



## West Hill, Wadebridge

### Pre-Application Technical Note – Access & Transport

Project No.	1573
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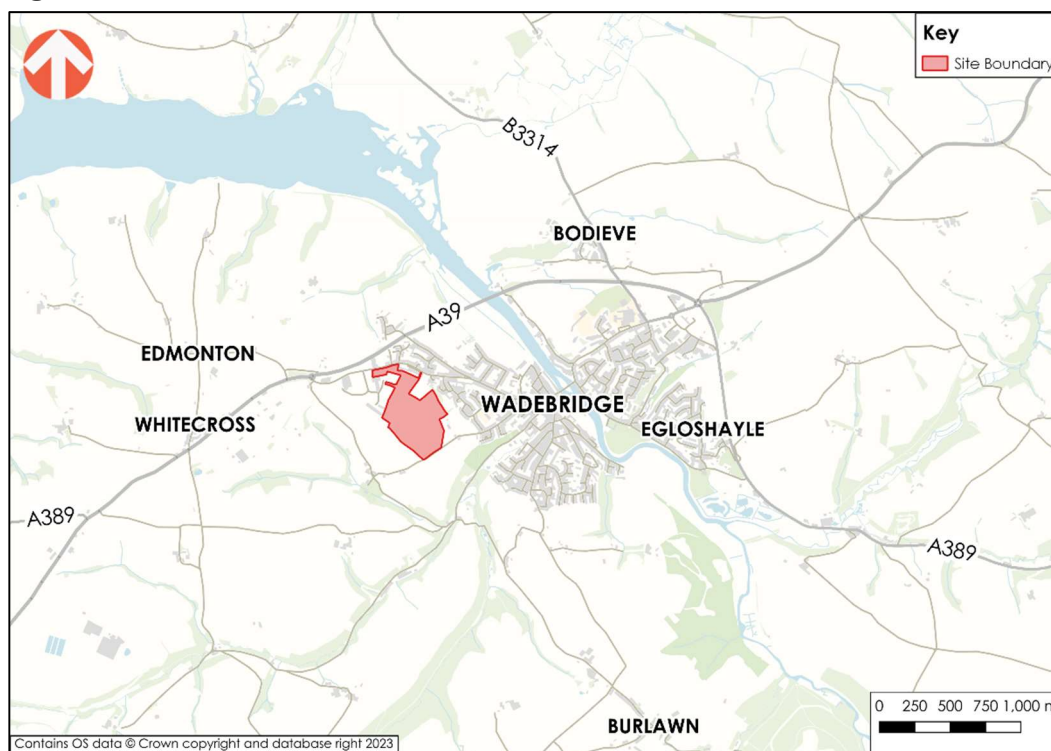
## 1 Introduction

- 1.1 AWP has been commissioned by LVA to prepare this Access and Transport Technical Note in support of a pre-application submission for a future Outline planning application for a residential development comprising up to 350 residential dwellings on land at West Hill in Wadebridge, Cornwall.
- 1.2 Figure 1.1, overleaf, shows the development site in context with the surrounding area. A copy of the latest illustrative preliminary site layout has been included in Appendix B to demonstrate how the development scheme could come forward in this location.
- 1.3 AWP has undertaken baseline technical investigations which have been used to develop a multi-modal site access strategy which is explained in this technical note. This note also covers the following:

- Site location relative to existing and surrounding land uses;
- Site accessibility to surrounding local facilities & public transport opportunities;
- Proposed means of access to the site for vehicles and non-motorised users; and
- Scope of transport assessment work proposed to be undertaken to support a future Outline planning application submission.

1.4 It is requested that Cornwall Council reviews this note and can then hopefully confirm that they would support the proposed access strategy put forward and are in agreement with the approach to undertaking the Transport Assessment (TA) which would support a future Outline planning application.

**Figure 1.1 – Site Location Plan**



## 2 Existing Conditions

2.1 The site comprises undeveloped land, bordered to the north and east by West Hill and the rear of residential properties, an unnamed lane to the south, and Dunveth Business Park and fields to the west.

