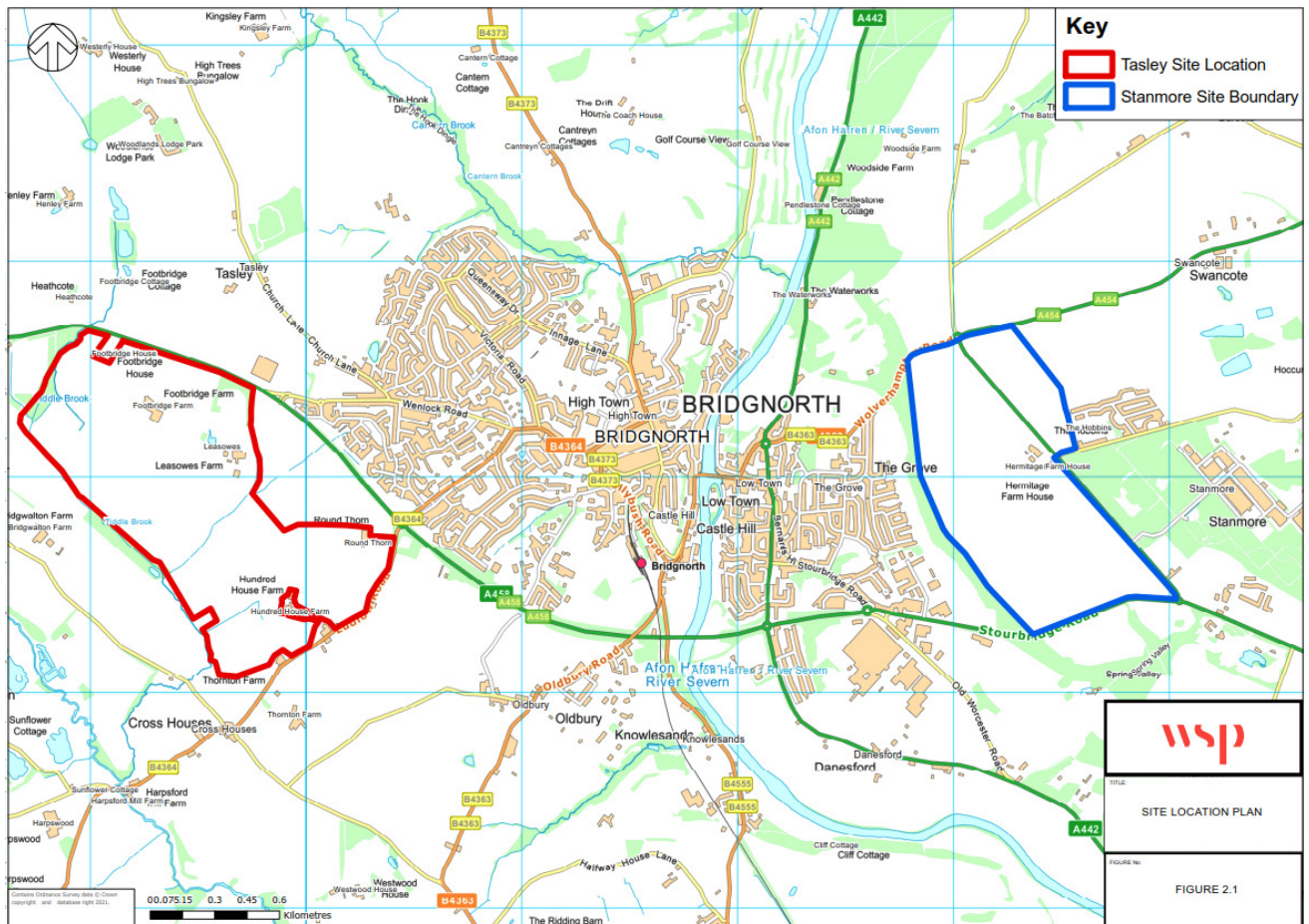
- 1.1.1. Shropshire Council (SC) are currently preparing the Local Plan to guide future development. As part of the Call for Sites exercise, two sites located around Bridgnorth were submitted for consideration to accommodate residential development. SC require an assessment of the two strategic sites from a highways and transport perspective to inform the Local Plan Review for the Bridgnorth allocation. This report considers the traffic, transport and highway implications of both sites.
- 1.1.2. As a result of the 'Regulation 18' Preferred Sites Consultation, a 'Garden Village' extension at Stanmore was identified as the preferred allocation for meeting much of the housing and employment needs of Bridgnorth during the emerging Local Plan period. However, since this consultation took place, a further significant site promotion for a 'Garden Village' extension at Tasley has been received by SC.
- 1.1.3. These two sites, alongside a series of other smaller site promotions were the subject of a site assessment process, which forms part of the wider Sustainability Appraisal of the Local Plan, in order to identify the proposed allocations for inclusion within the Pre-Submission Draft Local Plan.

2 WORK TO DATE

2.1 BACKGROUND INFORMATION

- 2.1.1. Bridgnorth is the third largest town located in the County of Shropshire and is a market town with a population of around 12,000 people.
- 2.1.2. The Stanmore site is located to the east of Bridgnorth; the Tasley site located to the west, as shown in **Figure 2-1**.

Figure 2-1 - Site Location Plan: Stanmore and Tasley sites



2.2 INTRODUCTION

- 2.2.1. These two sites, alongside a series of other smaller site promotions, were the subject of a site assessment process undertaken by SC in November 2018 ‘*Bridgnorth Place Plan Area Site Assessments*’. The exercise was repeated by SC in August 2020.
- 2.2.2. Within the site assessment process, the following points were noted:

Highways - Vehicles

- “The land at the ‘Garden Village at Stanmore’ benefits from direct access onto an A road. Similarly, the ‘Garden Village at Tasley’ benefits from direct access onto an A road.
- Due to the scale of both developments, it is likely that both would have a significant impact on the surrounding highway network and mitigation measures would be required to manage this growth.

Specifically, both sites would need to introduce traffic calming measures within the vicinity of the site and make all necessary improvements to the wider highway infrastructure. However, given the scale of the development proposed it is considered that these improvements are viable and achievable;

Highways - Pedestrians and Cyclists

- *Both sites are a similar distance from Bridgnorth centre;*
- *Direct access onto an A road is a benefit for vehicles but can be a disadvantage when considering pedestrian and cycle access to the site. Promoting sustainable modes of travel is a key consideration. Furthermore, if a site cannot demonstrate that some trips will be via sustainable modes, this will increase the dependency on vehicles and increase the impact on the surrounding network.*
- *The land at the ‘Garden Village’ at Stanmore is separated from the built form of Bridgnorth by Hermitage Ridge. Necessary improvements to pedestrian and cycle facilities to create safe links between the site and the built form of Bridgnorth are essential in order to reduce the potential segregation between the existing settlement and the site. This would require careful consideration given the gradient and nature of roads and footpaths between Bridgnorth and the site.*
- *The land at the ‘Garden Village’ at Tasley is separated from the built form of Bridgnorth by the A458. Necessary improvements to pedestrian and cycle facilities to create safe links between the site and the built form of Bridgnorth are essential in order to reduce the potential segregation between the existing settlement and the proposed development. This would require careful consideration to ensure that the infrastructure provided is safe and attractive to pedestrians and cyclists.*
- *It should be noted that both sites offer the potential for enhanced public transport links into the town. It should also be noted that both site promotions are of a scale that a level of self-containment would be expected, through provision of a mixed-use development including a local centre, primary school, housing and employment. Whilst this self-containment can reduce the number of trips from the site into Bridgnorth, ultimately the reason for the development is to meet the needs of Bridgnorth and a site adjacent to its built form will benefit strongly from the ability to sustainably access the services and facilities available within the town.*

2.2.3. In regard to highway issues, the site assessment process concluded the following: *“It is considered that the land at the ‘Garden Village’ proposal at Tasley provides more opportunities to make localised improvements to the surrounding network to ensure the new development is not segregated from the existing settlement of Bridgnorth, in particular there appears to be more opportunities for improvements to pedestrian and cycle facilities.”*

2.3 TASLEY GARDEN VILLAGE

March 2020

- 2.3.1. A Development Statement for the site was prepared on behalf of Taylor Wimpey and the principal landowners in March 2020 in support of the allocation of a new Garden Village at Tasley.
- 2.3.2. A Transport Issues report was prepared by Croft Transport Planning on behalf of Taylor Wimpey in March 2020. The report provided information specifically relating to the pedestrian accessibility aspects of the development proposals as well as assisting the local planning authority in the positive allocation of the site within the emerging SC Local Plan Partial Review.

June 2020

- 2.3.3. A Technical Note (TN) was prepared by PJA on behalf of Stanmore Properties and Apley Estate in June 2020. The TN reviewed the proposals for Tasley Garden Village from a highways' perspective. The review focused on information contained within the 'Transport Issues Report' prepared by Croft Transport Planning in June 2020.

August 2020

- 2.3.4. In addition, the site, amongst others, has been included in the 'Bridgnorth Place Plan Area Site Assessments' published in August 2020, referred to as site BRD030. It was concluded that the site should be *'considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, size and/or suitability.'*
- 2.3.5. Tasley Garden Village (BRD030) falls under Schedule S3.1 (i): Mixed Use Allocations: Bridgnorth Principal Centre. The land uses comprise:
- 1,050 dwellings;
 - 16ha employment land;
 - New local centre;
 - 20ha of green infrastructure and a 19ha linear park.
- 2.3.6. In Stage 3 of the assessment, relating to Tasley Garden Village, it is stated that:

"The site has good vehicular access potential, directly onto the A458 and Ludlow Road. If allocated, during the Planning Application process, consideration will need to be given to the most appropriate forms of access, this will be determined on the projected number of vehicles using the access, and the interaction with the access to land already in the Local Plan. As part of a strategic settlement it is assumed that these sites will be designed to promote cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, the parts of site that are closest to Bridgnorth High Town are well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PRow and into the town, including a footbridge crossing of the A458. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within High Town, although appropriate bus provision on the site should also be considered.'

November 2020

- 2.3.7. A supporting Transport Document was prepared by WYG on behalf of Taylor Wimpey Strategic Land in November 2020 for the Tasley Garden Village site. This document identifies the key transport considerations associated with the development of the site.

2.4 STANMORE VILLAGE

August 2019

- 2.4.1. In August 2019, PJA prepared a short note on behalf of Stanmore Properties Ltd and Apley Estate, recommending a route that would connect Stanmore Village centre to Bridgnorth via Hermitage Ridge. The note indicated that the proposed route would vastly improve accessibility levels between the site and Bridgnorth Town Centre.

March 2020

- 2.4.2. A Vision Document titled ‘A Vision for Stanmore Garden Village’ was prepared by MACE in March 2020 on behalf of the Stanmore Consortium. The document set out the site constraints and development opportunities, the vision for Stanmore Garden Village and the proposed concept masterplan.

March 2020

- 2.4.3. A high level Transport Appraisal was prepared by PJA on behalf of Stanmore Properties Ltd and Apley Estate in March 2020 for the Stanmore Village site. The report appraised the site in transport terms, based on the findings from a site visit, traffic count and desktop review. The document set out the key issues and opportunities for the site.

- 2.4.4. The land use comprises:

- 850 dwellings;
- 16ha employment land (approximately 68,000sq.m of buildings);
- 5ha local centre;
- 36ha of green infrastructure.

August 2020

- 2.4.5. Stanmore Village was one of a number of sites considered in the ‘Bridgnorth Place Plan Area Site Assessments’ published in August 2020. That Assessment indicated that the site should be ‘*considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, size and/or suitability.*’

- 2.4.6. In Stage 3 of the Bridgnorth Place Plan Area Site Assessment, relating to Stanmore, it is stated that:

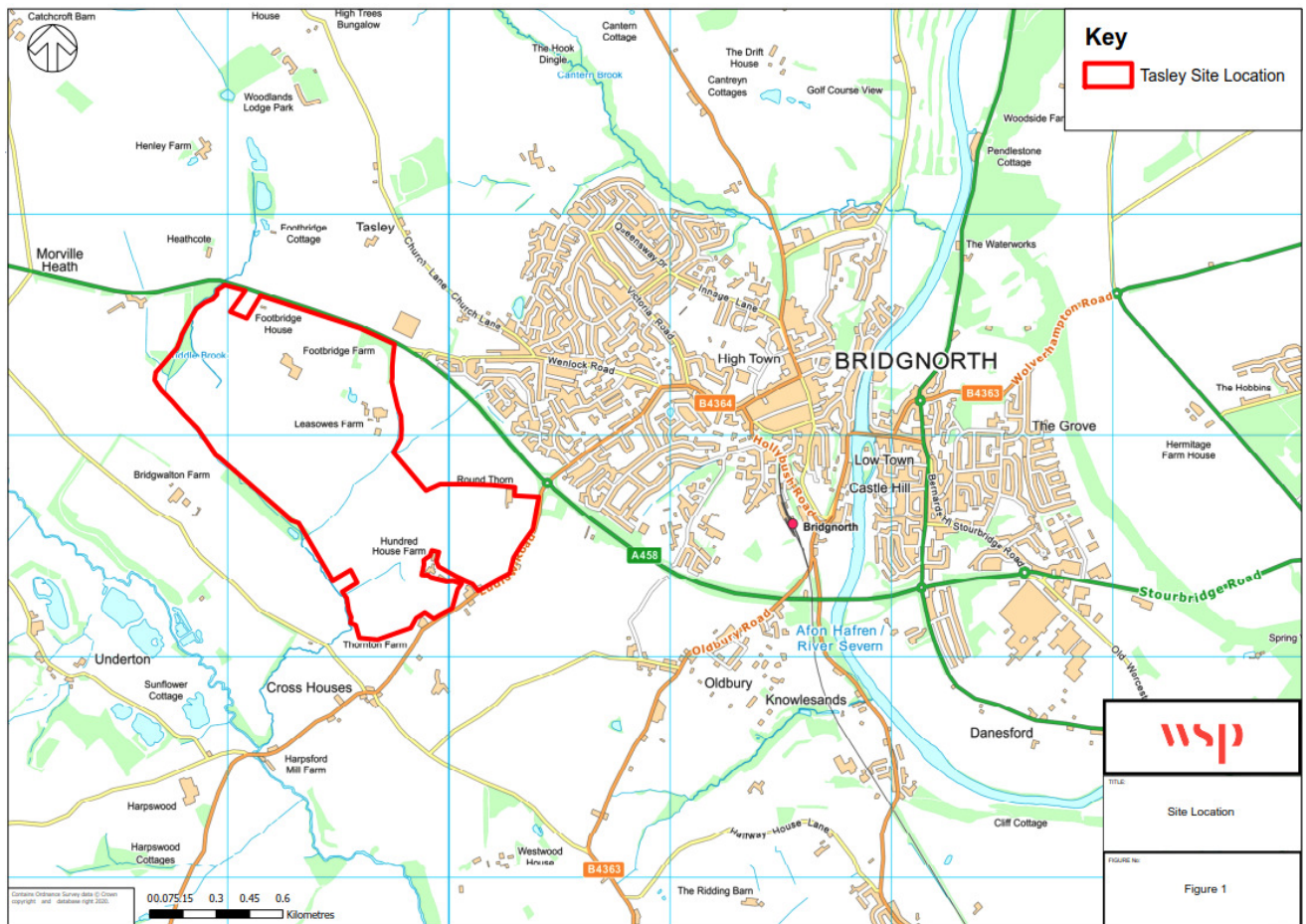
“The site is some distance from the built form of Bridgnorth, separated physically and functionally by agricultural land and the Hermitage Ridge. Whilst it is considered that provision of a new local centre and park and ride on the site would contribute to mitigation, the ability to provide effective pedestrian and cycle links are more complex due to the gradient and presence of ancient woodland along Hermitage Ridge. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.”

3 TASLEY GARDEN VILLAGE

3.1 INTRODUCTION

- 3.1.1. The site is a very large (128.10 hectares), predominantly greenfield site, consisting of a significant number of agricultural fields and some farmsteads.
- 3.1.2. The site is located to the south-west of Bridgnorth, approximately 1.5km from the town centre. The location of the proposed Garden Village is shown in **Figure 3-1**.

Figure 3-1 - Site Location Plan - Tasley Garden Village



- 3.1.3. The site is bounded by B4364 Ludlow Road to the south-eastern side of the site and to the north-eastern side of the site by A458. Generally open agricultural land bounds the site to the west and south.

3.2 DEVELOPMENT PROPOSALS

- 3.2.1. As stated in the draft Shropshire Local Plan and the November 2020 Supporting Transport Document, prepared by WYG, the development proposals (up to 2038) comprise:
 - 1,050 dwellings;
 - 16ha employment land;
 - New local centre (comprising of a range of retail and community uses);

- A Primary School;
- 20ha of green infrastructure; and
- A 19ha linear park.

3.2.2. The Supporting Transport Document prepared by WYG (November 2020) states that, “*The proposals would create a highly sustainable community, with new jobs on the site along with access to education, retail and employment opportunities on the site which will reduce the need to travel. There is sufficient land available within the site to introduce a public transport hub close to the local centre, which could serve the development and enhance public transport connectivity across Bridgnorth. It could form a complementary part of any future Council Park and Ride aspiration. The proposed development would be sustainable in its provision on-site of a range of local services and facilities.*”

3.3 RESIDENTIAL TRIP GENERATION

3.3.1. The ‘Transport Issues Report’ prepared by Croft Transport Planning in March 2020 proposed the following residential trip rates, provided in **Table 3-1**.

Table 3-1 - Vehicular Residential Trip Rates (Croft Transport Planning, March 2020) - Per Unit

Peak Period	Vehicular Trip Rate (per Unit)			Vehicle Trips (1,050 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	0.110	0.358	0.468	116	376	492
PM Peak Hour (17:00 - 18:00)	0.338	0.148	0.486	355	155	510

3.3.2. The Transport Technical Note (TN) prepared by PJA in June 2020, in response to the ‘Transport Issues Report’ prepared by Croft Transport Planning in March 2020 raised a number of concerns relating to the trip rates. PJA considered that “*these trip rates are not wholly representative of the proposed development site.*” PJA concluded that “*the site could generate more trips during peak periods than previously forecast.*”

3.3.3. The ‘High Level Transport Appraisal’ prepared by WYG in November 2020, proposed the following trips rates, provided in **Table 3-2**.

Table 3-2 - Vehicular Residential Trip Rates (WYG, November 2020) - Per Unit

Peak Period	Vehicular Trip Rate (per Unit)			Vehicle Trips (1,050 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	0.135	0.375	0.510	142	394	536
PM Peak Hour (17:00 - 18:00)	0.323	0.142	0.465	339	149	488

3.3.4. A comparison of the Croft Transport Planning trip rates in **Table 3-1** against the trip rates proposed by WYG in **Table 3-2** indicate that they are very similar. Using the WYG trip rates results in slightly higher development traffic flows in the AM peak hour and comparable levels of vehicle trips in the PM peak hour.

- 3.3.5. Following a review of the TRICS trip rates provided in the ‘High Level Transport Appraisal’ prepared by WYG, it is considered that the trip rates provided in **Table 3-2** would be generally representative of the residential component on the development site.
- 3.3.6. Based on the trip rates illustrated in **Table 3-2**, it is anticipated that the residential element of the site (1,050 dwellings) would result in approximately 536 two-way trips during the morning peak hour, and 488 two-way trips during the evening peak hour.

3.4 EMPLOYMENT TRIP GENERATION

- 3.4.1. The ‘Transport Issues Report’ prepared by Croft Transport Planning in March 2020 proposed the following employment trip rates, provided in **Table 3-3**.

