

Taylor Wimpey Strategic Land

Stroud Local Plan Evidence Base,  
Whaddon, Gloucestershire

Project Reference: 1611-10/TN/21

Technical Note 21



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## 1 Introduction

1.1 This TN has been prepared by Transport Planning Associates (TPA) on behalf of Taylor Wimpey Strategic Land (TW) to respond to the latest transport evidence documents published by Stroud District Council which include:

- Traffic Forecasting Report Addendum: Stroud Local Plan Traffic Modelling (April 2022) (SLP);
- Stroud Sustainable Transport Strategy Addendum (July 2022);
- Arup Stroud District Council Infrastructure Delivery Plan (IDP) 2022 Addendum (August 2022); and
- AECOM Stroud District Council Local Plan – Funding and Delivery Plan (July 2022).

1.2 Whilst the documents provide information on proposed funding and costs of highway mitigation related to the SLP.

## 2 Proposed Infrastructure Delivery

2.1 Table 2.1 summarises the highway mitigation identified in the IDP in relation to the Whaddon allocation.

Table 2.1 Infrastructure Delivery Associated with Proposed Whaddon Allocation

Junction	Reference	Mitigation Scheme	Other Allocations Responsible for Delivery	Total Cost	Whaddon Contribution (% of Total Cost)
<p><b>M5 Junction 12</b></p> <p>Package includes:</p> <ul style="list-style-type: none"> <li>-M5 Junction 12</li> <li>-Crosskeys Roundabout</li> <li>-B4008 / Stonehouse Priority Junction</li> </ul>	<p>Arup IPD (Section 2.1.1 and Appendix A)</p> <p>AECOM Funding and Delivery Plan</p>	<ul style="list-style-type: none"> <li>-New grade separated junction</li> <li>-Signalised approach lanes</li> <li>-Signal optimisation</li> </ul>	<ul style="list-style-type: none"> <li>-South of Hardwicke (G1)</li> <li>-Hunts Grove Extension (PS30)</li> <li>-Javelin Park (PS43)</li> <li>Quedgeley East Extension (PS32)</li> <li>Javelin Park (PS43)</li> </ul>	<p>£9,450,000 of which 38% is identified as being related to the SLP</p>	<p>£529,978 (5.6%)</p>
<p><b>Active Travel Package B4008</b></p>	<p>Arup IPD</p>	<p>Off-road multi-user route parallel to the B4008 between little Harefield (M5 J12) and Stonehouse Corridor</p>	<ul style="list-style-type: none"> <li>-South of Hardwicke (G1)</li> <li>-Hunts Grove Extension (PS30)</li> </ul>	<p>£1,397,058</p>	<p>£735,294 (52.63%)</p>
<p><b>A38 / Epney Road</b></p>	<p>Arup IPD</p>	<ul style="list-style-type: none"> <li>-A38 approaches widened to include two ahead lanes and one right turn lane</li> <li>-Signal optimisation</li> </ul>	<ul style="list-style-type: none"> <li>-South of Hardwicke (G1)</li> <li>-Hunts Grove Extension (PS30)</li> </ul>	<p>£625,000</p>	<p>£367,647 (58.2%)</p>
<p><b>St Barnabas Roundabout</b></p>	<p>Arup IPD</p>	<ul style="list-style-type: none"> <li>- All approaches widened by one lane</li> <li>-Circulatory widened to three lanes</li> </ul>	<ul style="list-style-type: none"> <li>-South of Hardwicke (G1)</li> <li>-Hunts Grove Extension (PS30)</li> </ul>	<p>£3,125,000</p>	<p>£1,838,235 (58.2%)</p>

<p><b>A38 / A430 / B4008 / Cole Avenue</b></p>	<p>Arup IPD</p>	<p>-Signal optimisation</p> <p>-A430 approach widened to three lanes</p> <p>-A38 EB approach nearside flare length increase</p> <p>-A38 WB approach widened to two lanes for left turns</p>	<p>-South of Hardwicke (G1)</p> <p>-Hunts Grove Extension (PS30)</p>	<p>£3,125,000</p>	<p>£1,838,235 (58.2%)</p>
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*M5 Junction 12*