### Existing Highway Conditions

- 2.2 Vehicular access into the site can be taken from Dunveth Business Park via an unsurfaced track and field gate which connects to an existing turning head. A secondary, disused field gate access is available via a narrow track from West Hill, on the northern site boundary.
- 2.3 West Hill links to the A39 to the west at Tollgate roundabout, and is subject to a 30mph speed limit (recently reduced from 40mph) between Tollgate roundabout, past the site and into Wadebridge town centre. To the west of the site frontage onto West Hill is the access into Dunveth Business Park, a large priority T junction with right-turn lane, providing access to both the business park and a number of retail outlets, including the Tesco superstore and Petrol Filling Station.
- 2.4 Two traffic surveys were undertaken on West Hill in October 2023 to understand the existing vehicle flows and speeds at the proposed access location. The results of the two surveys, presented as averages given their close proximity to one another, are set out in Table 2.1 below.

**Table 2.1 – West Hill Traffic Survey Data**

	<b>Weekday AM Peak (0800-0900) – Total Vehicles</b>	<b>Weekday PM Peak (1700-1800) – Total Vehicles</b>	<b>85%ile Speed</b>	<b>Mean Speed</b>
<b>Eastbound</b>	247	339	33.7mph	29.6mph
<b>Westbound</b>	256	289	33.5mph	29mph
<b>Two Way</b>	503	628	33.6mph	29.3mph

- 2.5 The results of the survey suggest that the recently introduced 30mph speed limit is still in the process of being understood by motorists. It is likely that with increased development frontage along this section of West Hill and a change to the environment making it more urbanised, that speeds will naturally reduce further and in line with the 30mph limit in place.
- 2.6 To the southeast, West Hill transitions into Molesworth Street, which in turn links to Goldsworthy Way at a mini roundabout with Whiterock Road. Goldsworthy Way provides the main route around the town centre and into Eddystone Rd, linking back to Molesworth St at the bridge across the River Camel. Molesworth St forms a one-way link back, between Eddystone Rd /

The Platt and Whiterock Rd. The area of Molesworth St between The Platt and Cross Rd is pedestrianised, except for loading vehicles.

2.7 The A39 runs east and west from Tollgate, bypassing Wadebridge to the north of the town before linking to the A389 in the east at the Ball roundabout. To the west, the A39 continues towards Indian Queens where it joins the A30(T) at the Highgate Hill junction.

2.8 An unnamed lane runs along the southern site boundary, linking Whiterock Rd with the village of St Breock. A further traffic survey was undertaken on the unnamed lane along the southern boundary, recording vehicle speeds and flows. The results of the survey are set out in Table 2.2.

**Table 2.2 – Unnamed Lane to South-East of Site, Traffic Survey Data**

	<b>Weekday AM Peak (0800-0900) – Total Vehicles</b>	<b>Weekday PM Peak (1700-1800) – Total Vehicles</b>	<b>85%ile Speed</b>	<b>Mean Speed</b>
<b>Eastbound</b>	2	1	29.2mph	22.3mph
<b>Westbound</b>	2	2	23.5mph	19mph
<b>Two Way</b>	4	3	25.4mph	20.4mph

2.9 The results of the survey demonstrates that the unnamed lane is very lightly trafficked and vehicle speeds are well below 30mph, with conditions therefore suitable for shared space for pedestrians and cyclists by linking to PROW 560/11/2 which exits onto the lane from the site's southern boundary.

**Pedestrian and Cycle Facilities**

2.10 A footway runs along the site boundary with West Hill, along the southern side of the carriageway. The footway is lit and provides a continuous pedestrian link into the centre of Wadebridge to the east. There are various uncontrolled crossing points along West Hill with refuge islands in the centre of the carriageway where appropriate. The eastern footway also provides access to local bus stops as set out in more detail below.