Table 3-3 - Vehicular Employment Trip Rates (Croft Transport Planning, March 2020) - Per Ha

Peak Period	Vehicular Trip Rate (per Ha)			Vehicle Trips (16 Hectares)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	10.481	3.931	14.412	168	63	231
PM Peak Hour (17:00 - 18:00)	2.551	9.964	12.515	41	159	200

- 3.4.2. The Transport TN prepared by PJA in June 2020 again raised a number of concerns relating to the trip rates. PJA considered that “*these trip rates are not wholly representative of the proposed development site.*” PJA concluded that “*the site could generate more trips during peak periods than previously forecast.*”
- 3.4.3. The ‘High Level Transport Appraisal’ prepared by WYG in November 2020, proposed the same trip rates as Croft Transport Planning, provided in **Table 3-4**.

Table 3-4 - Vehicular Employment Trip Rates (WYG, November 2020) - Per Ha

Peak Period	Vehicular Trip Rate (per Ha)			Vehicle Trips (16 Hectares)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	10.481	3.931	14.412	168	63	231
PM Peak Hour (17:00 - 18:00)	2.551	9.964	12.515	41	159	200

- 3.4.4. Following a review of the employment trip rates suggested by both PJA and WYJ, it is considered that the trip rates provided in **Table 3-4** may not accurately represent the employment component on the proposed development site.
- 3.4.5. WSP agree with the following points raised in the Transport TN prepared by PJA in June 2020:
- “*It is not considered that the site is a ‘freestanding’ location, however it is noted that TRICs recommend a site-by-site approach should be taken. For the Free-standing site included within the employment trip generation, it is not considered that this is comparable to the proposed development location, as it is over 1.5km from the nearest settlement.*”;

- In the ‘General Guide to Site Compatibility by Main Location Type’ produced by TRICS, free standing sites are listed as not compatible with ‘Suburban Area’ and ‘Neighbourhood Centre.’ Both of these sub-categories have been selected for residential and employment trip rates; and
- In addition, a site within Greater London has also been included for the employment trips, which is likely to have greater public transport accessibility than the proposed development site.”

3.4.6. An independent TRICS assessment has therefore been undertaken by WSP, to remove the free-standing site and the site in Greater London. The vehicular trip rates are provided in **Table 3-5**.

Table 3-5 - Vehicular Employment Trip Rates - per Ha

Peak Period	Vehicular Trip Rate (per Ha)			Vehicle Trips (16 Hectares)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	10.355	3.616	13.971	166	58	224
PM Peak Hour (17:00 - 18:00)	2.590	9.340	11.930	41	149	191

3.4.7. Using the updated trip rates results in a slightly lower trip generation compared with the results included in **Table 3-3** and **Table 3-4**. Hence the adoption of the higher trip rates and generation would therefore provide robust trip forecasts for subsequent junction modelling.

3.4.8. Using the trip rates illustrated in **Table 3-4**, it is anticipated that the employment element of the site (16 hectares) would result in approximately 231 two-way trips during the morning peak hour, and 200 two-way trips during the evening peak hour.

3.5 RESIDENTIAL TRIP DISTRIBUTION

3.5.1. WSP consider that the anticipated trip distribution for the site should be projected using available census data. In this regard, whilst no information is provided within the ‘Transport Issues Report’ prepared by Croft Transport Planning in March 2020, it is assumed that the trip distribution has been determined using 2011 census data. The report includes an indicative trip distribution to key local destinations:

- Ludlow (via Ludlow Road): Up to 10% of trips;
- Shrewsbury (via the A458 NW): Between 15% and 20% of trips;
- Stourbridge / Wolverhampton / Birmingham (via the A458 SE): Between 35% and 40% of trips;
- Telford (via the A442 N): Around 15% of trips; and
- Kidderminster (via the A442 S): Around 20% of trips.

3.5.2. The Transport TN prepared by PJA in June 2020 raised various concerns relating to the trip distribution, as follows:

- “No consideration has been given to trips from either the residential or employment element of the site routing to locations in Bridgnorth Town Centre. For residential and employment trips, approximately 30% of census journey to work trips from Shropshire 031 are to MSOAs covering the town centre. This will increase the number of trips forecast to route through junctions which are known to experience congestion during weekday peak periods in Bridgnorth Town Centre. As a result, it is considered the Croft Assessment overestimates the number of trips routing towards Stourbridge, Wolverhampton, Birmingham, and Kidderminster;

- *No trips are forecast to use the A454. Based on census journey to work data, it is forecast that 13% of residential trips and 4% of employment trips could use the A454 (either via A454 or A442 and Wolverhampton Road) towards Wolverhampton. This could also increase the number of trips forecast to route through junctions which are known to experience congestion during weekday peak periods in Bridgnorth Town Centre; and*
- *Only one trip distribution/assignment has been presented.....the employment and residential elements of the site are likely to have different distributions.”*

3.5.3. The ‘High Level Transport Appraisal’ prepared by WYG in November 2020 followed a slightly different approach. 2011 census data was used as a starting point, and then manually adjusted to reflect the following factors:

- Employment and school destinations within the site itself will lead to internalisation of some movements, reducing the need for residents to travel into Bridgnorth;
- The site is located within walking and cycling distance of Bridgnorth; and
- There is a constraint on how much employment can grow in Bridgnorth town centre, and the residents within the development would likely either seek employment further afield, or travel to / from local employment by sustainable modes.

3.5.4. In order to reflect these factors, the trip distribution has been manually adjusted to reduce the proportion of local car trips, and increase the proportion of car trips to other destinations. In doing so, it was indicated that this would increase the robustness of the assessments. The traffic distribution assumed in the High Level Transport Appraisal’ prepared by WYG in November 2020 is as follows:

- A442 to Telford: 26.7% (original NOMIS value = 23.0% + 3.7% redistributed);
- A454 to Wolverhampton: 24.2% (original NOMIS value = 20.8% + 3.4% redistributed);
- A458 to Stourbridge: 10.4% (original NOMIS value = 9.0% + 1.5% redistributed);
- A442 to Kidderminster: 6.5% (original NOMIS value = 5.6% + 0.9% redistributed);
- B4364 to Ludlow: 5.2% (original NOMIS value = 4.4% + 0.7% redistributed);
- A458 to Shrewsbury: 12.1% (original NOMIS value = 10.4% + 1.7% redistributed);
- Within Bridgnorth: 15.0% (original NOMIS value = 26.9% - 11.9% redistributed);

3.5.5. Following a review of the approach to trip distribution provided in the ‘High Level Transport Appraisal’ prepared by WYG, it is considered that the redistribution of trips away from Bridgnorth is potentially overestimated and should therefore be re-visited at a later date.

3.6 EMPLOYMENT TRIP DISTRIBUTION

3.6.1. The ‘High Level Transport Appraisal’ prepared by WYG in November 2020 sets out the approach to the trip distribution used for the employment aspect of the site. The employment distribution used Journey to Work data from the 2011 census. Whilst the approach is generally considered sensible, a full review of this approach would need to be undertaken at a later date.

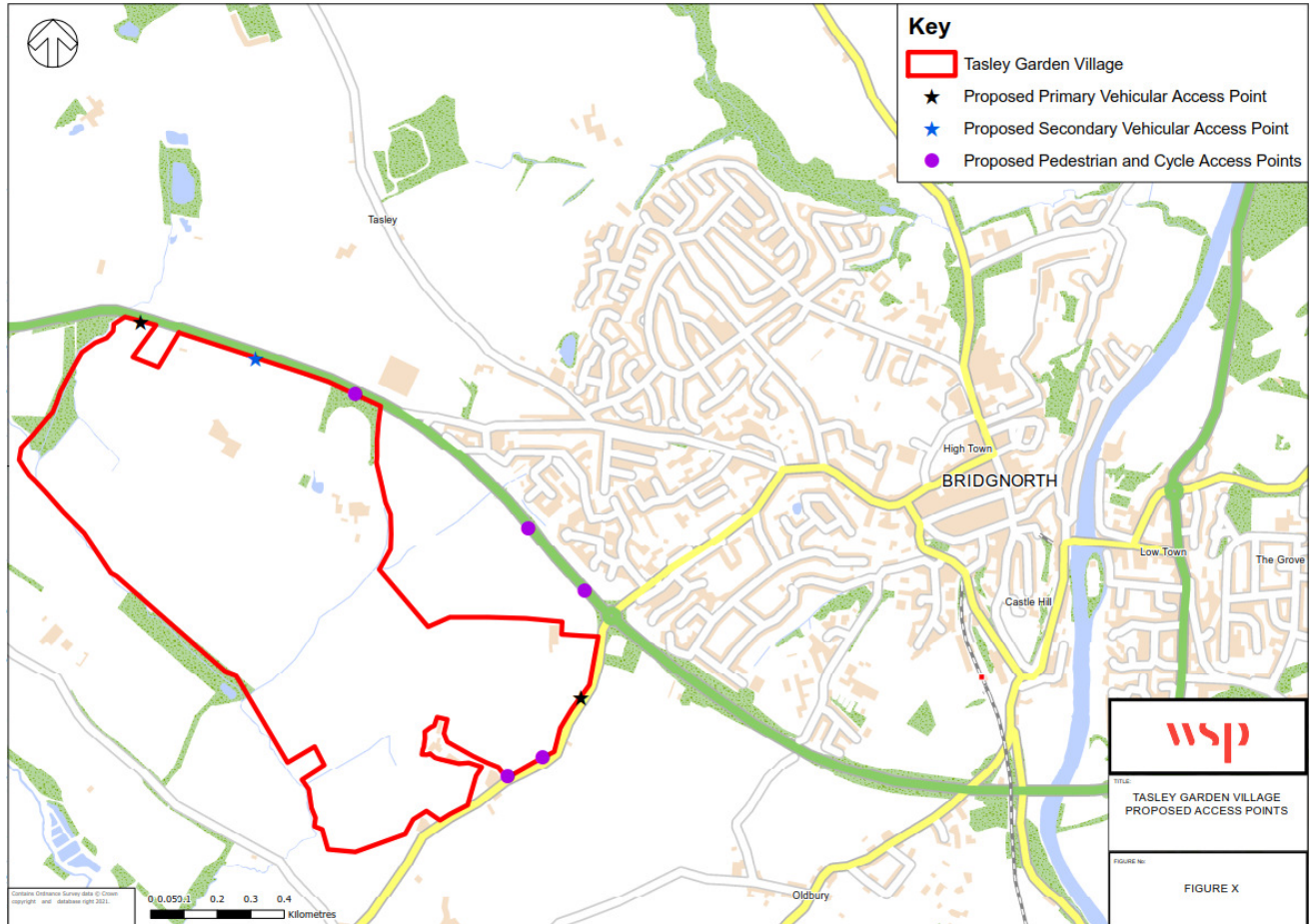
3.7 HIGHWAY ACCESS

3.7.1. The site is bounded by A458 to the north, Tiddle Brook to the west and south, and Ludlow Road to the east.

3.7.2. The Development Statement for the site which was prepared on behalf of Taylor Wimpey and the principal landowners in March 2020 sets out the proposed vehicular access points for the development site. At this stage, it has been proposed that the development site (including the land identified for

further development) would have three formal vehicular access points. The main vehicular access point will be taken from Ludlow Road, towards the junction with the A458. Two additional vehicular access points are proposed for the site, the first would be located along the frontage of A458 to the north-western corner of the site, and the second, also located further east along A458. These proposed access points are shown in **Figure 3-2**.

Figure 3-2 - Proposed Access Points - Tasley Garden Village



3.7.3. As per the promotion document for the site prepared in November 2020, paragraph 4.2.5 states that, “if it is considered that an access should not be provided at this stage through the land identified for future development, then the western most access can be omitted and the employment access could also provide adequate access for the wider development onto the A458.”

3.7.4. The A458 is currently subject to the national speed limit (60mph). As stated in the ‘Supporting Transport Document’ prepared by WYG in November 2020;

“In order to enhance the integration of the proposed Garden Village with Bridgnorth, a speed limit reduction could be promoted along the A458. That would create a more favourable environment for pedestrian crossings, and roadside footways and cycling. The Council has confirmed that they would be supportive of a speed limit reduction along the A458 corridor in the vicinity of the site. A reduction from 60 mph to 40 mph would continue to reflect the strategic function of the road but also deliver place making betterments associated with the planned growth within Bridgnorth”

3.8 HIGHWAY CAPACITY

3.8.1. Section 6 of the ‘Supporting Transport Document’ prepared by WYG on behalf of Taylor Wimpey details the potential impacts on the highway network associated with the development. Junction capacity assessments have been undertaken by WYG at the following existing junctions for a 2020 base year and 2038 future year:

- J1: A458 / Wenlock Road Priority Junction;
- J2: Wenlock Road / Ludlow Road / Westgate / Westgate Drive Junction;
- J3: A458 / Ludlow Road Roundabout; and
- J4: A458 / A442 Roundabout.

3.8.2. The 2020 base year adopted manual classified turning count data that were collected on 1st October 2020 (for Junctions 1 to 3). As stated in the WYG ‘Supporting Transport Document’ given the COVID-19 pandemic, following discussions with the LHA, it was agreed that factors to increase the 2020 surveyed traffic flows to typical traffic flows should be derived, to ensure a robust assessment. This was undertaken as follows: *“The applied factor was derived by comparing the flows from the PJA Transport Appraisal (March 2020). The flows on the west arm of the A458/A442 roundabout (2019, pre-Covid) and the surveyed flows at the east arm of the A458/Ludlow Road roundabout (October 2020).”* Given the circumstances, brought about by the COVID-19 pandemic, WSP consider this to be a sensible approach.

3.8.3. As stated in the WYG ‘Supporting Transport Document’, junction 4 (A458 / A442 roundabout) flows were extracted from the PJA Transport Appraisal. These flows were collected in 2019, prior to the COVID pandemic, and grew to a 2020 base using TEMPRO. The 2038 future year flows were also calculated using the TEMPRO database.

3.8.4. **Table 3-6** sets out the maximum RFC and queues across each junction for the 2020 base and 2020 base + Tasley development scenarios. These results have been extracted from the WYG ‘Supporting Transport Document’ (November 2020) and would need to be reviewed following the confirmation of trip rates, distribution proportions and internalisation of trips.

Table 3-6 - 2020 Junction Assessment Results (worst arm)

Junction	2020 Base				2020 Base + Tasley Development			
	AM		PM		AM		PM	
	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)
J1 - A458 / Wenlock Road	0.42	1	0.35	1	0.57	3	0.43	1
J2 - Wenlock Road / Ludlow Road / Westgate	0.65	2	0.75	3	0.74	3	0.82	4
J3 - A458 / Ludlow Road	0.36	1	0.48	1	0.50	1	0.63	2
J4 - A458 / A442	0.61	2	0.75	3	0.82	4	1.01	23

- 3.8.5. **Table 3-6** indicates that the four junctions modelled generally have sufficient capacity to accommodate the development of Tasley Garden Village with a 2020 base year. In 2020, during the PM peak at the A458 / A442 roundabout, there is an increase in queuing on the northern arm of junction by 20 pcus with the junction operating just over capacity, with the average delay per PCU increasing by just over a minute.
- 3.8.6. **Table 3-7** sets out the maximum RFC and queues across each junction for the 2038 base and 2038 base + Tasley development scenarios.

Table 3-7 - 2038 Junction Assessment Results (worst arm)

Junction	2038 Base				2038 Base + Tasley Development			
	AM		PM		AM		PM	
	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)
J1 - A458 / Wenlock Road	0.54	2	0.43	1	0.76	5	0.59	1
J2 - Wenlock Road / Ludlow Road / Westgate	0.77	6	0.90	7	0.88	6	0.97	12
J3 - A458 / Ludlow Road	0.42	2	0.56	1	0.58	2	0.71	3
J4 - A458 / A442	0.74	14	0.91	8	0.96	14	1.18	88

- 3.8.7. **Table 3-7** indicates that two of the four junctions modelled operate within practical reserve capacity in the 2038 base scenario. In 2038, during the PM peak at the Wenlock Road / Ludlow Road / Westgate junction, the junction begins to approach capacity with the addition of the development.
- 3.8.8. In 2020, during the PM peak at the A458 / A442 roundabout with the proposed development, there is an increase in queuing on the northern arm of junction by 20 pcus, with the junction operating over capacity and the average delay per PCU increasing by just over a minute. In the 2038 future year assessment, queuing during the PM peak on the northern arm of the A458 / A442 roundabout increases to 88 pcus, with an average delay per PCU of 296.5 seconds. As stated in the 'High Level Transport Appraisal', there is a level of robustness in the assessment in relation to no reductions for internalisation of trips. WYG carried out a sensitivity test which increased the flare length on the northern and eastern arms which returned the junction to within operational capacity for the 2038 future assessment year.
- 3.8.9. Although as stated, any modelling assessment would need to be re-visited following the confirmation of trip rates, distribution proportions and internalisation of trips.

3.9 PUBLIC TRANSPORT ACCESS

Rail Services

- 3.9.1. Bridgnorth Railway station closed to passenger services in 1963. Bridgnorth does however still have a station on an active heritage line, the Severn Valley Railway.

3.9.2. The closest passenger rail services to Bridgnorth are located in Telford and Wolverhampton. Telford Railway Station is located approximately 23km to the north, whilst Wolverhampton Railway Station is located around 27km to the east of the site.

Bus Services

3.9.3. Bus stops are located on Wenlock Road, close to the junctions with Church Lane and Portman’s Way. Bus stops are also located on Westgate, around 60m to the east of the junction with Ludlow Road. These bus stops are within a 15 - 20 minute walk of the site.

3.9.4. Bus services 18 and 436 operate from the westbound bus stops and bus service 436 operates from the eastbound bus stops. Further details of the services are provided in **Table 3-8** (although service times and frequencies could change subject to COVID 19 related issues).

