

## Transport Note

### Proposed Housing Development

#### Swan Field, Hardingham Road, Hingham

##### 1.0 Introduction

This report has been prepared by Rossi Long Consulting (RLC) to support proposals for residential development on land to the west of Hardingham Road, Hingham.

The proposed development (as shown on the accompanying Masterplan) represents a moderate extension to the existing village of Hingham – located to the north-east of the village centre.

The development proposals would provide for up to approximately 70 residential dwellings, amenity areas, and possible extension to the existing allotments (located to the west of the site).

The site has previously been submitted as part of the Greater Norwich Local Plan (GNLP) draft preferred housing allocations consultation (ref: GNLP0544R).

The purpose of this note is to provide up to date information to demonstrate the site's suitability in terms of accessibility, and thus better inform the GNLP process.

##### 2.0 Development Traffic

By way of a guide, the TRICS (Trip Rate Information Computer System) has been interrogated to provide an estimate of the possible quantum of additional vehicular trips the additional dwellings may generate.

Whilst limited in the number of directly comparable surveys, the analysis shows that each dwelling will generate approximately 0.4 departures and 0.2 arrivals per dwelling in the AM peak. This pattern is reversed in the PM peak.

Based on proposals for 70 dwellings, this equates to approximately 40 two-way vehicular movements in each of the peak periods.

At approximately 1 additional vehicular movement to or from the site every 2 minutes on a lightly trafficked road during the peak hour, the quantum of additional development trips is considered unlikely to cause any capacity issues on the local highway network.

### 3.0 Accessibility

Access to the site would be taken from a new Priority T-junction off Hardingham Road to the east of the site.

The supporting masterplan shows suitable vehicle and pedestrian access routes. The site access junction and access road will conform to NCC Highways' requirements for a Type 3 road.

The site access will be located as far to the north of the site as is practicable to increase forward visibility from the south.

Initial investigations show that 2.4m x 90m visibility are achievable from a site entrance, thus according with NCC Highways' requirements for a speed limit of 30mph (as is applicable to Hardingham Road along its site frontage).

Whilst it is noted that the carriageway width of Hardingham Road measures approximately 4.0-4.5m in width, as part of the development proposals this would be widened to a width along the site frontage which is appropriate for NCC Highway's requirements.

A 1.8m wide footway will also be provided along the site frontage to connect with the existing pedestrian facilities recently provided to the new small supported living scheme to the south-east of the site. The existing footway is shown in Photo 1 below and goes as far as opposite the southern boundary to the proposed site:



Photo 1 – Existing Footway on Hardingham Road.

Suitable dropped kerb crossing facilities, along with tactile paving will be provided to assist crossing for those less able.

This provision would enable continuous access for pedestrians from the site to connect with the local school and other facilities/services with Hingham.

For information, the client also owns the existing wooded areas shown on the masterplan and surrounding farmland. Furthermore, agreement has been reached with the owner of the strip of land between the site and the public footpath that runs down the site of the allotments.

Therefore, there is also the ability to take pedestrian access as required over any part of the land to connect to the existing public footpath – as shown on the plan below:



Additionally, as part of the work recently undertaken in the area of the site, a hedge has been removed and verges trimmed back. This will increase forward visibility – as will the removal/regrading of the banked verge along the site frontage.

The site layout will be designed to accord with local highway authority requirements, with appropriate turning head facilities provided to allow vehicles such as refuse vehicles to turn and enter/egress the site in forward gear.

The facilities and services provided within the village of Hingham are a short walk to the south-west of the site – with a doctor’s surgery, primary school, and local shops all within approximately 750m – 1km walking distance from the site.

## 4.0 Highway Safety

It is also important to review and identify any significant highway safety issues and provide an analysis of the recent accident history of the study area.

The Government has released accident data for England and Wales under the OGL open data licence. Based on this data the ‘Crashmap’ website enables accidents to be shown on a map.

‘Crashmap’ uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

A check has been made of the accident records in the vicinity of the site on Hardingham Road, Hingham.

No 'serious' or 'fatal' accidents have been recorded within the locality of the site during the most recent 5-year period available from 2014 to 2018 inclusive. Only one 'slight' accident was recorded to the south of the site in 2014.

The low number of accidents recorded in the vicinity of the site indicates that there are no inherent safety concerns to take into account of in the local area.

It is therefore considered that there is no reason why the development proposals should significantly impact upon highway safety in this area.

## 5.0 Summary

This Transport Note has been prepared by Rossi Long Consulting in support of proposals for the allocation of site ref: GNLP0544R within the Greater Norwich Local Plan (GNLP) preferred housing allocations document.

In summary, the up to date evidence provided within this Note shows that there are no reasonable safety, capacity, or access reasons why the proposals site should not be permitted.

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