2.11 To the west, the footway continues along West Hill to connect to Duveth Business Park including two superstores and a number of other retail outlets. Further west the footway provides access to a petrol filling station and M&S Simply Food, as well as the County Showground.

- 2.12 Public Right of Way (PROW) footpath 560/11/2 runs northwest/southeast through the site, linking Dunveth Business Park with the unnamed lane to the south. Another PROW, 560/12/1, runs north-south through the site, and links to PROW 534/18/1 to the north, which runs through Dunveth Business Park to exit onto West Hill, and providing access to the footway on the southern side of West Hill. This PROW is currently proposed to be diverted around a field edge boundary as part of planning application PA20/09549.
- 2.13 The Camel Trail is an 18-mile, largely traffic-free route between Padstow and Wenfordbridge, via Wadebridge and Bodmin. The multi-use trail (part of National Cycle Network (NCN) 32 between Bodmin and Padstow) is open to walkers, cyclists, horse riders and wheelchair users, and the section between Wadebridge and Padstow is entirely off-road (approximately 5.5 miles).
- 2.14 The Camel Trail continues through Wadebridge along the riverside (an alternative to the on-road route through the town centre), and continues as on an off-road cycle route to Wenfordbridge as NCN 3.
- 2.15 On-road cycle lanes are available on Molesworth St across the River Camel, and through to the east of Wadebridge along Govena Hill, providing access to Wadebridge School.

### **3 Site Accessibility**

#### **Local Amenities and Facilities**

- 3.1 The Institution of Highways and Transportation document "Guidelines for Providing for Journeys on Foot" (GPJF) contains suggested acceptable walking distances for pedestrians for some common facilities. This document is intended to advise on planning for and providing for pedestrians, maintaining pedestrian infrastructure and promoting walking and as a result the distances stated in the document may be used for planning and evaluation purposes.
- 3.2 Table 3.1 below reproduces Table 3.2 from GPJF.

**Table 3.1 - GPJF Table 3:2 - Suggested Acceptable Walking Distance**

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

- 3.3 Section 4.4 of the Manual for Streets (MfS) guidance also states that ‘Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ walk (up to about 800m). Whilst a figure of 800m/10 minutes’ walk is mentioned in relation to walking distances to local facilities, Manual for Streets is clear that this is not an upper limit and that walking offers the greatest potential for journeys up to 2km. This equates to a 25 minutes’ walk.
- 3.4 Figure 3.1 contained in Appendix A of this report, highlights the location of local facilities with respect to the development site. To provide context, boundaries indicating distances from the site boundary in 400m (or a five-minute walk) increments are also shown.
- 3.5 Within a 10-minute walk from the site (and therefore within the defined area for a ‘walkable neighbourhood’ according to MfS) there is a primary school (St Breock), Dunveth Business Park, retail outlets including two supermarkets, a hotel and pub, and various bus stops. Wadebridge town centre is located between 800m – 1,200m of the site. With reference to GPJF Table 3.2, all facilities within the town are located within the preferred maximum distance, and all are within the 2km which MfS suggests has the greatest potential for walking to replace driving as mode of choice.
- 3.6 Destinations further afield can be reached via bicycle using the Camel Trail, including Padstow (9km / 30-minute cycle) and Bodmin (10km / 35-minute cycle). Bodmin Parkway station can be reached via a continuation of NCN 3 from the Camel Trail through the town, approximately 18km southeast of Wadebridge by bicycle. The 11 bus from nearby Chesterton Court (further details below) provides a half-hourly service to Bodmin Parkway station, with a journey time of 45 minutes.

### **Public Transport – Bus**

- 3.7 The closest bus stops to the site are on West Hill at Chesterton Court, approximately 400m (around five minutes' walk) from the centre of the site. The stop is served by 6 services, including regular services between Wadebridge, Truro and Newquay. The services include several college services, providing access to Truro College and Wadebridge School and tying in with school start/finish times.
- 3.8 The stop offers services which arrive and depart during the weekday peak periods, offering commuting opportunities by sustainable transport modes.