Table 3-8 - Existing Bus Services

Bus Service	Route	Frequency		
		Mon - Fri	Sat	Sunday
18	Bridgnorth to Telford Town Centre Bus Station	1 AM service (09:07)	1 AM service (09:07)	No Service
436	Bridgnorth to Shrewsbury	Hourly	Hourly	No Service

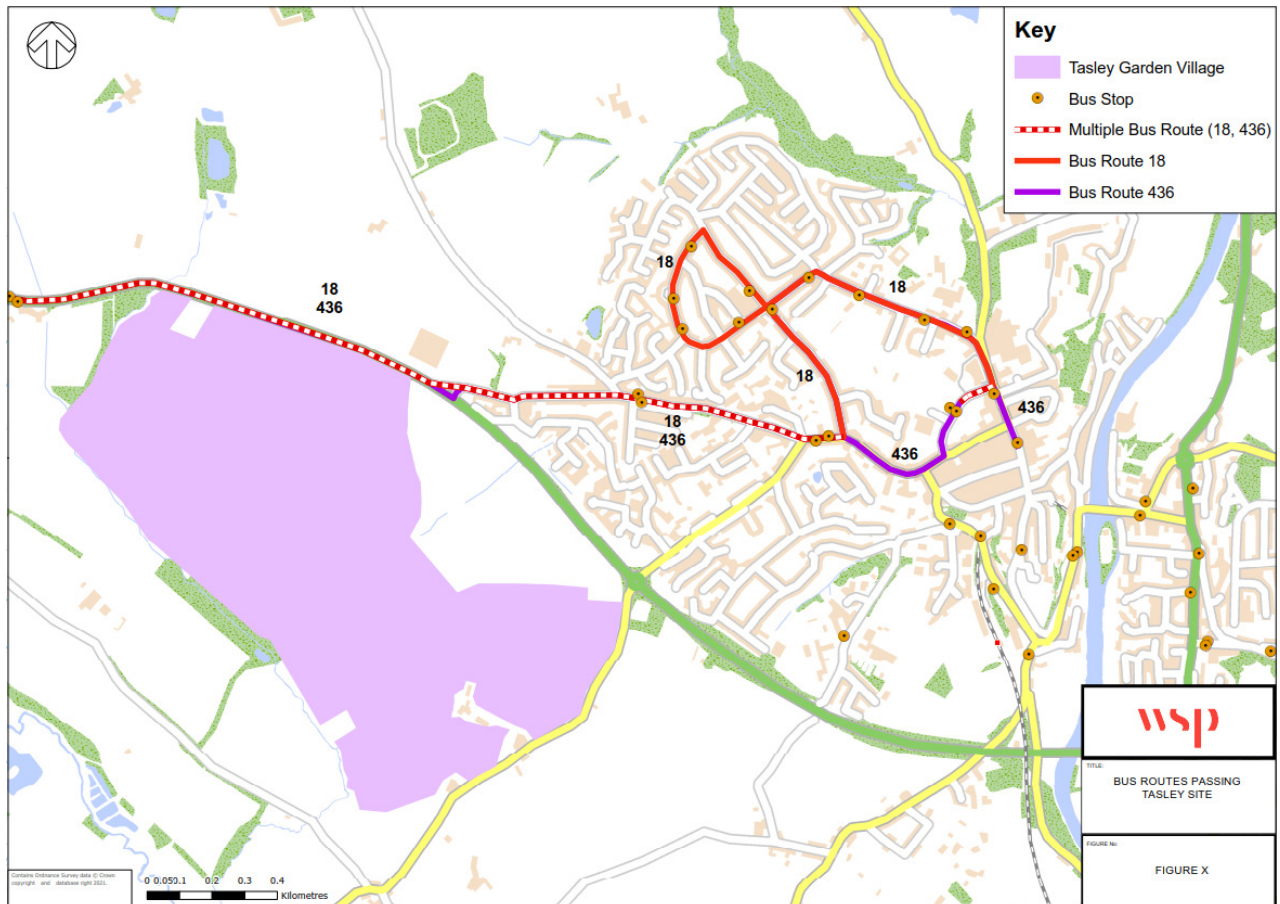
3.9.5. Further bus services are available from Bridgnorth Town Centre, with destinations including Wolverhampton, Danesford, Kidderminster and Shifnal.

3.9.6. As stated in the ‘Transport Issues Report’ prepared by Croft Transport Planning in March 2020, given the size of the site and the proposed highway links from both Ludlow Road and A458, there is the potential for a bus route to be extended into the site to enhance the accessibility to local bus services.

3.9.7. The provision of a new / diverted bus route is also raised in the WYG ‘High Level Transport Appraisal’ document, it is stated that bus services would be brought forward on a phased basis alongside the construction and occupation of the development to ensure that an appropriate level of provision is continually available to offer sustainable travel choice.

3.9.8. Bus routes 18 and 436 pass along A458, to the north of the site. It is considered that either route could potentially be diverted into the site. However, the viability of this would need to be confirmed with bus operators. A plan showing the routing of both routes is provided in **Figure 3-3**.

Figure 3-3 - Bus Routes passing the Site



3.10 PEDESTRIAN AND CYCLE ACCESS

3.10.1. At present, there is no formal infrastructure that allows a direct pedestrian connection between the site and the rest of Bridgnorth, although pedestrians are able to cross the A458 if they wish to use the substantial adopted verges on both sides of the road and indeed pedestrians are currently doing this when making use of the existing Public Rights of Way which passes through the site from the A458.

3.10.2. The 'Transport Issues Report' prepared by Croft Transport Planning in March 2020 considered a number of options for improving the pedestrian connectivity of the site with the potential for improvements to the pedestrian infrastructure within the area:

- Option 1: Additional footway provision on Ludlow Road: 3m wide footway / cycleway along the site frontage and between the site and A458 Bridgnorth Bypass, together with uncontrolled facilities for pedestrians and cyclists at the roundabout;
- Option 2: Provision of formal signalled crossings of the A458;
- Option 3: Footbridge across the A458. It is considered within the Croft report that there is no requirement for a footbridge given that both Options 1 and 2 would provide safe and suitable access between the site and Bridgnorth. However, this could be considered in further detail if considered necessary following discussions with the Council and Highways Team;
- Option 4: Pedestrian Route across A458 onto Wenlock Road: At present, the footway on the northern side of Wenlock Road starts around 150 metres east of the junction with the A458. This section will be implemented as part of the Tasley Garden Village proposals together with a formal

crossing on the A458 which will ensure safe and efficient passage for pedestrians between the western side of the site and the south-western areas of Bridgnorth. It is considered that the vast majority of pedestrian trips will likely access the site via Ludlow Road, and this option would provide an alternative.

- 3.10.3. Within the WYG ‘High Level Transport Appraisal’, it is stated that further consideration has been given to the pedestrian bridge over the A458. It is indicated within the report that a DDA compliant structure which includes both 1:20 access ramps and also stairs could be accommodated within available land across A458 immediately to the west of the Ludlow Road roundabout. It is understood that preliminary design work with respect to bridge feasibility is ongoing.

3.11 ACCESSIBILITY TO LOCAL FACILITIES

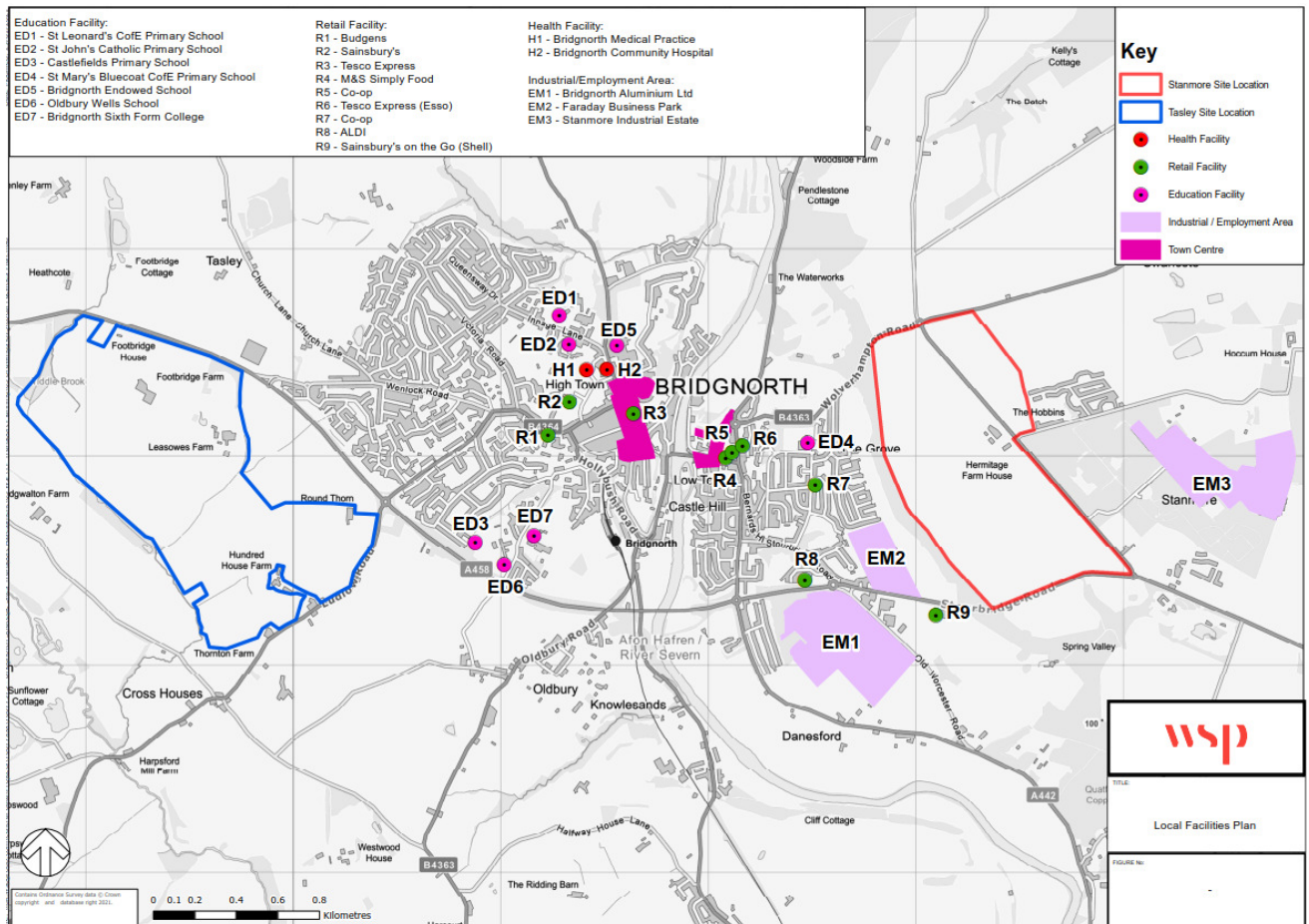
- 3.11.1. CIHT ‘Planning for Walking’ (April 2015) within Section 6.3, states that “*most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of “walkable neighbourhoods”.*”
- 3.11.2. Section 6.4 states that “*Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design.*”
- 3.11.3. Access to local amenities has been considered by examining the number of services and facilities available within a reasonable walking and cycling distance of the site. CIHT ‘Guidelines for Providing for Journeys on Foot’ sets out the suggested acceptable walking distances. These have been replicated in **Table 3-9**.

Table 3-9 - Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.11.4. The range of amenities and facilities considered are shown in **Figure 3-4**, reproduced in Appendix A.

Figure 3-4 - Local Facilities Plan



3.11.5. The following facilities / services have been included in the review:

- Primary Schools;
- Secondary Schools / Further Education
- Food Retail;
- Medical / Health Facilities; and
- Centres of employment.

3.11.6. Walking and cycling isochrones have been created to illustrate the location of site in relation to facilities and services across Bridgnorth. The isochrones have been based on the anticipated access points (both vehicular and pedestrian) stated in the 'Development Statement for the site which was prepared on behalf of Taylor Wimpey and the principal landowners in March 2020.

3.11.7. Walking times are based on an average walking speed of 80m per minute (4.8kph), and the cycling times are based on an average cycling speed of 267m per minute (16kph). These speeds are the default settings within the software within ArcGIS used to calculate walking / cycling isochrones.

3.11.8. The walking and cycling isochrones for the Tasley site are provided in **Figure 3-5** and **Figure 3-6** respectively. Both figures are reproduced in **Appendix B**.

Figure 3-5 - Walk Isochrone - Tasley

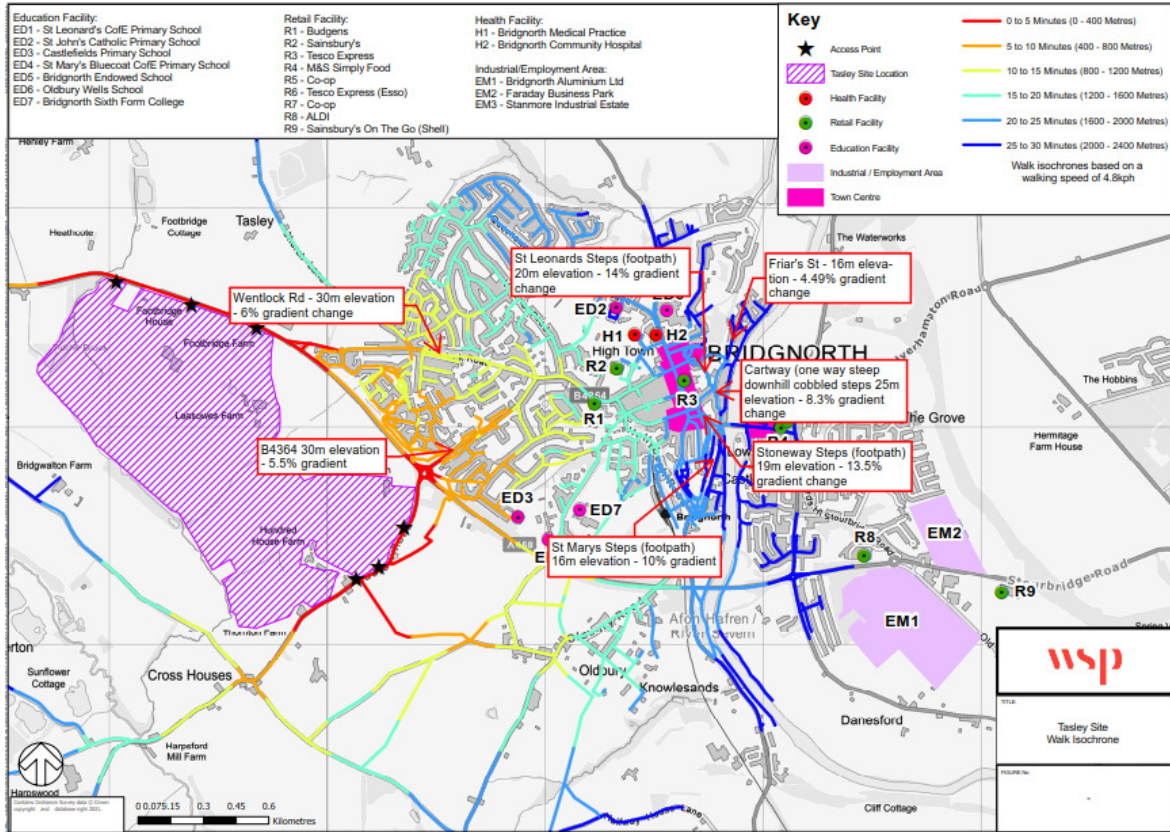
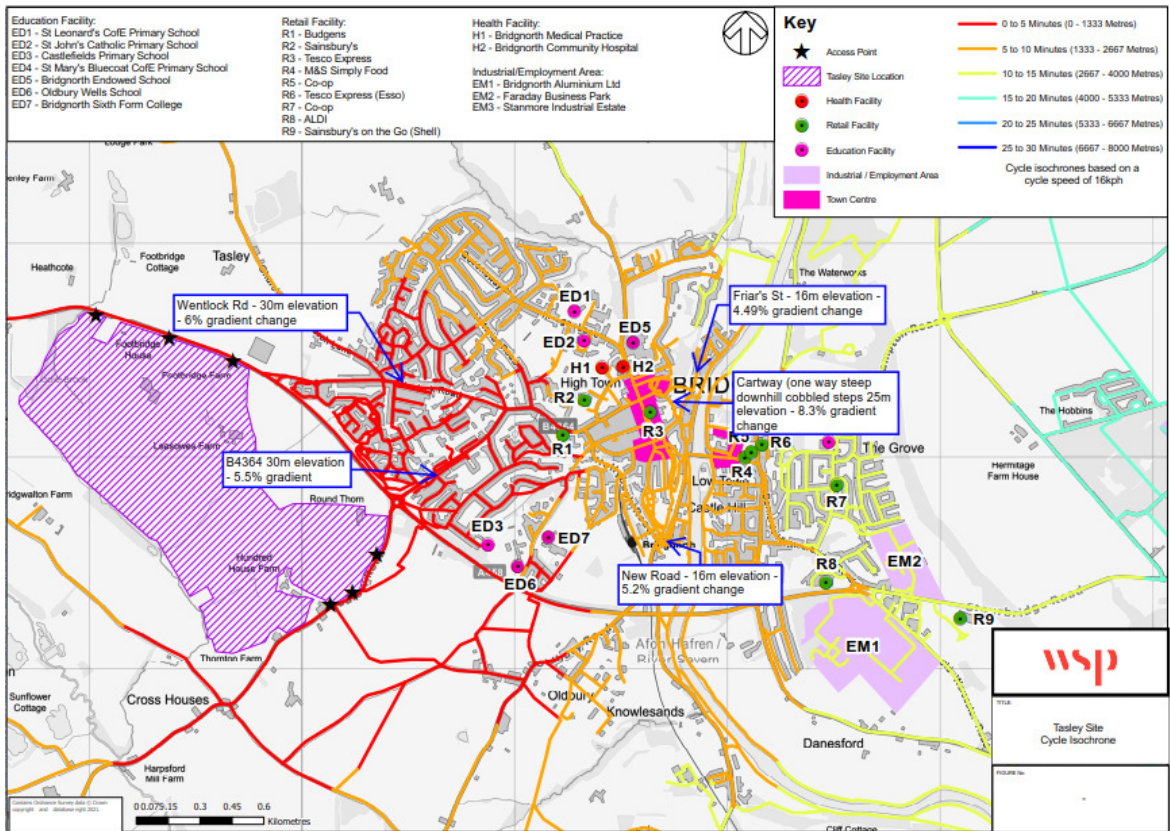


Figure 3-6 - Cycle Isochrone - Tasley



- 3.11.9. **Figure 3-5** illustrates that the majority of Bridgnorth is walkable from the Tasley site within 25 minutes. **Figure 3-6** illustrates that the majority of Bridgnorth is cyclable from the Tasley site within 10 minutes.
- 3.11.10. Walking and cycling distances have been calculated from the site to key facilities and services provided within Bridgnorth using Google Maps. The distances have been taken from the northern access onto the A458, the eastern access onto Ludlow Road, and from the centre of the site (via either access, dependant on which provides the shortest route), as shown in **Figure 3-7**. These access points are the proposed primary vehicular access points as stated within the Development Statement for the site which was prepared on behalf of Taylor Wimpey and the principal landowners in March 2020.
- 3.11.11. It should be noted that there may be some instances where the cycling distance is longer than the walking distance. This occurs where there are footpaths / stepped paths which would not be suitable for cyclists. Under these circumstances, cyclists would use an alternative route which may be slightly longer than the walking route. It should also be noted that the walk / cycle times are based on average speeds and do not take account of areas of steep gradients / stepped paths.
- 3.11.12. In accordance with the isochrones, walking times are based on an average walking speed of 80m per minute (4.8kph), and the cycling times are based on an average cycling speed of 267m per minute (16kph). These walk and cycle times have been checked against those reported in Google Maps when using the 'Directions' tool and have been shown to be comparable.

Figure 3-7 - Indicative Access Points



- 3.11.13. **Table 3-10** sets out the walking times and distances to Primary Schools in Bridgnorth.

Table 3-10 - Walking distances and times to Primary Schools in Bridgnorth

School	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Castlefields Primary School, (WV16 5DQ)	1.8km	2.1km	1.0km	23 mins	26 mins	13 mins
St John's Catholic Primary school (WV16 4HW)	2.6km	2.4km	1.8km	33 mins	30 mins	23 mins
St Leonard's primary school (WV16 4HL)	2.5km	2.3km	1.7km	31 mins	29 mins	21 mins
St Mary's Bluecoat CofE Primary School (WV15 5EQ)	3.9km	3.9km	3.1km	49 mins	49 mins	39 mins

3.11.14. As shown in **Table 3-10**, the nearest Primary School to the site is located 1.8km walking distance from the centre of the development site. This equates to a walking time of around 23 minutes. All of the primary schools within Bridgnorth are within a 50-minute walk of the centre of the site.

3.11.15. As per the draft Shropshire Local Plan and the November 2020 Supporting Transport Document, the development proposals (up to 2038) will include a Primary School. Whilst this will reduce the distance to the nearest Primary School, the phasing of the development is not yet known and there is currently no commitment in place that the Primary School could be delivered at a later stage of the development.

3.11.16. **Table 3-11** sets out the walking times and distances to Secondary Schools in Bridgnorth.