- 2.2 Mitigation associated with M5 Junction 12 has a total cost of £9.45 million. AECOM’s Funding and Delivery Plan, indicates that £3.60 million (38%) of the total cost will be funded by the Stroud Local Plan sites, with the Whaddon allocation contributing £529,978 of this cost (5.6%). It is noted that these costs are currently estimated and subject to change.
- 2.3 The IDP notes the remainder of transport impacts on the M5 Junction 12 are from economic growth and strategic development sites and small / windfall development sites in neighbouring authorities such as the Joint Core Strategy Area. It identifies that funding of the remaining £5.85 million should be provided from neighbouring authorities.
- 2.4 The level of contribution attributed to the Whaddon allocation has been determined based on traffic flows (select link analysis) through junction 12. However, any future planning application associated with the Whaddon Allocation would include a detailed and site specific Transport Assessment, so any proportional impact and therefore contribution would be determined better through the development control process.

### *Active Travel Package*

- 2.5 The active travel package on the B4008 includes an off-road multi-user route parallel to the B4008 between little Harefield (M5 J12) and Stonehouse Corridor. This scheme is also identified in the Stroud Local Cycling & Walking Infrastructure Plan (March 2022).
- 2.6 The route provides connections between jct12 and Stonehouse. At the point where it meets Stonehouse is approximately 8 miles from the Whaddon Allocation site. It is our view that whilst this scheme would lead to a reduction in base traffic in the area that it affects, it is unlikely to directly benefit the Whaddon Allocation directly or indirectly.
- 2.7 Cycle or walk trips between Whaddon and employment sites in Stonehouse will be relatively low and the distance is above recommended cycle catchments with LTN 1/20 making this journey unlikely.
- 2.8 Instead, the Whaddon contribution would be better focused on sustainable transport infrastructure in the vicinity of the Whaddon allocation, including the provision of walking, cycling and public transport infrastructure on Naas Lane, a multi-modal interchange and sustainable transport improvements on links towards Gloucester City Centre.

### *A38 / Epney Road*

- 2.9 The recommend changes in Table 1 of the Arup IDP, suggest that the Mitigation Strategy is amended to be a contribution towards a GCT-led scheme, with SDC to promote active travel / public transport to mitigate local plan impact.
- 2.10 Whilst we agree with this approach, any future planning application associated with the Whaddon Allocation would include a detailed and site specific Transport Assessment, so any proportional impact and therefore contribution would be determined better through the development control process.

### *St Barnabas Roundabout*

- 2.11 The recommend changes in Table 1 of the Arup IDP, suggest that the Mitigation Strategy is amended to include a contribution towards a GCT-led scheme, with SDC to promote active travel / public transport to mitigate local plan impact.
- 2.12 In addition, it is noted that the developer is to review mitigation options, including sustainable travel mode approach, concept design and modelling approach.

- 2.13 The documents reviewed need some clarifying in relation to the delivery of any St Barnabas improvement. Table 1 of the Arup IDP and Paragraph 2.12 of the AECOM Funding and Delivery Plan suggest that St Barnabas Roundabout is likely to be delivered solely by the Land at Whaddon allocation. However, cost provided at Appendix A of the Arup IDP suggest the St Barnabas improvement would be funded through contributions by the Whaddon Allocation, South of Hardwicke (G1) and Hunts Grove Extension (PS30). Can this be clarified?
- 2.14 It is also not clear whether junctions on the A38, of which St Barnabas is one, have been grouped together and then the total costs has been split between Land at Whaddon (G2), South of Hardwicke (G1) and Hunts Grove Extension (PS30).

### *A38 / A430 / B4008 / Cole Avenue*

- 2.15 The recommend changes in Table 1 of the Arup IDP, suggest that the Mitigation Strategy is amended to be a contribution towards a GCT-led scheme, with SDC to promote active travel / public transport to mitigate local plan impact.
- 2.16 Whilst we agree with this approach, any future planning application associated with the Whaddon Allocation would include a detailed and site specific Transport Assessment, so any proportional impact and therefore contribution would be determined better through the development control process.