## **4 Multi-Modal Site Access Strategy**

### **Vehicular Access**

- 4.1 Vehicular access into the site is proposed to be taken from West Hill, via a single new priority T junction with right-turn lane. DMRB CD123, and specifically Figure 2.3.1, has been used as a point of reference to establish which form of junction may be most suitable for the proposed location from a forecast traffic flow perspective.
- 4.2 The application of the DMRB is only mandatory for the trunk road network and Manual for Streets 2 guidance states that where the DMRB is used to inform the design of junctions on the local road network it "*should not be applied uncritically*" (MfS2 9.4.2; 9.6.1;9.7.1;9.8.1). MfS also states that "*where designers do refer to DMRB for detailed technical guidance on specific aspects ... it is recommended that they bear in mind the key principles of MfS and apply DMRB in a way that respects local context.*" (MfS2 1.3.3). It is on this basis that the design has been prepared.
- 4.3 Given that West Hill forms part of the local road network, under the jurisdiction of Cornwall Council as Highway Authority, and given the recorded 85<sup>th</sup> percentile speeds of <37mph, this guidance from MfS is considered to be relevant to this situation.
- 4.4 The combined turning length, deceleration length and direct taper for the proposed right-turn lane into the site is 35m, which is in accordance with the figures set out in Table 5.22 of DMRB CD123 for speeds of 50-60kph.
- 4.5 To facilitate the new right-turn lane on West Hill into the proposed site, and to allow for tie-ins with adjacent accesses, two further right-turn lanes are proposed to serve the existing junctions opposite the proposed

development site into the Travelodge hotel site, and into the 'holiday cottages access' for Trevansyn Heights.

- 4.6 A new right-turn lane for westbound traffic is proposed to provide access into the Travelodge hotel, to the west of the proposed access. The right-turn lane length for the Travelodge access is proposed to be 22m combined length. This is slightly shorter than the 25m deceleration length suggested in CD123 for a design speed of 50-60kph, however the purpose of the deceleration length is to allow vehicles to decelerate outside of the main carriageway in order to avoid impeding following drivers (as explained in the Note below section 5.18.1 of CD123). This would be a more significant consideration for a new junction on the trunk road network where maximising the efficient throughput of traffic is a key aim.
- 4.7 The number of trips turning right into the Travelodge from West Hill is likely to be low, and would be unlikely to queue back from the right-turn lane onto the through lane on West Hill. We note there is an existing right-turn lane on West Hill into Rowan Road which is shorter at just 19m in length which serves a relatively high number of dwellings. It is therefore considered that the slightly shorter length of right-turn lane (at 22m long) into the Travelodge site is acceptable based on very low numbers of right-turning traffic and the fact that the junction is not situated on a trunk road.
- 4.8 A new right-turn lane is also proposed to provide access into the 'holiday cottage access' for Trevansyn Heights, situated to the east of the proposed access. This will be 42m long from the existing pedestrian refuge island on West Hill to the east of the Trevansyn Heights access. This then ties into the existing right turn lane which follows the right-turn lane into Rowan Road. A new, continuous series of 3m wide right-turn lanes and ghost islands will therefore be provided between Rowan Road and Dunveth Business Park, in the area shown on Figure 4.1 below.



**Figure 4.1 – Proposed Area of Widening and Right-turn Lanes / Ghost Islands on West Hill**



4.9 West Hill will be widened along the site frontage to provide additional space for the right turn lanes which will cater for eastbound traffic turning into the site, and right turning traffic entering the existing Travelodge and Trevansyn Heights.

4.10 Visibility splays of 2.4x51m can be achieved along West Hill from the new minor arm in line with recorded 85<sup>th</sup> percentile speeds of 35mph, which are in line with the guidance set out in MfS. As noted previously, since the speed surveys have been carried out, the speed limit on West Hill has changed from 40mph to 30mph, and so it is anticipated that this would lower speeds further as drivers become more familiar with the change, making these achievable visibility splays more robust.