Table 3-11 - Walking distances and times to Secondary Schools in Bridgnorth

School	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Bridgnorth Endowed School (Bridgnorth, WV16 4ER)	2.6km	2.5km	1.8km	33 mins	31 mins	23 mins
Oldbury Wells School (Bridgnorth, WV16 5JD)	3.1km	3.1km	2.3km	39 mins	39 mins	29 mins
Bridgnorth Sixth Form (Bridgnorth, WV16 5JD)	3.2km	3.2km	2.4km	40 mins	40 mins	30 mins

3.11.17. As shown in **Table 3-11**, the nearest Secondary School to the site is located 1.8km walking distance from the eastern access point of the development site. This equates to a walking time of around 23 minutes. Both of the secondary schools and the Sixth Form college are within a 30-minute walk of the eastern access point of the development site.

3.11.18. **Table 3-12** sets out the cycling times and distances to Primary Schools in Bridgnorth.

Table 3-12 - Cycle distances and times to Secondary Schools / Further Education in Bridgnorth

School	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Bridgnorth Endowed School (Bridgnorth, WV16 4ER)	2.6km	2.5km	1.8km	10 mins	9 mins	7 mins
Oldbury Wells School (Bridgnorth, WV16 5JD)	3.1km	3.1km	2.3km	12 mins	12 mins	9 mins
Bridgnorth Sixth Form (Bridgnorth, WV16 5JD)	3.2km	3.2km	2.4km	12 mins	12 mins	9 mins

3.11.19. As shown in **Table 3-12**, the nearest Secondary School to the site is located 2.6km cycling distance from the centre of the development site. This equates to a cycle time of around 10 minutes. Both of the secondary schools and the Sixth Form college are within a 12-minute cycle of the centre of the site.

3.11.20. **Table 3-13** sets out the walk times and distances to the key retail offerings within Bridgnorth.

Table 3-13 - Walking distances and times to Retail Facilities in Bridgnorth

Retail Facility	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Town Centre	2.4km	2.6km	1.6km	30 mins	33 mins	20 mins
ALDI (Stourbridge Rd, Bridgnorth WV15 6AL)	3.2km	3.8km	2.4km	40 mins	48 mins	30 mins
Sainsbury's (Whitburn St, Bridgnorth WV16 4QN)	2.3km	2.4km	1.5km	29 mins	30 mins	19 mins
Tesco Express (63 High St, Bridgnorth WV16 4DX)	2.5km	2.6km	1.7km	31 mins	33 mins	21 mins
Tesco Express (Esso, Cann Hall Dr, Bridgnorth WV15 5AP)	3.2km	3.3km	2.4km	40 mins	41 mins	30 mins
M&S Simply Food (St Johns St, Bridgnorth WV15 6AG)	3.0km	3.1km	2.2km	38 mins	39 mins	28 mins
Co-op Food (Mill St, Bridgnorth WV15 5AL)	3.2km	3.2km	2.4km	40 mins	40 mins	30 mins
Sainsbury's on the Go (EG Bridgnorth Service Station, WV15 6AN)	3.9km	4.0km	3.1km	49 mins	50 mins	39 mins

3.11.21. As shown in **Table 3-13**, Bridgnorth town centre is located approximately 1.6km walking distance from the eastern access point, equivalent to a 20-minute walk via Ludlow Road. The closest supermarket is Sainsburys on Whitburn Street, which is located within a 20-minute walk from the eastern access point on Ludlow Road.

3.11.22. As per the draft Shropshire Local Plan and the November 2020 Supporting Transport Document, the development proposals (up to 2038) will include a Local Centre. Whilst it is not yet known what will be included within the Local Centre, it is considered likely that a convenience store would be included in the proposals.

3.11.23. **Table 3-14** sets out the cycling times and distances to the key retail locations within Bridgnorth.

Table 3-14 - Cycle distances and times to Retail Facilities in Bridgnorth

Retail Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Town Centre	2.4km	2.8km	1.7km	9 mins	10 mins	7 mins
ALDI (Stourbridge Rd, Bridgnorth WV15 6AL)	3.3km	3.8km	2.5km	12 mins	14 mins	9 mins
Sainsbury's (Whitburn St, Bridgnorth WV16 4QN)	2.3km	2.4km	1.5km	9 mins	9 mins	6 mins
Tesco Express (63 High St, Bridgnorth WV16 4DX)	2.5km	2.6km	1.7km	9 mins	10 mins	6 mins
Tesco Express (Cann Hall Dr, Bridgnorth WV15 5AP)	3.7km	4.2km	2.9km	14 mins	16 mins	11 mins
M&S Simply Food (St Johns St, Bridgnorth WV15 6AG)	3.7km	4.1km	2.9km	14 mins	15 mins	11 mins
Co-op Food (Mill St, Bridgnorth WV15 5AL)	3.7km	4.1km	2.9km	14 mins	15 mins	11 mins
Sainsbury's on the Go (EG Bridgnorth Service Station, WV15 6AN)	3.9km	4.0km	3.1km	15 mins	15 mins	12 mins

3.11.24. As shown in **Table 3-14**, Bridgnorth town centre is located approximately 1.7km cycle distance from the eastern access point, equivalent to a 7 minute cycle ride. The closest supermarket is Tesco Express on Bridgnorth High Street, which is located around a 21-minute walk from the eastern access point on Ludlow Road.

3.11.25. **Table 3-15** sets out the walking times and distances to the medical / health facilities within Bridgnorth.

Table 3-15 - Walking distances and times to Medical / Health Facilities in Bridgnorth

Medical / Health Facility	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Bridgnorth Medical Practice (Old Smithfield, Bridgnorth, WV16 4EN)	2.5km	2.7km	1.7km	31 mins	34 mins	21 mins
Bridgnorth Community Hospital (N Gate, Bridgnorth, WV16 4EU)	2.6km	2.8km	1.8km	33 mins	35 mins	23 mins
Mydentist (St Leonard's Close, Bridgnorth, WV16 4EJ)	2.6km	2.8km	1.8km	33 mins	35 mins	23 mins
Dental Matters (N Gate, Bridgnorth, WV16 4EU)	2.6km	2.8km	1.8km	33 mins	35 mins	23 mins
Smile Design (Whitburn Street, Bridgnorth, WV16 4QT)	2.4km	2.6km	1.6km	30 mins	33 mins	20 mins
Pure Dental Care (West Castle St, Bridgnorth, WV16 4AD)	2.7km	2.9km	1.9km	34 mins	36 mins	24 mins
Regency House Dental Practice (Underhill Street, Bridgnorth, WV16 4BB)	2.9km	3.1km	2.1km	36 mins	39 mins	26 mins

3.11.26. As shown in **Table 3-15**, Bridgnorth Medical Practice and Bridgnorth Community Hospital are located within 1.8km walking distance from the eastern access point, equivalent to a 21 to 23-minute walk via Ludlow Road. The closest dentist is Smile Design on Whitburn Street, which is located within a 20-minute walk from the eastern access point on Ludlow Road.

3.11.27. **Table 3-16** sets out the cycle times and distances to the medical / health facilities within Bridgnorth.

Table 3-16 - Cycle distances and times to Medical / Health Facilities in Bridgnorth

Medical / Health Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Bridgnorth Medical Practice (Old Smithfield, Bridgnorth, WV16 4EN)	2.5km	2.7km	1.7km	9 mins	10 mins	6 mins
Bridgnorth Community Hospital (N Gate, Bridgnorth, WV16 4EU)	2.6km	2.8km	1.8km	10 mins	10 mins	7 mins
Mydentist (St Leonard's Close, Bridgnorth, WV16 4EJ)	2.6km	2.8km	1.8km	10 mins	10 mins	7 mins
Dental Matters (N Gate, Bridgnorth, WV16 4EU)	2.6km	2.8km	1.8km	10 mins	10 mins	7 mins

Medical / Health Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Smile Design (Whitburn Street, Bridgnorth, WV16 4QT)	2.4km	2.6km	1.6km	9 mins	10 mins	6 mins
Pure Dental Care (West Castle St, Bridgnorth, WV16 4AD)	2.9km	3.1km	2.1km	11 mins	12 mins	8 mins
Regency House Dental Practice (Underhill Street, Bridgnorth, WV16 4BB)	3.2km	3.4km	2.4km	12 mins	13 mins	9 mins

3.11.28. As shown in **Table 3-16**, Bridgnorth Medical Practice and Bridgnorth Community Hospital are located within 1.8km cycling distance from the eastern access point, equivalent to a 6 to 7-minute cycle via Ludlow Road. The closest dentist is Smile Design on Whitburn Street, which is located within a 6-minute cycle from the eastern access point on Ludlow Road.

3.11.29. **Table 3-17** sets out the walk times and distances to the key employment areas within Bridgnorth.

Table 3-17 - Walking distances and times to Key Employment Areas in Bridgnorth

Centre of Employment	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Faraday Business Park (Faraday Dr, Bridgnorth WV15 5BA)	3.8km	4.4km	3.0km	48 mins	55 mins	38 mins
Bridgnorth Aluminium (Stourbridge Rd, Bridgnorth WV15 6AU)	3.5km	4.0km	2.7km	44 mins	50 mins	34 mins
Stanmore Industrial Estate (Estate Road, Bridgnorth WV15 5HP)	6.0km	6.5km	5.2km	75 mins	81 mins	65 mins

3.11.30. As shown in **Table 3-17**, Faraday Business Park and Bridgnorth Aluminium are located within 3km walking distance from the eastern access point, equivalent to a 38-minute walk via the A458. Stanmore Industrial Estate is located slightly further away, around 5.2km from the eastern access point.

3.11.31. **Table 3-18** sets out the cycle times and distances to the key employment areas within Bridgnorth.

Table 3-18 - Cycle distances and times to Key Employment Areas in Bridgnorth

Centre of Employment	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Faraday Business Park (Faraday Dr, Bridgnorth WV15 5BA)	3.9km	4.4km	3.1km	15 mins	16 mins	12 mins
Bridgnorth Aluminium (Stourbridge Rd, Bridgnorth WV15 6AU)	3.6km	4.1km	2.8km	13 mins	15 mins	10 mins
Stanmore Industrial Estate (Estate Road, Bridgnorth WV15 5HP)	6.1km	6.5km	5.3km	23 mins	24 mins	20 mins

3.11.32. As shown in **Table 3-18**, Faraday Business Park and Bridgnorth Aluminium are located within 3.1km cycling distance from the eastern access point, equivalent to a 10-12-minute cycle via the A458. Stanmore Industrial Estate is located 5.3km from the eastern access point, equivalent to a 20-minute cycle ride.

Table 3-19 - Walk Distances to Local Facilities - Tasley Site

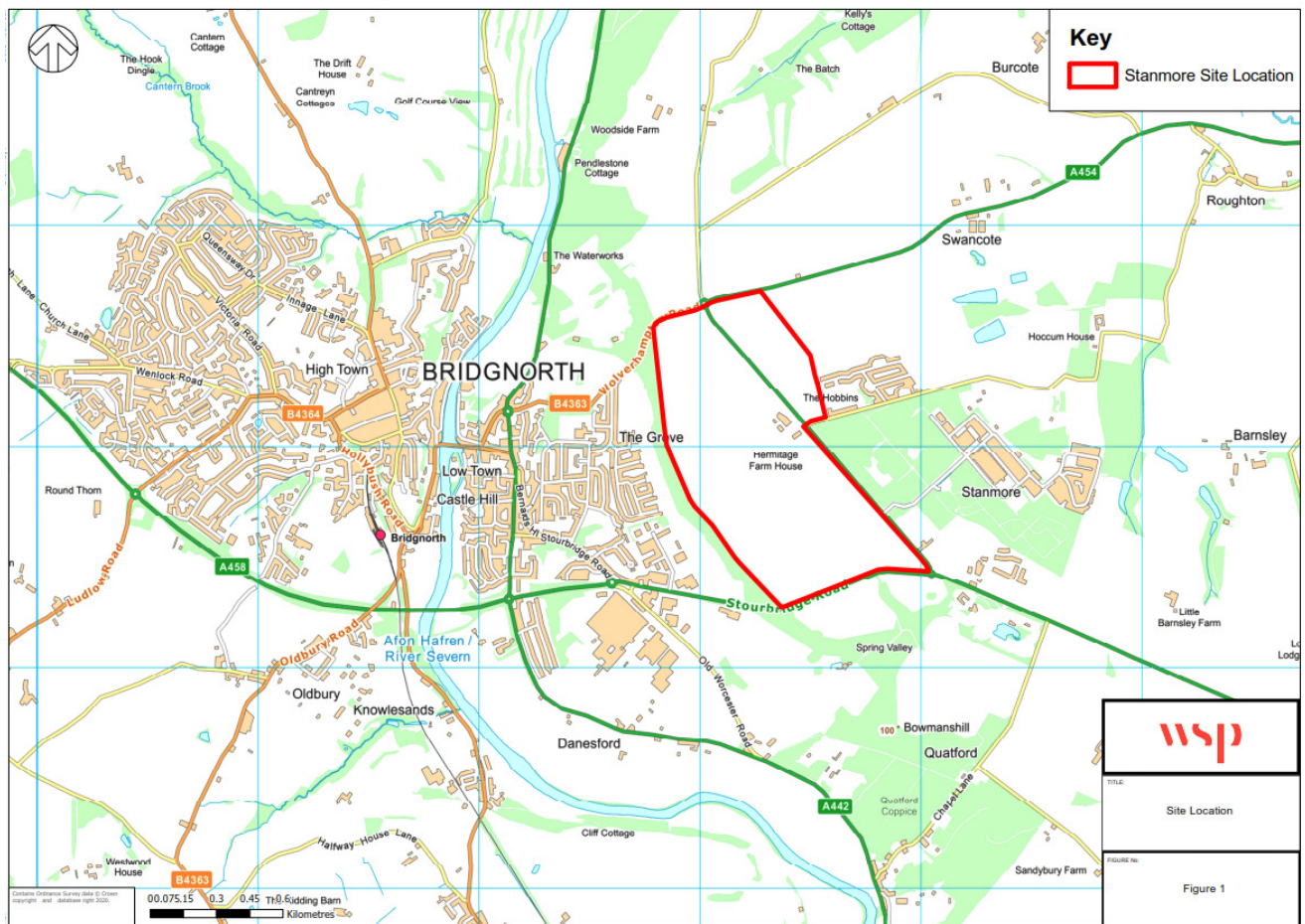
Facility	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Northern access point	Eastern access point	Mid-point of site	Northern access point	Eastern access point
Closest Primary School: Castlefields Primary School, (WV16 5DQ)	1.8km	2.1km	1.0km	23 mins	26 mins	13 mins
Closest Secondary School: Bridgnorth Endowed School (Bridgnorth, WV16 4ER)	2.6km	2.5km	1.8km	33 mins	31 mins	23 mins
Town Centre	2.4km	2.6km	1.6km	30 mins	33 mins	20 mins
Closest Retail Facility: Sainsbury's (Whitburn St, Bridgnorth WV16 4QN)	2.3km	2.4km	1.5km	29 mins	30 mins	19 mins
Bridgnorth Medical Practice: (Old Smithfield, Bridgnorth, WV16 4EN)	2.5km	2.7km	1.7km	31 mins	34 mins	21 mins
Closest Dentist: Smile Design (Whitburn Street, Bridgnorth, WV16 4QT)	2.4km	2.6km	1.6km	30 mins	33 mins	20 mins
Closest Key Employment Area: Bridgnorth Aluminium (Stourbridge Rd, Bridgnorth WV15 6AU)	3.5km	4.0km	2.7km	44 mins	50 mins	34 mins

4 STANMORE VILLAGE

4.1 INTRODUCTION

- 4.1.1. A High-Level Transport Appraisal was prepared by PJA on behalf of Stanmore Properties Ltd and Apley Estate in March 2020 for the Stanmore Village site.
- 4.1.2. The site is located to the south-west of Bridgnorth, approximately 1.5km from the town centre. The location of the proposed site is shown in **Figure 4-1**.

Figure 4-1 - Site Location Plan - Stanmore Village



- 4.1.3. The site is bisected by the A454 between its junction with Wolverhampton Road and the A454 to the north, and A458 to the south.
- 4.1.4. The site is bounded by Wolverhampton Road and the A454 to the north, agricultural land, a small residential area and Stanmore County Park to the east and agricultural land to the south. The site is bounded to the west by the steeply sloping Hermitage Ridge, which is a heavily covered wooded area.

4.2 DEVELOPMENT PROPOSALS

- 4.2.1. The High Level Transport Appraisal prepared by PJA in March 2020, confirms the development proposals for the site are as follows:
 - Up to 850 dwellings;

- Up to 16ha of employment land (68,000 sqm of buildings);
- New local centre (comprising of a range of retail and community uses such as a primary school, community centre, small scale retail and surgery - all based on needs assessment); and
- Green infrastructure.

4.2.2. The High Level Transport Appraisal states: *“it is envisaged that the development will become a recognisable place with an offer of different and connected transport modes, supplemented with enhanced facilities and information features to both attract, and benefit the traveller. The site will be designed such that the focus is not placed on the private car, rather on providing public realm spaces that optimise access to and between sustainable transport modes. This will ensure that there is a reduced need to travel for all users of the site.”*

4.3 PARK AND RIDE PROPOSAL

- 4.3.1. As stated in the March 2020 ‘Vision Document’, it is stated that a key local issue in Bridgnorth is the perceived lack of car parking in the town centre, particularly on summer weekends. A Park & Ride site operates from the Nock Deighton Auction Yard on Saturdays between April and October (subject to COVID restrictions).
- 4.3.2. It is stated within the Vision document that the development site is in an ideal location for additional Park and Ride provision, being located adjacent to multiple key routes into Bridgnorth from areas such as Birmingham, Wolverhampton and Stourbridge. Therefore, to encourage residents on the Village site and other visitors (from east of Bridgnorth) to travel to the town centre by means other than the private car, a ‘Park and Choose’ facility is proposed at the site which would give much wider choice to users and is likely to be more successful in reducing private car trips to the town centre, as trips would be intercepted prior to reaching the town centre.
- 4.3.3. The High Level Transport Appraisal prepared by PJA states that the ‘Park and Choose’ facility would include the following provision:
- Cycle parking and cycle hire facilities;
 - Pool cars for hire;
 - Electric bike / scooter hire; and
 - High-quality bus service into Bridgnorth with existing bus routes serving the facility and enhanced frequencies.
- 4.3.4. Within the document it is envisaged that the ‘Park and Choose’ facility would be located centrally within the development, close to the proposed local centre (and the A454) to maximise visibility and opportunities for use.

4.4 RESIDENTIAL TRIP GENERATION

- 4.4.1. The ‘High Level Transport Appraisal’ prepared by PJA in March 2020 proposed the following residential trip rates, provided in **Table 4-1**.

Table 4-1 - Vehicular Residential Trip Rates (PJA, March 2020) - Per Unit

Peak Period	Vehicular Trip Rate (per Unit)			Vehicle Trips (850 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	0.128	0.380	0.508	109	323	432
PM Peak Hour (17:00 - 18:00)	0.332	0.140	0.472	282	119	401

4.4.2. PJA assumed that the trips generated by the local centre would be internalised (i.e. would not impact on the external highway network) and these trips have therefore been excluded from the vehicle trip generation. This approach is considered acceptable.

4.4.3. Following a review of the TRICS trip rates provided in the 'High Level Transport Appraisal' prepared by PJA, it is considered that the trip rates provided in **Table 4-1** are representative of the proposed development site and are considered appropriate for this stage of the planning process the residential trip rates are comparable to those used by WYG for the Tasley Garden Village trip generation exercise.

4.5 EMPLOYMENT TRIP GENERATION

4.5.1. The 'High Level Transport Appraisal' prepared by PJA in March 2020 proposed the following employment trip rates, provided in **Table 4-2**.

Table 4-2 - Vehicular Employment Trip Rates (PJA, March 2020) - Per 100sqm

Peak Period	Vehicular Trip Rate (per Ha)			Vehicle Trips (16 Hectares)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00 - 09:00)	0.125	0.048	0.173	85	33	118
PM Peak Hour (17:00 - 18:00)	0.034	0.120	0.154	23	82	105

4.5.2. Following a review of the TRICS trip rates provided in the 'High Level Transport Appraisal' prepared by PJA, it is considered that the trip rates provided in Table 4-2 are representative of the proposed development site and are considered appropriate for this stage of the planning process. It should be noted that the employment trip rates are slightly higher compared with those used by WYG for the Tasley Garden Village trip generation review.

4.6 RESIDENTIAL TRIP DISTRIBUTION

4.6.1. The 'High Level Transport Appraisal' prepared by PJA sets out the approach to the trip distribution. The trip distribution has been calculated using 2011 census journey to work data and online route planning software. The residential vehicle trip distribution proposed by PJA is as follows:

- A442 to Telford: 25%
- A454 to Wolverhampton: 20%
- A458 to Stourbridge: 17%
- A458 to Shrewsbury: 25%
- Within Bridgnorth: 21%

4.6.2. The trip distribution provided by PJA is lacking in detail and would need to be re-visited, with further information provided at a later date.

4.7 EMPLOYMENT TRIP DISTRIBUTION

4.7.1. The 'High Level Transport Appraisal' prepared by PJA sets out the approach to the trip distribution. The trip distribution has been calculated using 2011 census journey to work data and online route planning software. The residential vehicle trip distribution proposed by PJA is as follows:

- A442 to Telford: 16%
- A454 to Wolverhampton: 10%
- A458 to Stourbridge: 14%
- A458 to Shrewsbury: 21%
- Within Bridgnorth: 38%

4.7.2. The employment trip distribution provided by PJA is lacking in detail and would need to be re-visited, with further information provided at a later date.

4.8 HIGHWAY ACCESS

4.8.1. A454 runs partially through the northern part of the site and bounds the southern part of the site to the east.

4.8.2. A454 is a single carriageway which runs north-west to south-east between its junction with B4263 in the north and the A458 to the south. As stated in the March 2020 'Vision Document' prepared by Mace, there will be three vehicular access points to the site along A454. As stated, it would be necessary to introduce features and facilities to slow speeds on A454 to reduce severance and enhance connectivity between the proposed development and the other side of A454.

4.9 HIGHWAY CAPACITY

4.9.1. Section 4 of the 'High Level Transport Appraisal' prepared by PJA on behalf of Stanmore Properties Ltd and Apley Estate details the potential impacts on the highway network associated with the development. Junction capacity assessments have been undertaken by WYG at the following existing junctions for a 2019 base year only, with no future year assessment undertaken.

4.9.2. **Table 4-3** sets out the maximum RFC and queues across each junction for the 2019 base and 2019 base + Stanmore development scenarios. These results have been extracted from the 'High Level Transport Appraisal' prepared by PJA and would need to be reviewed following the confirmation of trip rates, distribution proportions and internalisation of trips. Table 3-6 - 2020 Junction Assessment Results.

Table 4-3 - 2019 Junction Assessment Results (worst arm)

Junction	2019 Base				2019 Base + Stanmore Development			
	AM		PM		AM		PM	
	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)	Max RFC	Max Queue (PCU)
J1 - Stourbridge Road / A458 / Old Worcester Road	0.32	1	0.59	1	0.39	1	0.65	2
J2 - A442 / A458	0.60	2	0.74	3	0.62	2	0.76	3
J3 - A442 / St John Street	1.12	52	1.45	284	1.18	83	1.55	367
J4 - A442 / B4363 Mill Street	0.49	6	0.61	2	0.55	1	0.71	2

- 4.9.3. **Table 4-3** shows that Junction 3 (A442 / St John Street) operates over capacity in both the 2019 base and 2019 with development scenario for both peaks. As stated in the PJA documentation, the potential for mitigation would need to be considered as part of any planning application.
- 4.9.4. PJA also propose the development of a VISSIM model to further understand the interaction of junctions.
- 4.9.5. As stated, any modelling assessment would need to re-visited following the confirmation of trip rates, distribution proportions and internalisation of trips.

4.10 PUBLIC TRANSPORT ACCESS

Rail Services

- 4.10.1. Bridgnorth Railway station closed to passenger services in 1963. Bridgnorth does however still have a station on an active heritage line, the Severn Valley Railway.
- 4.10.2. The closest passenger rail services to Bridgnorth are located in Telford and Wolverhampton. Telford Railway Station is located approximately 23km to the north, whilst Wolverhampton Railway Station is located around 27km to the east.

Bus Services

- 4.10.3. The nearest bus stop to the site is located on the eastern side of the A454, around 60m south of the junction with The Hobbins. This stop consists of a shelter with timetable provision. Further bus stops are provided on A454 just south of the junction with Estate Road. Both bus stops are flag and pole stops with timetable information. Bus route services 9/S9 operate from these stops, providing a link between Bridgnorth and Wolverhampton (via Shipley).
- 4.10.4. A bus stop is located at Stanmore Industrial Estate. Bus route 125 operates from this stop during the week only. On Saturdays, route 125 only goes as far as the Sainsburys Superstore in Bridgnorth, and there is no Sunday service.
- 4.10.5. Bus stops are also located on Oaklands, to the west of the site, accessible via the PRow which links A454 with Hazel View. Bus route services 8 and 101 operate from these stops. These stops provide

timetable information. Bus route service 8 provides a link between Bridgnorth and Telford (via Ironbridge and Broseley) and bus route 101 is the Bridgnorth Town service.

4.10.6. Further details of the services (subject to COVID-19 restrictions) are provided in **Table 4-4**.

Table 4-4 - Existing Bus Services

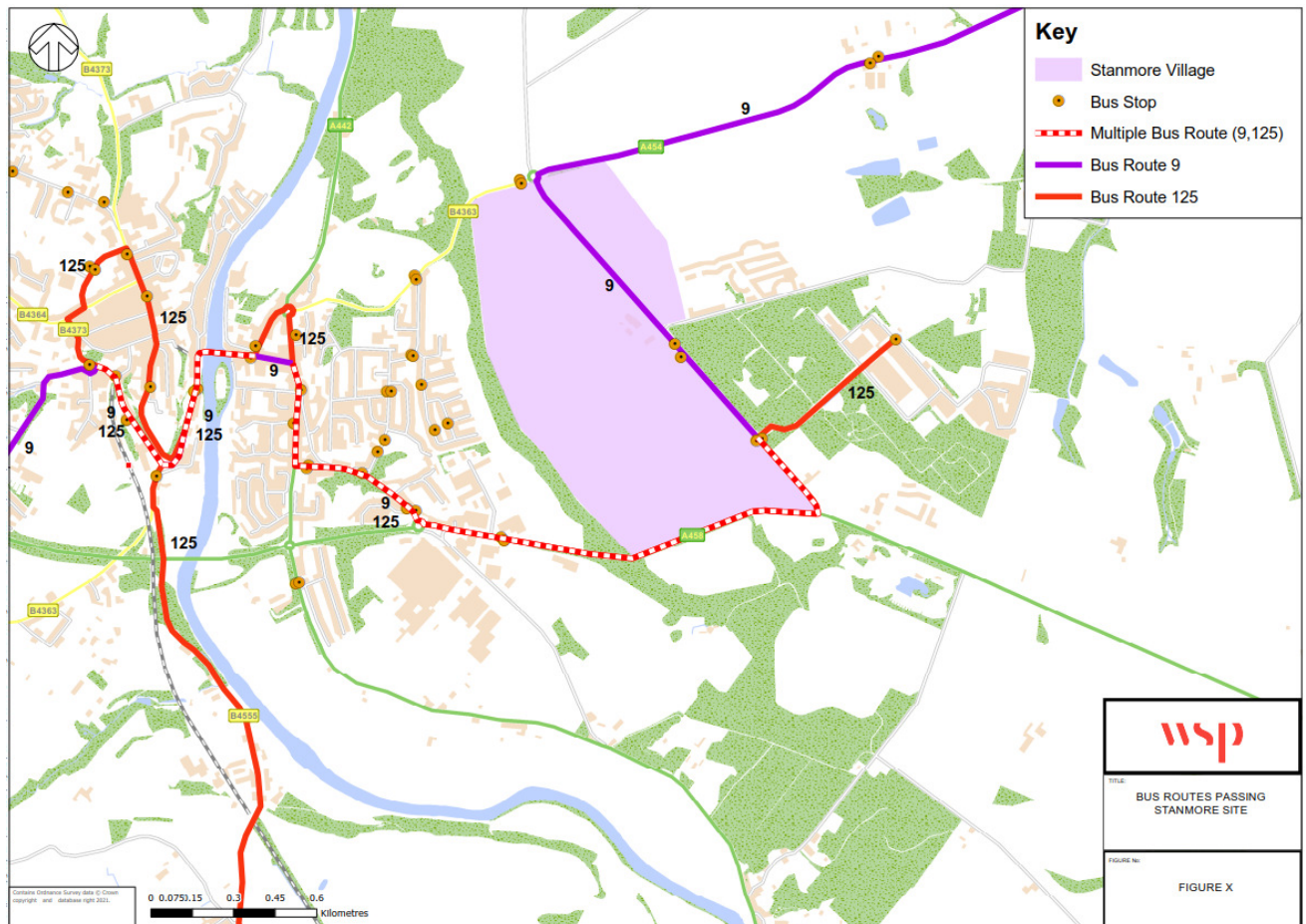
Bus Stop	Bus Service and Route	Frequency		
		Mon - Fri	Saturday	Sunday
The Hobbins Ent & Estate Road Jct	Route 9/S9: Bridgnorth to Wolverhampton (via Shipley)	Hourly	Hourly	No Service
Stanmore Industrial Estate	Route 125: Bridgnorth to Stourbridge	Once Daily	No Service	No Service
Oaklands	Route 8: Bridgnorth to Telford	Once Daily	Once Daily	No Service
	Route 101: Bridgnorth Town Service	Hourly	No Service	No Service

4.10.7. Further bus services are available from Bridgnorth Town Centre, with destinations including Wolverhampton, Danesford, Kidderminster and Shifnal.

4.10.8. As stated in the March 2020 'Vision Document', the current bus services in the vicinity of the site are infrequent, and a comprehensive review of the public transport opportunities for the site will be undertaken in consultation with Shropshire Council to enable more frequent services. The internal road network will be designed to facilitate bus penetration within the site to reduce walking distances to bus stops.

4.10.9. Bus routes 9/S9 and 125 pass along the A454, to the east of the site. It is considered that either route could potentially be diverted into the site. The viability of this would need to be explored with bus operators. A plan showing the routing of both services is provided in **Figure 4-2**.

Figure 4-2 - Bus Routes passing the Site



4.10.10. As stated in the 'High Level Transport Appraisal' prepared by PJA, there is the opportunity to re-route existing bus routes currently passing along the A454 through the site, linking in with the Park and Choose site.

4.11 PEDESTRIAN AND CYCLE ACCESS

A454

- 4.11.1. The A454 bisects the northern part of the site and bounds the southern part of the site to the east.
- 4.11.2. A narrow footway (approximately 1m in width) is provided on the eastern side of the A454. The footway is unlit along the majority of the A454, with a short section of lighting provided at each end of the A454 (between B4363 Wolverhampton Road and B458).

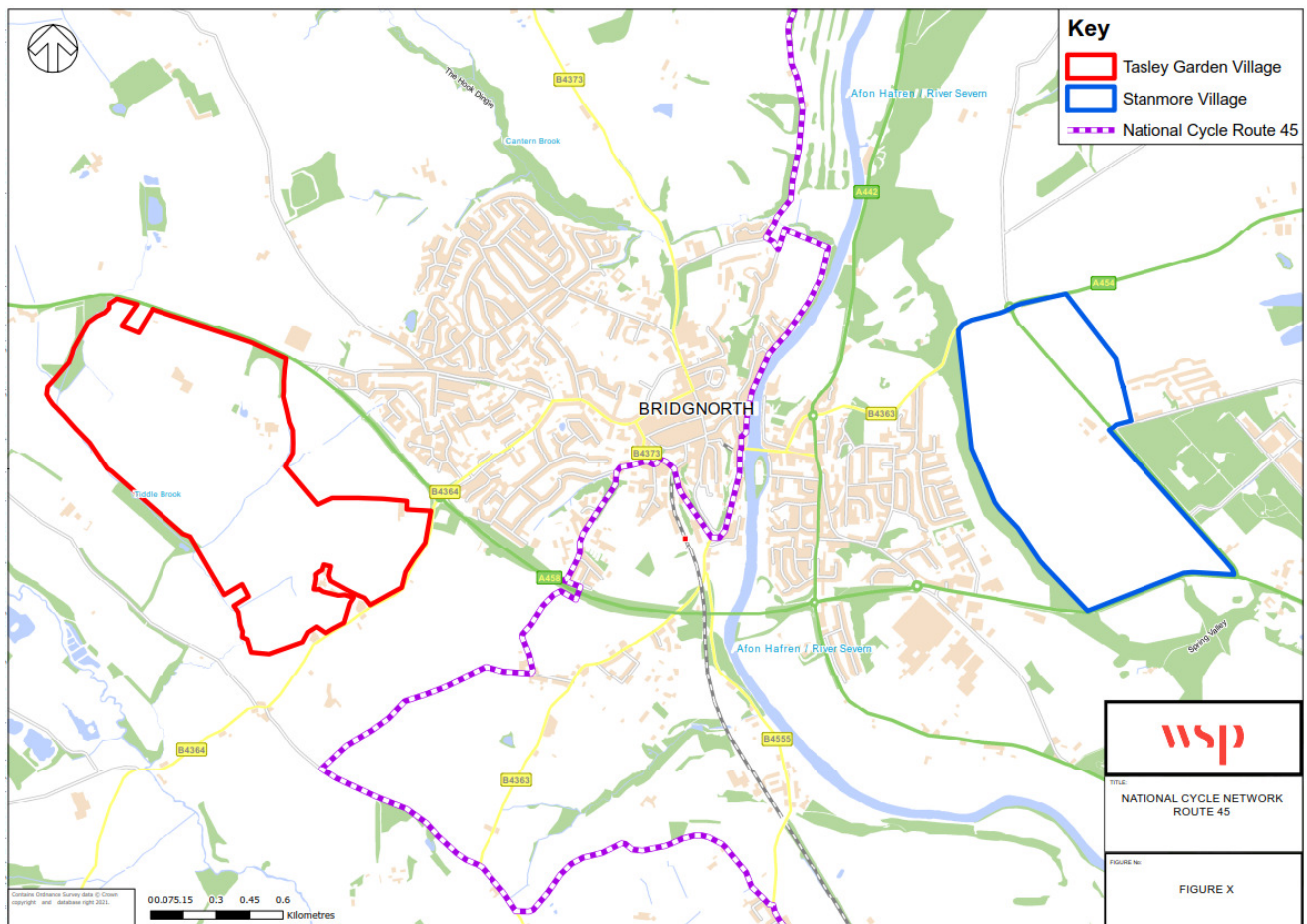
B4363 Wolverhampton Road

- 4.11.3. The B4363 runs to the north of the site, providing a link to Bridgnorth from the east.
- 4.11.4. Footways along B4363 are intermittent, although lit. The footway between the junction with A454 and Lodge Lane is intermittent, with footways provided on one side of the road, requiring pedestrians to cross over at least once. The footway at that point is narrow and of poor quality. Between Lodge Lane and the point around 120m east of the roundabout junction of A442 Mill Street / Wolverhampton Road, a footway is provided on the southern side of A4363. At that point, the footway is of better quality and width. At the roundabout junction, tactile paving is provided on all arms.

A458 Stourbridge Road

- 4.11.5. A458 runs to the south of the site, providing a link to Bridgnorth from the east.
- 4.11.6. A footway runs on the northern side of A458, although the footway is unlit and narrow until reaching Faraday Drive where the footway widens and becomes lit.
- 4.11.7. There is no current specific provision for cyclists in the direct vicinity of the site. National Cycle Route (NCR) 45 routes from the south of Bridgnorth, through Bridgnorth High Town, as shown in **Figure 4-3**.

Figure 4-3 - National Cycle Network



- 4.11.8. As stated, there are a number of footpaths and a network Public Rights of Way (PRoW) across the site. Of particular importance is the PRoW which links A454 with Elmhurst and Hazel View to the west of the site (PRoW 0151/70 and 1051/38A). The ‘Vision Document’ prepared by MACE in March 2020 stated that the route could be upgraded to improve access to local facilities in Bridgnorth from the site, however, there are some significant constraints.
- 4.11.9. In August 2019, PJA prepared a short note on behalf of Stanmore Properties Ltd and Apley Estate, recommending a connection route from Stanmore Village centre to Bridgnorth via Hermitage Ridge. The note indicated that this connection route would vastly improve accessibility levels between the site and Bridgnorth Town Centre.

4.11.10. The Hermitage Ridge Ancient Woodland runs north-south along the western boundary of the site. As stated in the ‘Vision Document’ prepared by MACE in March 2020, *“the proposal seeks to retain and enhance the existing woodlands of Hermitage Ridge and Stanmore Country Park. Hermitage Ridge woodland will be protected by a green buffer zone incorporating native planting to discourage public access into it apart from along public footpaths. These woodlands will be connected with 30m green corridors that also provides for a public footpath to access the footpaths along the ridge. A further 40m wide green corridor is proposed leading from Hermitage Ridge to the eastern edge of the site providing a secure boundary to the northern edge of The Hobbins.”*

4.11.11. A site visit undertaken on 23 January 2021 found that the existing PRow paths take a very steep route through the woodland, as shown in **Figure 4-4**.

Figure 4-4 - Site Visit Photographs



4.11.12. As stated in Cycle Infrastructure Design (LTN 1/20), *“networks and routes should be coherent; direct; safe; comfortable and attractive.”* In order to achieve the comfortable design principle, *“conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.”*

4.11.13. Relating to gradients, LTN 1/20 sets out the maximum length for gradients, with 2.5% for 100m, and 5% for 30m. Steep gradients can lead to high speeds for descending cyclists or low speeds for climbing cyclists, which can create hazards for all users of the route. Given the constraints of the route, it would be challenging to make the route through the woodland accessible for all users.