4.11 Swept path analysis of the junction demonstrates that a refuse vehicle can enter and exit the site without encroaching on conflicting traffic movements.

4.12 Drawing 1202-PHL-01-101-A contained within Appendix A shows the proposed access arrangements.

**Pedestrian and Cycle Access**

4.13 The proposed vehicle access from West Hill and widening of the West Hill carriageway will also retain the existing 2.0m footway on the southern side of the carriageway, albeit moved further south to accommodate the widening of the carriageway. The footway will tie in with the internal pedestrian provision from the site access.

4.14 It is also proposed to provide the following pedestrian and cycle access points into the site to provide connectivity and permeability to surrounding areas via active travel modes:

- Two pedestrian accesses onto West Hill and the unnamed lane, shown in blue on Figure 4.1 which will connect into existing footpaths crossing the site.
- Two combined pedestrian and cycle accesses onto West Hill and into Dunveth Business Park, shown in yellow on Figure 4.1.



4.13 The pedestrian access points will tie in with the existing PROW footpaths which cross the site and provide access both north and southeast of the site.

4.14 Together, the four proposed pedestrian and cycle access points will provide permeability along all site frontages which link to existing surrounding walking and cycling infrastructure. The access points will also create walking and cycling permeability through the site itself, where vehicles do not have through access. This should increase the attractiveness of travelling by sustainable modes as travel times to local destinations should be shortened.

4.15 The internal site layout will be developed in accordance with design principles set out in the MfS and LTN 1/20, with a detailed masterplan prepared for full consideration at the Reserved Matters stage at a later date.

## 5 TA Scope

5.1 The site is proposed to accommodate up to approximately 350 dwellings. The TRICS trip rate database suggests that a site of this size might be expected to generate around 180 two-way vehicle movements during the weekday peak hours. This would equate to an average of approximately three movements per minute entering and exiting the site during these time periods.

5.2 Based on the level of trips the site is expected to generate, it is proposed that a TA be prepared to support the planning application, with it covering the following scope of work:

- Summary of relevant national, regional and local policy, design guidance and background, including any relevant committed / planned development (eg. Remainder of Dunveth Business Park). Please advise of any further committed development if relevant
- Review of baseline highway conditions and public transport services, including analysis of the latest 5-year Personal Injury Accident (PIA) data records which AWP will obtain from the council.
- Assessment of site accessibility to surrounding local facilities, amenities and public transport options.
- Summary of the development proposals, including the multi-modal access strategy that will be delivered to provide safe, efficient and permeable movement for all users. Detailed commentary on the internal site layout will be provided in the future at Reserved Matters stage.
- Weekday AM/PM peak hour multi-modal trip generation and vehicular trip distribution for the proposed uses; based on TRICS trip rates and Census data (or other locally agreed rates should this be appropriate). It is proposed to use 2011 Census data rather than the more recent 2021 datasets as it is recognised that travel patterns could be impacted by the Covid-19 pandemic, as acknowledged by the ONS and NOMIS databases.
- Traffic impact assessment and capacity testing at the following junctions:

- Proposed Site Access Junction on West Hill
- Tollgate Roundabout (A39/West Hill)
- Molesworth Road / Goldsworthy Way / Whiterock Road Mini Roundabout

5.3 We would seek to agree the precise scope and methodology for capacity testing the above junctions with Cornwall Council at a later date, but are seeking to agree the study area for assessment at this time.

## **6 Conclusion**

6.1 This Access and Transport Technical Note has been prepared to support a pre-application submission for a future Outline planning application for a residential development comprising up to 350 residential dwellings on land at West Hill in Wadebridge, Cornwall.

6.2 The site is located towards the west of Wadebridge, and southeast of Dunveth Business Park. The site is in a sustainable and accessible location, with key education, retail, employment and transport facilities available within a 10 minutes' walk of the site, creating a 'walkable neighbourhood' as defined by Manual for Streets. All facilities within the town are within the 2km which MfS suggests has the greatest potential for walking to replace driving as mode of choice.