4.12 ACCESSIBILITY TO LOCAL FACILITIES

4.12.1. CIHT ‘Planning for Walking’ (April 2015) within Section 6.3, states that *“most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of “walkable neighbourhoods”.”*

4.12.2. Section 6.4 states that “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design.”

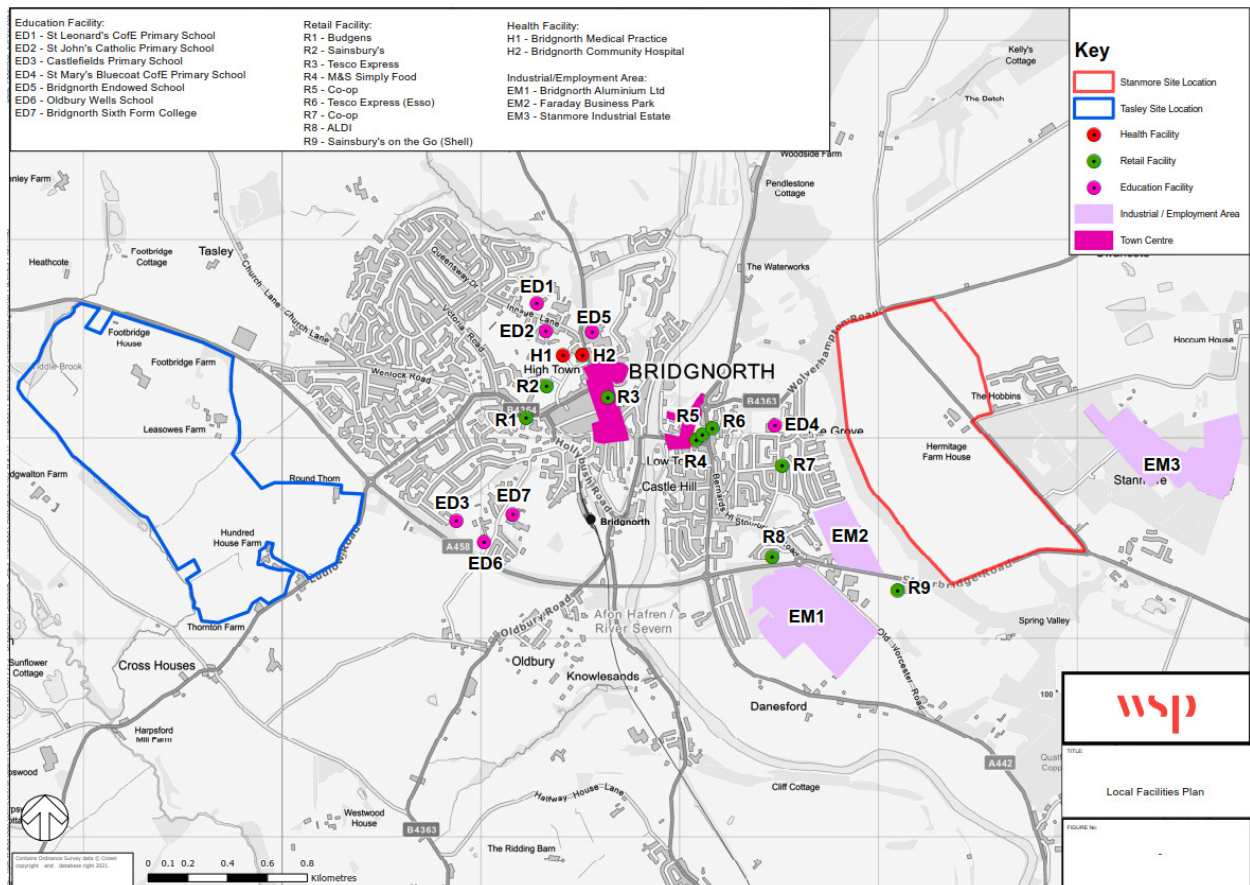
4.12.3. Access to local amenities has been considered by examining the number of services and facilities available within a reasonable walking and cycling distance of the site. CIHT ‘Guidelines for Providing for Journeys on Foot’ sets out the suggested acceptable walking distances. These have been replicated in **Table 4-5**.

Table 4-5 - Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.12.4. The range of amenities and facilities considered are shown in **Figure 4-5**, reproduced in **Appendix A**.

Figure 4-5 - Local Facilities Plan



4.12.5. The following facilities / services have been included in the review:

- Primary Schools;
- Secondary Schools / Further Education
- Food Retail;
- Medical / Health Facilities; and
- Centres of employment.

4.12.6. Walking and cycling isochrones have been created to illustrate the location of site in relation to facilities and services across Bridgnorth. Two walking isochrones have been created for the Stanmore Site, one of which utilises the PRow to the west. The isochrones have been based on the anticipated access points stated in the 'High Level Transport Appraisal' prepared by PJA.

4.12.7. Walking times are based on an average walking speed of 80m per minute (4.8kph), and the cycling times are based on an average cycling speed of 267m per minute (16kph). These speeds are the default settings within the software within ArcGIS used to calculate walking / cycling isochrones.

The walking isochrones for the Stanmore site, without the PRow and with the PRow included in the calculation are provided in **Figure 4-6** and **Figure 4-7** respectively. Both figures are reproduced in **Appendix C**.

Figure 4-6 - Walk Isochrone - Stanmore Site

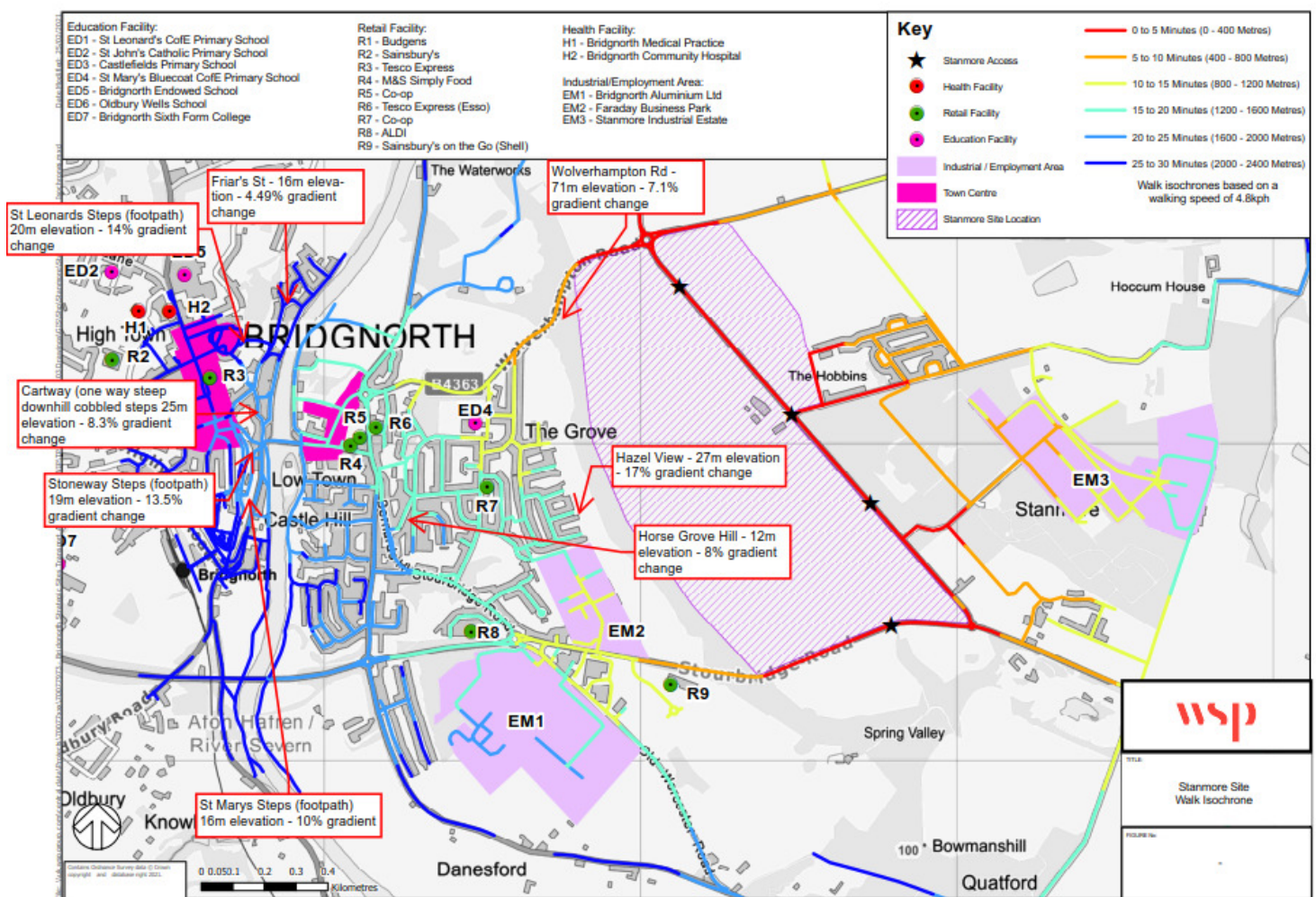
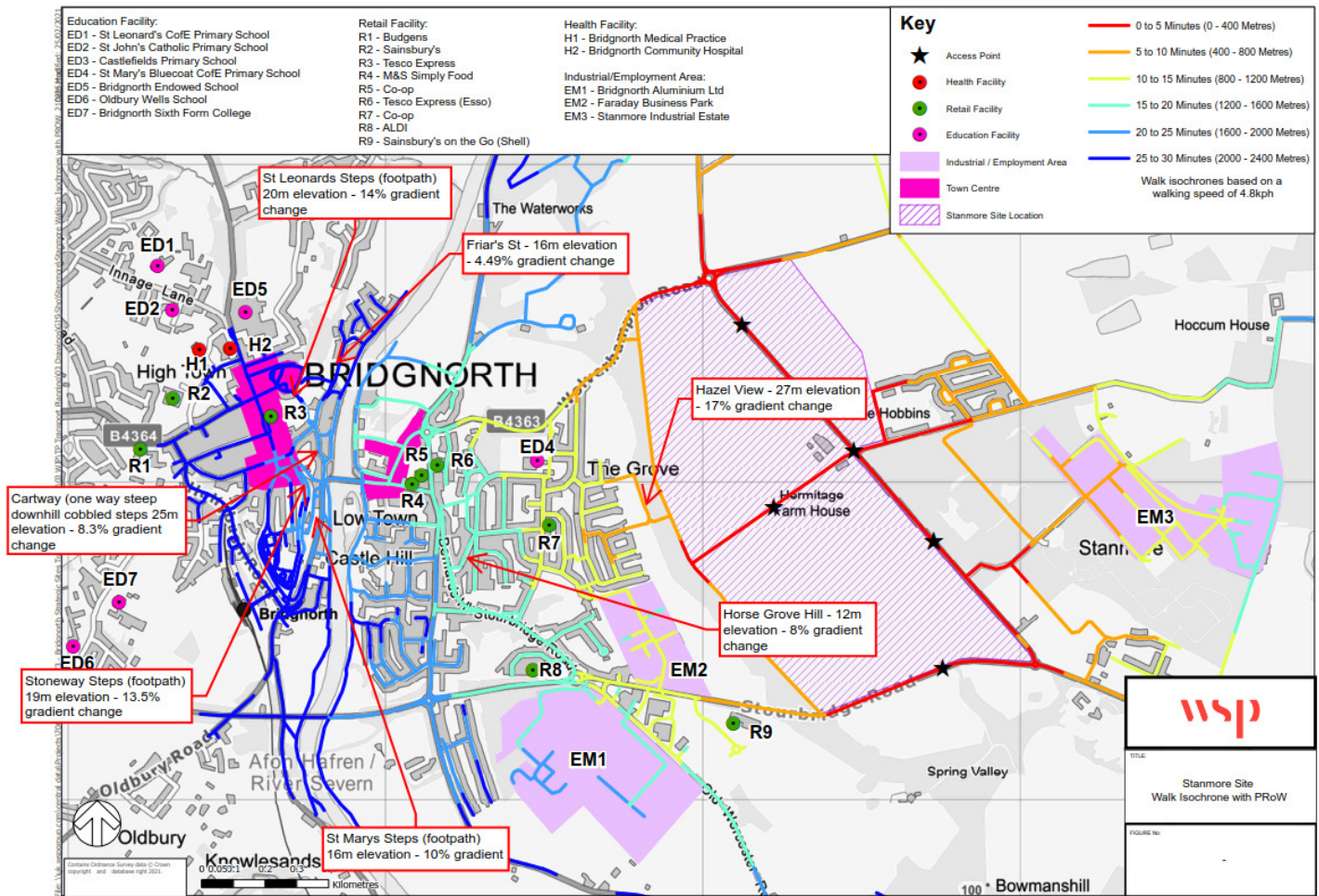


Figure 4-7 - Walk Isochrone - Stanmore Site (with PRow)



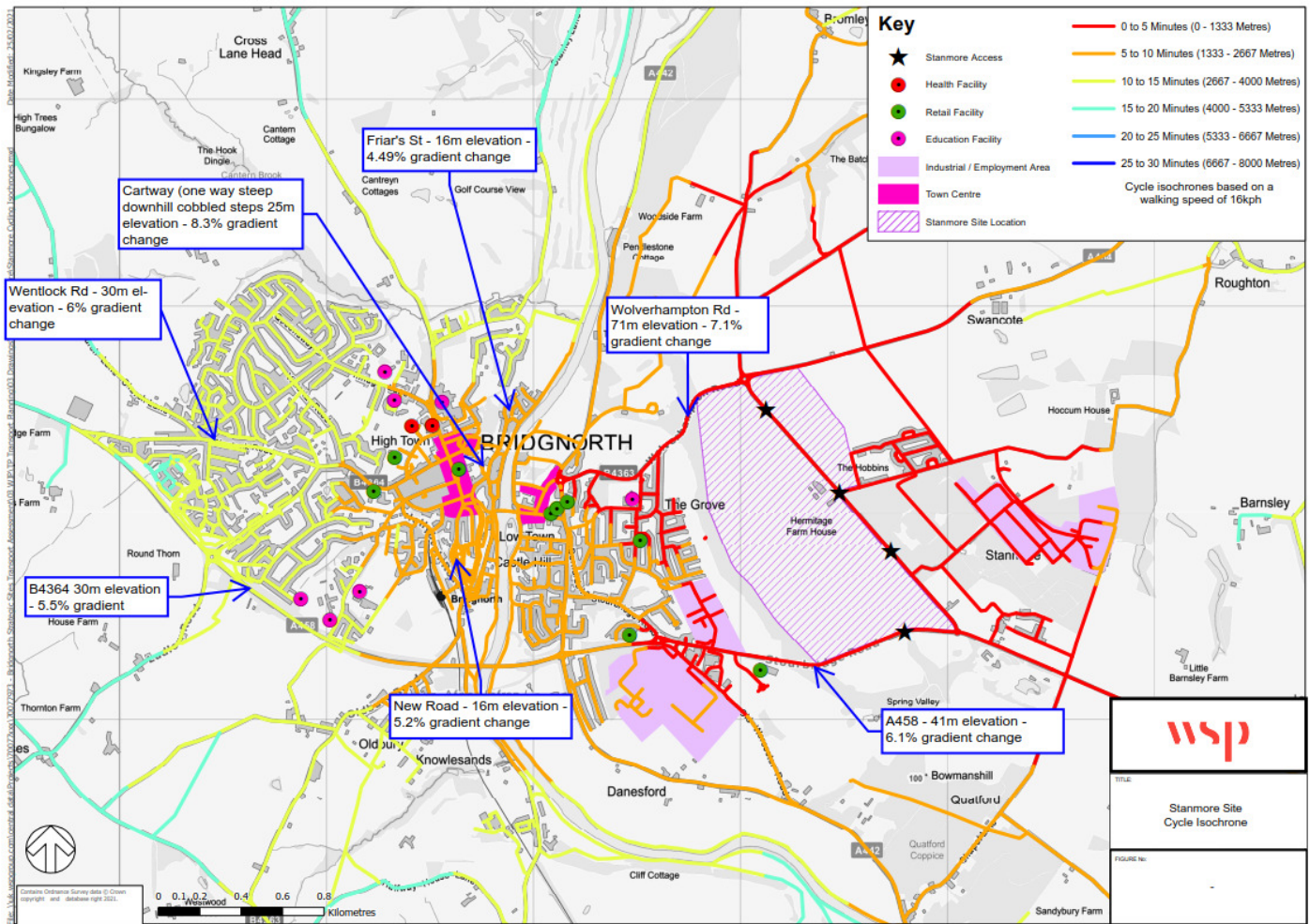
4.12.8. **Figure 4-6** and **Figure 4-7** illustrate that whilst the PRow slightly reduces the distance to the majority of facilities within Bridgnorth.. **Figure 4-6** illustrates the amenities and facilities within Bridgnorth that are walkable from the Stanmore site within 25 minutes. In terms of educational facilities, only the St Mary's Bluecoat CofE Primary School is indicated to be within 30minutes walk from the Stanmore site.

4.12.9.

4.12.10. **Figure 4-7** shows that Hazel View (on the PRow route) has a 27m elevation, resulting in a 17% gradient change for pedestrians through unlit woodland, which would not be a secure route and could realistically only be considered as a leisure route and would be considered unsuitable for all user groups.

4.12.11. The cycle isochrone for the Stanmore site is provided in **Figure 4-8**. This isochrone has been calculated without the PRow included due to the nature of the route and steep gradient change at Hazel View that, would be unsuitable for the majority of cyclists.

Figure 4-8 - Cycle Isochrone - Stanmore Site



4.12.12. **Figure 4-8** illustrates that the majority of Bridgnorth is cyclable from the Stanmore site within 10 to 15 minutes.

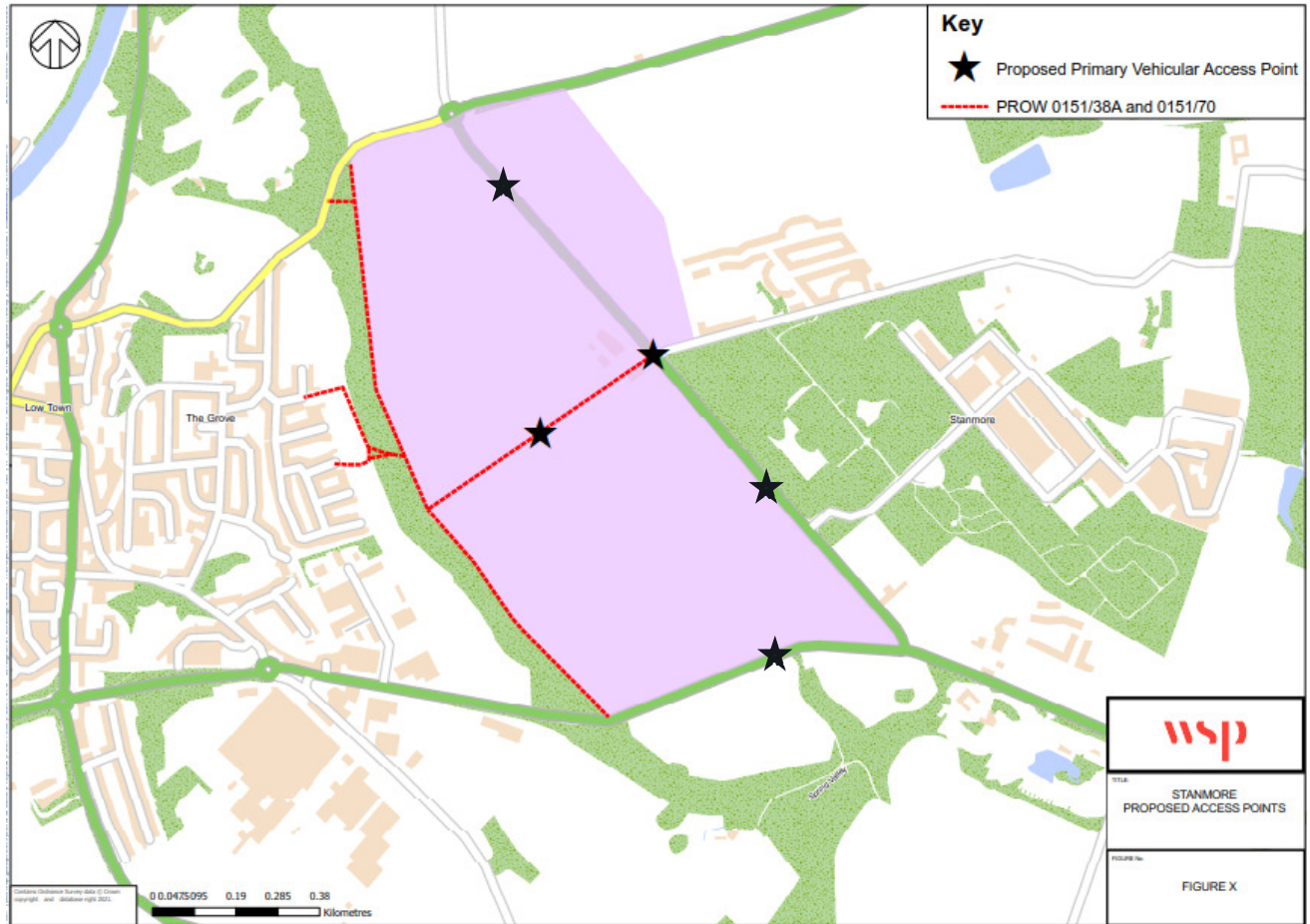
4.12.13. Within each isochrone, roads / footways with gradient changes in excess of around 4% are highlighted. It is considered that these footways may be more challenging for residents with reduced mobility.