6.3 The site is well located in terms of access to sustainable transport opportunities, with existing bus stops located within 400m of the site - these stops provide a regular service (including in weekday peak periods) to major local towns, in addition to school and college specific services, as well as a regular connection to Bodmin Parkway station.

6.4 Traffic surveys have been undertaken on West Hill and the unnamed lane along the south-eastern site boundary to inform the multimodal access strategy.

6.5 The primary access for vehicles is proposed to be onto West Hill via a new priority T junction with right turn lane. This will feed into two further new right-turn lanes proposed to access the Travelodge and holiday cottages accesses opposite the site. The access has been designed in accordance with DMRB and MfS standards, with visibility splays provided in line with recorded speeds.

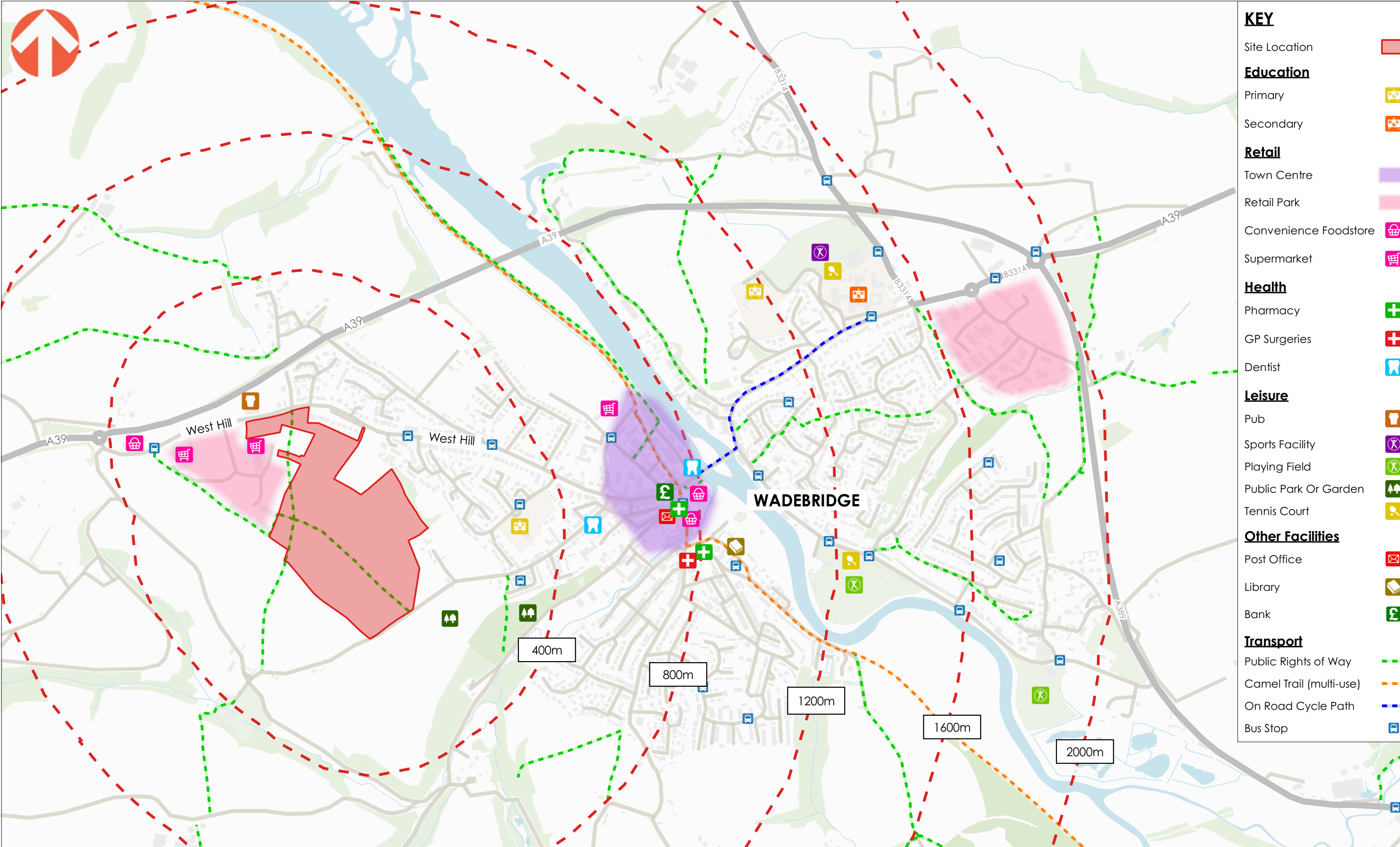
6.6 Four additional pedestrian and cycle accesses will be provided at multiple points to ensure a highly permeable and accessible development for all