4.12.14. Walking and cycling distances have been calculated from the site to key facilities and services provided within Bridgnorth using Google Maps. The distances have been taken from the closest access point leading to A454 / pedestrian link onto A458, the mid-point via the PRow (015138A/3) and the centre of the site via the closest access point, as shown in **Figure 4-6**, **Figure 4-7** and **Figure 4-8**.

4.12.15. There may be some instances where the cycling distance is longer than the walking distance. This occurs where there are footpaths / stepped paths which would not be suitable for cyclists. In these cases, cyclists would use an alternative route which in some cases may be slightly longer than the walking route. The walk / cycle times are based on average speeds and do not take account of areas of steep gradients / stepped paths.

- 4.12.16. In accordance with the isochrones, walking times are based on an average walking speed of 80m per minute (4.8kph), and the cycling times are based on an average cycling speed of 267m per minute (16kph). The walk and cycle times have been checked against those reported in Google Maps when using the 'Directions' tool, and have been shown to be comparable.
- 4.12.17. Figure 4-9. These access points are the proposed vehicular and pedestrian access points as stated within the High Level Transport Appraisal' prepared by PJA.
- 4.12.18. There is a proposal for a pedestrian link from the site onto the A458 Stourbridge Road. This pedestrian access point will increase accessibility of the site to the south-eastern area of Bridgnorth, which includes Faraday Business Park, Bridgnorth Aluminium Ltd and the ALDI store.
- 4.12.19. At present, pedestrian links from the site along the A458 are relatively poor. Footways are provided on the northern side of the A458, although no street lighting is present from the site to around circa 200m east of the junction with Faraday Drive. The road is subject to the national speed limit for the majority of the route, before reducing to 40mph, approximately 200m east of the junction with Faraday Drive, where street lighting is present along the footway.
- 4.12.20. There may be some instances where the cycling distance is longer than the walking distance. This occurs where there are footpaths / stepped paths which would not be suitable for cyclists. In these cases, cyclists would use an alternative route which in some cases may be slightly longer than the walking route. The walk / cycle times are based on average speeds and do not take account of areas of steep gradients / stepped paths.
- 4.12.21. In accordance with the isochrones, walking times are based on an average walking speed of 80m per minute (4.8kph), and the cycling times are based on an average cycling speed of 267m per minute (16kph). The walk and cycle times have been checked against those reported in Google Maps when using the 'Directions' tool, and have been shown to be comparable.

Figure 4-9 - Proposed Access and centroid points - Stanmore



4.12.22. **Table 4-6** sets out the walking times and distances to Primary Schools in Bridgnorth.

Table 4-6 - Walking distances and times from Stanmore site to Primary Schools in Bridgnorth

School	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Mid-point of site (via PROW)	Nearest access point (excl. PROW)	Mid-point of site	Mid-point of site (via PROW)	Nearest access point (excl. PROW)
Castlefields Primary School, (WV16 5DQ)	4.3km	4km	3.7km	54 mins	50 mins	46 mins
St John's Catholic Primary school (WV16 4HW)	3.4km	3km	2.8km	43 mins	38 mins	35 mins
St Leonard's primary school (WV16 4HL)	3.4km	3km	2.8km	43 mins	38 mins	35 mins
St Mary's Bluecoat CofE Primary School (WV15 5EQ)	1.9km	1.1km	1.3km	24 mins	14 mins	16 mins

4.12.23. As shown in **Table 4-6**, the nearest Primary School to the site is located 1.1km walking distance from the centre of the development site via the PRow. This equates to a walking time of around 14 minutes. If the PRow is not used, then the nearest primary school is 1.3km away via the nearest access point, equivalent to a walk time of 16 minutes. The other schools within Bridgnorth are greater than 2km from the centre of the site. This exceeds the 2km preferred maximum distance stated within CIHT guidance ‘Guidelines for Providing for Journeys on Foot’, as shown in **Table 4-5**.

4.12.24. As stated in the ‘Vision Document’ prepared by MACE in March 2020, the local centre within the development will provide for community facilities that, whilst yet to be determined, could include a 2 form-entry primary school. Whilst this will reduce the distance to the nearest Primary School, the phasing of development linked to the provision of the Primary School is not confirmed although would unlikely be opened in the initial phases, therefore, the initial phases would be reliant on existing facilities.

4.12.25. **Table 4-7** sets out the walking times and distances to Secondary Schools in Bridgnorth.

Table 4-7 - Walking distances and times from Stanmore site to Secondary Schools in Bridgnorth

School	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Bridgnorth Endowed School (Bridgnorth, WV16 4ER)	3.1km	2.7km	2.5km	39 mins	34 mins	31 mins
Oldbury Wells School (Bridgnorth, WV16 5JD)	3.7km	3.4km	3.1km	46 mins	43 mins	39 mins

4.12.26. As shown in **Table 4-7**, the nearest Secondary School to the site is located 2.5km walking distance from the nearest access point, or 2.7km away from centre of the site using the PRow. This equates to a walking time of around 31 minutes from the nearest access point. This exceeds the 2km preferred maximum distance stated within the CIHT guidance.

4.12.27. **Table 4-8** sets out the cycling times and distances to Secondary Schools in Bridgnorth.

Table 4-8 - Cycle distances and times from Stanmore site to Secondary Schools in Bridgnorth

School	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Bridgnorth Endowed School (Bridgnorth, WV16 4ER)	4.1km	3.7km	3.5km	16 mins	14 mins	13 mins
Oldbury Wells School (Bridgnorth, WV16 5JD)	4.2km	3.7km	3.6km	16 mins	14 mins	13 mins

4.12.28. As shown in **Table 4-8**, the nearest Secondary School to the site is located 3.5km cycling distance from the nearest access point, or 3.7km away from centre of the site using the PRow. This equates

to a cycling time of around 13 minutes from the nearest access point. Both of the secondary schools and the Sixth Form college are within a 16-minute cycle of the centre of the site.

4.12.29. **Table 4-9** also sets out the walk times and distances to the key retail offerings within Bridgnorth.

Table 4-9 - Walking distances and times from Stanmore site to Retail facilities in Bridgnorth

Retail Facility	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Town Centre	2.7km	2.4km	2.2km	34 mins	30 mins	28 mins
ALDI (Stourbridge Rd, Bridgnorth WV15 6AL)	1.9km	1.6km	1.3km	24 mins	20 mins	16 mins
Sainsbury's (Whitburn St, Bridgnorth WV16 4QN)	3.1km	2.8km	2.5km	39 mins	35 mins	31 mins
Tesco Express (63 High St, Bridgnorth WV16 4DX)	2.7km	2.4km	2.1km	34 mins	30 mins	26 mins
Tesco Express (Cann Hall Rd, Bridgnorth WV15 5AP)	2.0km	1.8km	1.4km	25 mins	23 mins	18 mins
M&S Simply Food (St Johns St, Bridgnorth WV15 6AG)	2.2km	1.8km	1.6km	28 mins	23 mins	20 mins
Co-op Food (Mill St, Bridgnorth WV15 5AL)	2.1km	1.8km	1.5km	26 mins	23 mins	19 mins

4.12.30. As shown in **Table 4-9**, Bridgnorth town centre is located approximately 2.2km walking distance from the nearest access point (excluding the PRow), equivalent to a 28-minute walk via Wolverhampton Road. The closest supermarkets are ALDI on Stourbridge Road and Tesco Express on Cann Hall Road, both of which are located within a 18-minute walk from the nearest access point on the A454.

4.12.31. **Table 4-10** sets out the cycling times and distances to the key retail offerings within Bridgnorth.

Table 4-10 - Cycle distances and times from Stanmore site to Retail facilities in Bridgnorth

Retail Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Town Centre	2.9km	2.6km	2.3km	11 mins	10 mins	9 mins
ALDI (Stourbridge Rd, Bridgnorth WV15 6AL)	1.9km	1.6km	1.3km	7 mins	6 mins	5 mins
Sainsbury's (Whitburn St, Bridgnorth WV16 4QN)	3.8km	3.4km	3.2km	14 mins	13 mins	12 mins

Retail Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Tesco Express (63 High St, Bridgnorth WV16 4DX)	3.0km	2.6km	2.4km	11 mins	10 mins	9 mins
Tesco Express (Cann Hall Rd, Bridgnorth WV15 5AP)	2.0km	1.8km	1.4km	7 mins	7 mins	5 mins
M&S Simply Food (St Johns St, Bridgnorth WV15 6AG)	2.2km	1.8km	1.6km	8 mins	7 mins	6 mins
Co-op Food (Mill St, Bridgnorth WV15 5AL)	2.1km	1.8km	1.5km	8 mins	7 mins	6 mins

4.12.32. As shown in **Table 4-10**, Bridgnorth town centre is located approximately 2.3km cycle distance from the nearest access point (excluding the PRow), equivalent to a 9 minute cycle ride. The closest supermarkets are ALDI on Stourbridge Road and Tesco Express on Cann Hall Road, both of which are located within a 5 to 6-minute cycle from the nearest access points.

4.12.33. As per the Vision Document prepared by Mace in March 2020, the development proposals will include a Local Centre. Whilst it is not yet known what will be included within the Local Centre, it is considered likely that a convenience store would be included in the proposals although the phasing of the local centre is not confirmed it would unlikely be opened in the initial phases.

4.12.34. **Table 4-11** sets out the cycling times and distances to the medical / health facilities within Bridgnorth.

Table 4-11 - Walking distances and times to Medical / Health Facilities in Bridgnorth WV16 4EN, Bridgnorth

Medical / Health Facility	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Bridgnorth Medical Practice (Old Smithfield, Bridgnorth, WV16 4EN)	3.1km	2.8km	2.5km	39 mins	35 mins	31 mins
Bridgnorth Community Hospital (N Gate, Bridgnorth, WV16 4EU)	2.9km	2.7km	2.3km	36 mins	34 mins	29 mins
Mydentist (St Leonard's Close, Bridgnorth, WV16 4EJ)	2.8km	2.5km	2.2km	35 mins	31 mins	28 mins
Dental Matters (N Gate, Bridgnorth, WV16 4EU)	3.0km	2.6km	2.4km	38 mins	33 mins	30 mins
Smile Design (Whitburn Street, Bridgnorth, WV16 4QT)	3.0km	2.9km	2.4km	38 mins	36 mins	30 mins
Pure Dental Care (West Castle St, Bridgnorth, WV16 4AD)	2.7km	2.5km	2.1km	34 mins	31 mins	26 mins
Regency House Dental Practice (Underhill Street, Bridgnorth, WV16 4BB)	2.6km	2.2km	2.0km	33 mins	28 mins	25 mins

4.12.35. As shown in **Table 4-11**, Bridgnorth Medical Practice and Bridgnorth Community Hospital are located between 2.3km and 2.5km walking distance from the nearest access point, equivalent to a 29 to 31-minute walk along Wolverhampton Road. The closest dentist is Regency House Dental Practice, which is located a 25-minute walk from the nearest access point on the A454.

4.12.36. **Table 4-12** sets out the cycle times and distances to the medical / health facilities within Bridgnorth.

Table 4-12 - Cycle distances and times to Medical / Health Facilities in Bridgnorth

Medical / Health Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Bridgnorth Medical Practice (Old Smithfield, Bridgnorth, WV16 4EN)	3.3km	2.9km	2.7km	12 mins	11 mins	10 mins
Bridgnorth Community Hospital (N Gate, Bridgnorth, WV16 4EU)	3.1km	2.8km	2.5km	12 mins	10 mins	9 mins

Medical / Health Facility	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Mydentist (St Leonard's Close, Bridgnorth, WV16 4EJ)	2.9km	2.5km	2.3km	11 mins	9 mins	9 mins
Dental Matters (N Gate, Bridgnorth, WV16 4EU)	3.2km	2.8km	2.6km	12 mins	10 mins	10 mins
Smile Design (Whitburn Street, Bridgnorth, WV16 4QT)	3.7km	3.4km	3.1km	14 mins	13 mins	12 mins
Pure Dental Care (West Castle St, Bridgnorth, WV16 4AD)	3.3km	2.9km	2.7km	12 mins	11 mins	10 mins
Regency House Dental Practice (Underhill Street, Bridgnorth, WV16 4BB)	2.7km	2.2km	2.1km	10 mins	8 mins	8 mins

4.12.37. As shown in **Table 4-12**, Bridgnorth Medical Practice and Bridgnorth Community Hospital are located between 2.5km and 2.7km cycling distance from the nearest access point, equivalent to a 9 to 10-minute cycle via Wolverhampton Road. The closest dentist is Regency House Dental Practice, which is located an 8-minute cycle from the nearest access point on the A454. **Table 4-13** sets out the walk times and distances to the key employment areas within Bridgnorth.

Table 4-13 - Walking distances and times from Stanmore site to Employment areas in Bridgnorth

Centre of Employment	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Faraday Business Park (Faraday Dr, Bridgnorth WV15 5BA)	1.7km	1.9km	1.1km	21 mins	24 mins	14 mins
Bridgnorth Aluminium (Stourbridge Rd, Bridgnorth WV15 6AU)	2.0km	1.9km	1.4km	25 mins	24 mins	18 mins
Stanmore Industrial Estate (Estate Road, Bridgnorth WV15 5HP)	1.5km	-	0.9km	19 mins	-	11 mins

4.12.38. As shown in **Table 4-13**, Stanmore Industrial Estate is located 0.9km walking distance from the nearest access point, equivalent to a 11-minute walk via Wolverhampton Road. Faraday Business Park and Bridgnorth Aluminium are located within 1.4km of the nearest access point, equating to a walk time of around 14 to 18 minutes.

4.12.39. **Table 4-14** sets out the cycle times and distances to the key employment areas within Bridgnorth.

Table 4-14 - Cycle distances and times from Stanmore site to Employment areas in Bridgnorth

Centre of Employment	Cycle Distance (Start point)			Cycle Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Faraday Business Park (Faraday Dr, Bridgnorth WV15 5BA)	1.7km	1.9km	1.1km	6 mins	7 mins	4 mins
Bridgnorth Aluminium (Stourbridge Rd, Bridgnorth WV15 6AU)	2.0km	1.9km	1.4km	7 mins	7 mins	5 mins
Stanmore Industrial Estate (Estate Road, Bridgnorth WV15 5HP)	1.5km	-	0.9km	6 mins	-	3 mins

4.12.40. As shown in **Table 4-14**, Stanmore Industrial Estate is located 0.9km cycle distance from the nearest access point, equivalent to a 3-minute cycle. Faraday Business Park and Bridgnorth Aluminium are located within 1.4km of the nearest access point, equating to a cycle time of around 4 to 5 minutes.

4.13 SUMMARY

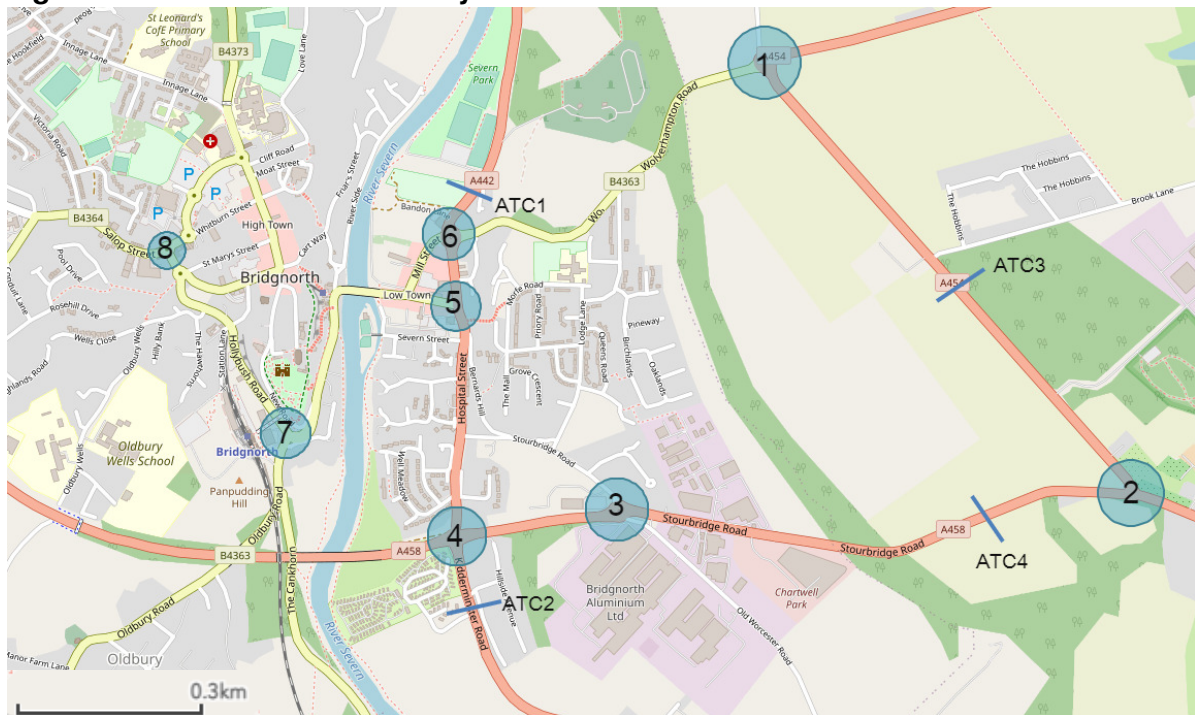
Table 4-15 - Walk Distances to Local Facilities - Stanmore Site

Facility	Walk Distance (Start point)			Walk Time (mins)		
	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)	Mid-point of site	Mid-point of site (via PRow)	Nearest access point (excl. PRow)
Closest Primary School: St Mary's Bluecoat CofE Primary School (WV15 5EQ)	1.9km	1.1km	1.3km	24 mins	14 mins	16 mins
Closest Secondary School: Bridgnorth Endowed School (Bridgnorth, WV16 4ER)	3.1km	2.7km	2.5km	39 mins	34 mins	31 mins
Town Centre	2.7km	2.4km	2.2km	34 mins	30 mins	28 mins
Closest Retail Facility: ALDI (Stourbridge Rd, Bridgnorth WV15 6AL)	1.9km	1.6km	1.3km	24 mins	20 mins	16 mins
Bridgnorth Medical Practice: (Old Smithfield, Bridgnorth, WV16 4EN)	3.1km	2.8km	2.5km	39 mins	35 mins	31 mins
Closest Dentist: Regency House Dental Practice (Underhill Street, Bridgnorth, WV16 4BB)	2.6km	2.2km	2.0km	33 mins	28 mins	25 mins
Closest Key Employment Area: Stanmore Industrial Estate (Estate Road, Bridgnorth WV15 5HP)	1.5km	-	0.9km	19 mins	-	11 mins

5 TRAFFIC SURVEYS

- 5.1.1. Manual classified counts (MCCs) and queue surveys were undertaken by Severnside Transportation Data Collection at the following junctions on Thursday 5th November 2020:
- 1. A454 / Wolverhampton Road;
 - 2. A454 / A458 Stourbridge Road / A458
 - 3. Stourbridge Road / A458 / Old Worcester Road / A458 Stourbridge Road;
 - 4. A442 Cann Hall Road / A458 Stourbridge Road / A442 Kidderminster Road / A458
 - 5. A442 Cann Hall Road / St John Park Street
 - 6. A442 Mill Street / A442 Cann Hall Road / B4363 Mill Street;
 - 7. B4363 / B4373; and
 - 8. Whitburn Street / B4373 / B4364.
- 5.1.2. The turning count data was collected in 5-minute intervals for the AM and PM peak periods (07:30 - 09:30 and 16:30 - 18:30), and the queue surveys recorded the maximum queue length for each 5-minute interval across the AM and PM peak periods.
- 5.1.3. Automatic Traffic Counters (ATC) were undertaken over a seven-day period between Monday 2nd November and Sunday 8th November 2020 at the following locations:
- 1. A442 Mill Street, south of The Croft;
 - 2. A442 Kidderminster Road, south of Hillside Avenue;
 - 3. A454, south of The Hobbins; and
 - 4. A458 Stourbridge Road, 500m west of A454 / A458 roundabout.
- 5.1.4. The ATC data provides information about traffic volumes by hour of the day, as well as providing an indication of the speeds of vehicles travelling along each of the roads.
- 5.1.5. The locations of the surveyed junctions and ATCs are shown in **Table 5-1**.

Figure 5-1 - MCC and ATC Survey Locations



5.1.6. The total vehicle flow on the approach to each junction is provided in **Table 5-1**.

Table 5-1 - Junction Approach Flows (All Vehicles) - November 2020

Junction	Approach Arm	AM Peak (08:00 - 09:00)	PM Peak (17:00 - 18:00)
J1	A454 E	344	372
	A454 S	138	170
	Wolverhampton Road	330	222
	Unnamed Road N	18	12
	Total Flow	830	776
J2	A454 N	145	175
	A458 E	211	208
	A458 W	255	172
	Total Flow	611	555
J3	Stourbridge Road	154	150
	A458 E	263	372
	Old Worcester Road	37	46
	A458 W	287	135
	Total Flow	741	703
J4	A442 N	351	345
	A458 E	282	387
	A442 S	275	269
	A458 W	510	287
	Total Flow	1418	1288
J5	A442 N	843	946
	A442 S	451	402
	St Johns Street	0	0
	Total Flow	1294	1348
J6	A442 Mill Street N	322	433
	Wolverhampton Road	322	334
	A442 Cann Hall Road S	293	225
	Mill Street	665	501
	Total Flow	1602	1493
J7	B4373 W	359	265
	B4373 E	491	525
	B4363	317	185
	Total Flow	1167	975
J8	B4364 Whitburn Street	256	222
	B4373 Pound Street	508	435
	B4364 Salop Street	419	261
	Total Flow	1183	918

5.1.7. The average and maximum queue lengths (in vehicles) at each of the junctions is provided in **Table 5-2**.

Table 5-2 - Average and Maximum Queue Results (Vehicles) - November 2020

Junction	Arm	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)	
		Average Q	Max. Q	Average Q	Max. Q
J1	A454 E	0	1	0	1
	A454 S	1	5	0	1
	Wolverhampton Road	1	4	1	10
	Unnamed Road N	1	4	0	2
J2	A454 N	2	4	2	4
	A458 E	2	10	1	5
	A458 W	1	4	1	6
J3	Stourbridge Road	1	2	0	2
	A458 E	0	2	1	4
	Old Worcester Road	0	1	1	2
	A458 W	0	1	0	2
J4	A442 N	4	23	2	5
	A458 E	2	6	2	11
	A442 S	2	8	2	13
	A458 W	2	8	1	5
J5	A442 N	4	17	3	13
	A442 S	-	-	-	-
	St Johns Street	-	-	-	-
J6	A442 Mill Street N	3	11	4	16
	Wolverhampton Road	3	7	3	6
	A442 Cann Hall Road S	0	1	0	1
	Mill Street	3	7	2	7
J7	B4373 W	0	2	1	2
	B4373 E	0	1	0	0
	B4363	3	9	2	6
J8	B4364 Whitburn Street	2	8	1	3
	B4373 Pound Street	4	7+	2	4.5
	B4364 Salop Street	3	8+	2	4

5.1.8. **Table 5-3** shows the observed mean and 85th percentile speeds captured by the ATCs.

Table 5-3 - Observed Mean and 85th %ile speeds

Link	Direction	Mean Speed	85 th %ile Speed
A442 Mill Street - south of The Croft	Northbound	35.6mph	41.9mph
	Southbound	26.2mph	31.2mph
A442 Kidderminster Road - south of Hillside Avenue	Northbound	33.8mph	39.9mph
	Southbound	34.6mph	40.2mph
A454 - south of The Hobbins	Northbound	47.3mph	54.1mph
	Southbound	55.0mph	63.1mph
A458 Stourbridge Road - 500m west of A454 / A458 roundabout	Eastbound	47.6mph	53.5mph
	Westbound	46.4mph	53.8mph

5.2 COVID-19 PANDEMIC

5.2.1. On 31st October 2020, it was announced that England would go into a second lockdown from 5th November 2020. From 5th November 2020, individuals in England were instructed to stay at home where possible. All non-essential shops, leisure and entertainment venues were required to close, and pubs, bars and restaurants were only able to operate takeaway and delivery services. Educational establishments, including schools, early years settings and universities remained open.

5.2.2. Due to the ongoing Covid-19 pandemic and the associated lockdown that was in place at the time of the surveys, it is anticipated that the traffic patterns could be atypical. It would likely be necessary to derive factors to increase the 2020 surveyed traffic flows to typical traffic flows to ensure a robust assessment.

5.2.3. Traffic surveys were undertaken at the same eight junctions on Thursday 12th September 2019. **Table 5-4** provides a comparison of total flows at the junction for the September 2019 data and the November 2020 data, showing the percentage difference in flows.

Table 5-4 - Total Junction Flows (All Vehicles) - 2019 vs 2020 Comparison

Junction	Thursday 12 th September 2019		Thursday 5 th November 2020	
	AM Peak (08:00 - 09:00)	PM Peak (17:00 - 18:00)	AM Peak (08:00 - 09:00)	PM Peak (17:00 - 18:00)
J1	1,051	1,162	830 (-21%)	776 (-33%)
J2	749	922	611 (-18%)	555 (-40%)
J3	887	1,117	741 (-16%)	703 (-37%)
J4	1,992	2,368	1,418 (-29%)	1,288 (-46%)
J5	1,776	2,122	1,294 (-27%)	1,348 (-36%)
J6	2,157	2,345	1,602 (-26%)	1,493 (-36%)
J7	1,369	1,431	1,167 (-15%)	975 (-32%)
J8	1,348	1,572	1,183 (-12%)	918 (-42%)

5.2.4. **Table 5-4** indicates a reduction in traffic flows when comparing the September 2019 flows with November 2020 flows. The AM peak shows less of an impact, likely a result of schools remaining open. During the PM peak, flows are around 35% lower in the November 2020 surveys compared to the September 2019 surveys.

6 REPORT SUMMARY

6.1 TRIP GENERATION

Tasley

- 6.1.1. The 'Transport Issues Report' prepared by Croft Transport Planning in March 2020 put forward residential trip rates which were subsequently criticised by PJA for not being wholly representative of the proposed development. In the 'High Level Transport Appraisal' prepared by WYG in November 2020, the residential trip rates were re-visited. The revised residential trip rates resulted in a slightly higher development traffic yield in the AM peak hour and comparable levels in the PM peak hour.
- 6.1.2. Using the residential trip rates put forward by WYG it is anticipated that the residential element of the site (1,050 dwellings) would result in approximately 536 two-way trips during the morning peak hour, and 488 two-way trips during the evening peak hour. Using the employment trip rates provided by Croft and WYG, it is anticipated that the employment element of the site (16 hectares) would result in approximately 231 two-way trips during the morning peak hour, and 200 two-way trips during the evening peak hour. This would result in a total trip generation of 767 two-way trips during the morning peak hour and 688 two-way trips during the evening peak hour.

Stanmore

- 6.1.3. The 'High Level Transport Appraisal' prepared by PJA in March 2020 proposed residential trip rates which are comparable to those put forward by WYG for the Tasley Garden Village trip generation exercise.
- 6.1.4. Using the residential trip rates put forward by PJA it is anticipated that the residential element of the site (850 dwellings) would result in approximately 432 two-way trips during the morning peak hour, and 401 two-way trips during the evening peak hour. Using the employment trip rates provided PJA, it is anticipated that the employment element of the site (16 hectares) would result in approximately 118 two-way trips during the morning peak hour, and 105 two-way trips during the evening peak hour. This would result in a total trip generation of 550 two-way trips during the morning peak hour and 688 two-way trips during the evening peak hour.

Summary

- 6.1.5. The Tasley site would result in a total trip generation of 767 two-way trips during the morning peak hour and 688 two-way trips during the evening peak hour. The Stanmore site would result in a total trip generation of 550 two-way trips during the morning peak hour and 688 two-way trips during the evening peak hour. Although the Tasley site is shown to result in a higher trip generation, this is purely the result of there being a higher level of development content, with an additional 200 dwellings and the trip rates for the two sites would be similar given the locational characteristics of each site.

6.2 TRIP DISTRIBUTION

Tasley

- 6.2.1. The residential trip distribution was based on 2011 census data and then manually adjusted based on the potential for internalisation of trips, proximity to Bridgnorth and employment constraints within Bridgnorth which may lead to residents seeking employment further afield.

6.2.2. Following a review of the approach to the residential trip distribution provided in the ‘High Level Transport Appraisal’ prepared by WYG, it is considered that the redistribution of trips away from Bridgnorth is potentially overestimated. It is therefore advisable to re-visit the trip distribution at a later date.

6.2.3. The ‘High Level Transport Appraisal’ prepared by WYG in November 2020 sets out the approach to the trip distribution used for the employment aspect of the site. The employment distribution used Journey to Work data from the 2011 census. Whilst the methodology is generally considered acceptable a full review of this approach would need to be undertaken at a later date.

Stanmore

6.2.4. The ‘High Level Transport Appraisal’ prepared by PJA set out the approach to the residential trip distribution. The trip distribution was been calculated using 2011 census journey to work data and online route planning software. The trip distribution provided by PJA is lacking in detail and would benefit from additional information to establish its appropriateness.

6.2.5. A similar approach was taken for the employment trip distribution. Again this is lacking in detail and would need additional information.

Summary

6.2.6. The distribution of trips generated by the proposed sites does not conform with the existing 2011 Census (Travel to Work) data, the distribution calculated for both sites would need further refinement.

6.3 ACCESS

Tasley

6.3.1. The Development Statement for the site which was prepared on behalf of Taylor Wimpey and the principal landowners in March 2020 sets out the proposed vehicular access points for the development site. At this stage, it has been proposed that the development site (including the land identified for further development) would have three formal vehicular access points and that traffic calming measures would be required on A458 to reduce speeds.

6.3.2. At present, there is no formal infrastructure that allows a direct pedestrian connection between the site and the rest of Bridgnorth, although pedestrians are able to cross A458 if they wish to use the substantial adopted verges on both sides of the road. Indeed pedestrians are currently doing this when making use of the existing public rights of way which pass through the site from A458. Consideration has been given to a pedestrian bridge over the A458 immediately to the west of the Ludlow Road roundabout. Adequate footways and crossing points would need to be provided to link the development site with the rest of Bridgnorth.

Stanmore

6.3.3. As stated in the March 2020 ‘Vision Document’ prepared by Mace, there will be three vehicular access points to the site along A454. It would be necessary to introduce features and facilities to slow speeds on A454 to reduce severance between development and the other side of A454.

6.3.4. At present, there is limited infrastructure that allows a direct pedestrian connection between the site and the rest of Bridgnorth. There are a number of footpaths and Public Rights of Way (PRoW) across the site. Of particular importance is the PRoW which links the A454 with Elmhurst and Hazel View to the west of the site (PRoW 0151/70 and 1051/38A). The ‘Vision Document’ prepared by MACE in

March 2020 stated this route could be upgraded to improve access to local facilities in Bridgnorth from the site, however, there are significant constraints related to the route.

Summary

- 6.3.5. Both sites would need to upgrade and enhance the pedestrian and cycle connectivity between the Town Centre. Provision of illuminated footways, crossing points and traffic calming measures would all need to be considered.
- 6.3.6. The PRoW route that centrally connects the Stanmore site through to Bridgnorth has a large gradient change for pedestrians to negotiate through unlit woodland and would not be a secure route as such, the route should only be considered for leisure purposes. The significant gradient constraints along the route would therefore make it difficult to improve to make it safe and secure for all users.

6.4 HIGHWAY CAPACITY

Tasley

- 6.4.1. The four junctions modelled as part of the assessment, generally have sufficient capacity to accommodate the development of Tasley Garden Village with a 2020 assessment year. In 2020, during the PM peak at the A458 / A442 roundabout, there is an increase in queuing on the northern arm of junction by 20 pcus with the junction operating just over capacity, with the average delay per PCU increasing by just over a minute.
- 6.4.2. By 2038, two the four junctions modelled operate within practical reserve capacity. In 2038, during the PM peak at the Wenlock Road / Ludlow Road / Westgate junction, the junction begins to approach capacity with the addition of the development.
- 6.4.3. In 2020, during the PM peak at the A458 / A442 roundabout, there is an increase in queuing on the northern arm of junction by 20 pcus, with the junction operating just over capacity and the average delay per PCU increasing by just over a minute. In the 2038 future year assessment, queuing during the PM peak on the northern arm of the A458 / A442 roundabout increases to 88 pcus, with an average delay per PCU of 296.5 seconds. Mitigation works would be required to reduce the impact of the development.

Stanmore

- 6.4.4. Of the four junctions modelled as part of the assessment, one junction operates over capacity in both the 2019 base and 2019 with development scenario for both peaks (A442 / St John Street). The potential for mitigation would need to be considered as part of any planning application. No future year assessment was undertaken as part of the modelling assessment.
- 6.4.5. PJA also propose the development of a VISSIM model to further understand the interaction of junctions.

Summary

- 6.4.6. Any modelling assessment would need to re-visited following the confirmation of trip rates, distribution proportions and internalisation of trips. Notwithstanding, the development of either site at Tasley or Stanmore would result in impacts at junctions in future years. Further work would be required to identify appropriate mitigation to minimise residual cumulative impact in the future assessment year, although from the initial review of survey data and modelling it is considered that the level of mitigation

needed would be of a level that either scheme could implement given the scale and quantum of development proposed.

6.5 PUBLIC TRANSPORT

Tasley

6.5.1. Bus routes 18 and 436 pass along A458, to the north of the site. Both routes operate Monday to Saturday, with route 18 providing one daily service, and route 436 providing an hourly service. Either route could potentially be diverted into the site. The viability of this would need to be explored with bus operators.

Stanmore

6.5.2. Bus routes 9/S9 and 125 pass along the A454, to the east of the site. Bus route 9/S9 provides an hourly service Monday to Saturday, whilst route 125 provide one daily service Monday to Friday. It is considered that either route could potentially be diverted into the site. The viability of this would need to be explored with bus operators.

6.5.3. It is indicated that there is the potential for a Park and Choose facility to be located within the site. This would encourage residents on the Village site and other visitors (from east of Bridgnorth) to travel to the town centre by means other than the private car.

Summary

6.5.4. Both sites also show potential for existing bus routes to be diverted into the site.

6.5.5. The assessment of the Stanmore site considered the potential for a 'Park and Choose' facility that could be incorporated within the proposed development. This would provide good access for future residents to local bus services and amenities and would also need to be explored further with bus operators.

6.6 ACCESSIBILITY TO LOCAL AMENITIES

Tasley

6.6.1. The isochrones indicate that the majority of Bridgnorth is walkable from the Tasley site within 25 minutes (2km of the site) and is cyclable within 10 minutes. Various amenities are located within 2km of the site, including a number of primary schools, secondary school, the town centre and medical facilities.

Stanmore

6.6.2. The isochrones indicate that the central and eastern area of Bridgnorth are walkable from the Stanmore site within 25 minutes and is cyclable within 10 minutes. The only primary school within a 2km walk from the Stanmore site is St Mary's Bluecoat CofE Primary School. A number of retail facilities are also accessible from Stanmore. However, the secondary school and sixth form and a number of the facilities and amenities to the west of Bridgnorth are further than 2km and over 30min walk from the Site.

6.6.3. Where the PRow is included within the accessibility analysis, the walking times to some facilities are reduced, although this route has steps and a change in gradient of between 15 and 20% and is unlit and would therefore only be acceptable as a leisure route.

Summary

- 6.6.4. In regard to accessibility of Stanmore Garden Village, this report concurs with the findings of the Bridgnorth Place Plan Area Site Assessment, in that;

“The site is some distance from the built form of Bridgnorth, separated physically and functionally by agricultural land and the Hermitage Ridge. Whilst it is considered that provision of a new local centre and park and ride on the site would contribute to mitigation, the ability to provide effective pedestrian and cycle links are more complex due to the gradient and presence of ancient woodland along Hermitage Ridge. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.

- 6.6.5. In regard to the accessibility of Tasley Garden Village, this Report concurs with the findings of the Bridgnorth Place Plan Area Site Assessment, in that;

“The site has good vehicular access potential, directly onto the A458 and Ludlow Road. If allocated, during the Planning Application process, consideration will need to be given to the most appropriate forms of access, this will be determined on the projected number of vehicles using the access, and the interaction with the access to land already in the Local Plan. As part of a strategic settlement it is assumed that these sites will be designed to promote cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, the parts of site that are closest to Bridgnorth High Town are well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PRow and into the town, including a footbridge crossing of the A458. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within High Town, although appropriate bus provision on the site should also be considered.’

- 6.6.6. Whilst both developments are proposing infrastructure, with services and facilities that would serve the respective developments, future residents for the initial phases of each scheme, would still be reliant on the existing amenities and facilities of Bridgnorth. In this context, the Tasley site is generally better located to the existing amenities and facilities within Bridgnorth and is within 2km walk to a primary school, secondary school and sixth form college.

- 6.6.7. Based on the accessibility analysis that has been undertaken for each site, **Table 6-1** sets out a summary of the accessibility to local facilities;

Table 6-1 – Accessibility to Local Facilities–Walking distance taken from closest access point

Facility	Tasley Site		Stanmore Site	
	Walk Distance	Walk Time	Walk Distance	Walk Time
Closest Primary School	1.0km	13 mins	1.3km	16 mins
Closest Secondary School	1.8km	23 mins	2.5km	31 mins
Town Centre	1.6km	20 mins	2.2km	28 mins
Closest Retail Facility	1.5km	19 mins	1.3km	16 mins
Bridgnorth Medical Practice	1.7km	21 mins	2.5km	31 mins
Closest Dentist	1.6km	20 mins	2.0km	25 mins
Closest key Employment area	2.7km	34 mins	0.9km	11 mins



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