users. The internal layout of the development will be developed in more detail at Reserved Matters stage in the future, but will be consistent with design principles set out in MfS and LTN 1/20.

- 6.7 The vehicle trips generated by the development would add approximately three additional vehicles per minute (on average) onto the local road network. It is proposed to undertake capacity assessments at several local junctions to demonstrate that the trips from the development would not have a 'severe' impact on the local road network, as required by the NPPF.
- 6.8 It is requested that Cornwall Council reviews this note and can then hopefully confirm that they would support the proposed access strategy put forward and are in agreement with the approach to undertaking the TA which would support a future Outline planning application.



## **Appendix A** Drawings and Figures



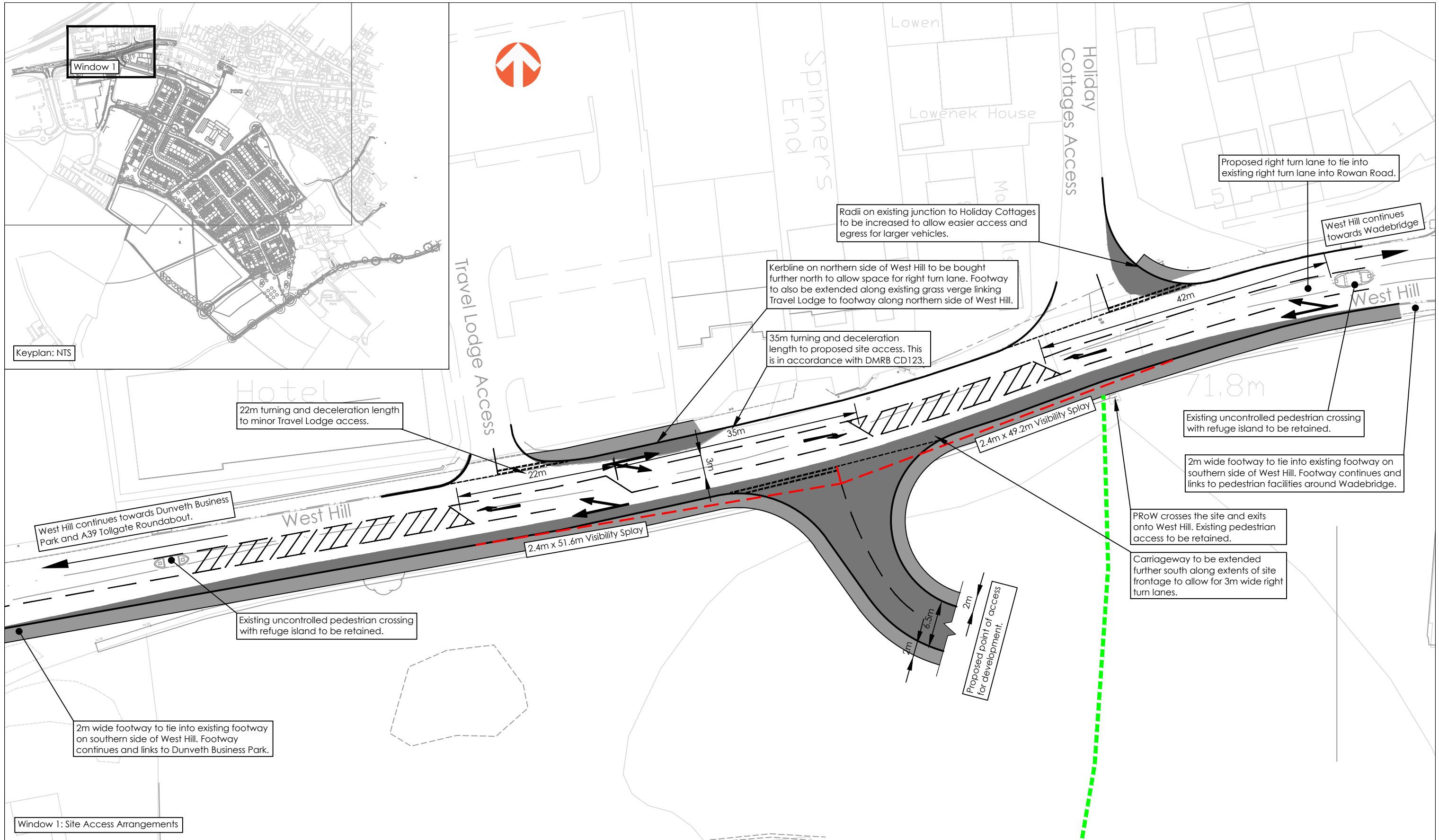
<b>KEY</b>	
Site Location	
<b>Education</b>	
Primary	
Secondary	
<b>Retail</b>	
Town Centre	
Retail Park	
Convenience Foodstore	
Supermarket	
<b>Health</b>	
Pharmacy	
GP Surgeries	
Dentist	
<b>Leisure</b>	
Pub	
Sports Facility	
Playing Field	
Public Park Or Garden	
Tennis Court	
<b>Other Facilities</b>	
Post Office	
Library	
Bank	
<b>Transport</b>	
Public Rights of Way	
Camel Trail (multi-use)	
On Road Cycle Path	
Bus Stop	

400m = 5 mins walk = 1-2 mins cycle  
 800m = 10 mins walk = 2-3 mins cycle  
 1200m = 15 mins walk = 3-4 mins cycle  
 1600m = 20 mins walk = 5-6 mins cycle  
 2000m = 25 mins walk = 6-7 mins cycle

A	06.02.2024	INITIAL ISSUE	AC	DOPA	CM
REV	DATE	DESCRIPTION	BY	CHK	APD
CLIENT:		WADEBRIDGE LVA LLP			

PROJECT: WEST HILL, WADEBRIDGE		
TITLE: SITE ACCESSIBILITY PLAN		
PROJECT No: 1573	DRAWING FIGURE 3.1	REV: A
SCALE @ A3: 0 200 400 600 800 m		





**Window 1: Site Access Arrangements**

**Key:**

- - - Visibility splays in accordance with measured 85th percentile speeds and Manual for Streets stopping site distances.
- Proposed footway
- Proposed new carriageway
- - - Public Right of Way

A		06.02.2024	INITIAL ISSUE	MR	DOPA	CM
REV	DATE	DESCRIPTION		BY	CHK	APD
CLIENT: WADEBRIDGE LVA LLP						
DRAWING STATUS: FOR INFORMATION ONLY						

PROJECT: WEST HILL, WADEBRIDGE		
TITLE: PRELIMINARY ACCESS ARRANGEMENTS PLAN		
PROJECT No: 1573	DRAWING No: 01-PHL-101	REV: A
SCALE @ A0 1:500 25 metres		



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## **Appendix B** Preliminary Site Layout

# Illustrative layout

## Land at West Hill, Wadebridge



### Illustrative schedule

Type	Size (m2)	No.	%
1 bed apt	50 -60	35	11
2 bed apt	61 - 70	26	8
2 bed house	79	40	12
3 bed house	84 - 130	132	45
4 bed house	115 - 140	70	24

Total 325 dwellings

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