

## **Response - Stroud District Local Plan Review**

### **Additional Technical Evidence - Limited Consultation**

#### **Comments from [REDACTED] Resident of Brookthorpe.**

Following my initial comments regarding the validity of the SDL Draft Local Plan, I raised concerns about the validity of the Mott MacDonald – Traffic Forecasting Report – March 2021.

My concerns were that proper consideration to increase in traffic on Upton Lane, Haresfield Lane, as a result of, not only proposed development such as the proposed G2 site but also the development at Winnycroft in Matson of some 700 properties.

#### **The Traffic Forecasting Report Addendum Stroud Local Plan Traffic Modelling - April 2022**

This Addendum does include additional house increase from 2,500 to 3,000 houses for the proposed G2 site. However, I still do not see any consideration to the housing development at Winnycroft / Matson of some 700 houses that are currently in build, and the impact this most certainly will have to Upton Lane and Haresfield Lane for drivers accessing junction 12 of the M5 and traffic through Brookthorpe Village.

There is also a recent Planning Application with Gloucester City Council for an additional development at Snow Capel Farm (Moated Site) with a further 190 properties proposed. Should this be approved, that will add yet further loading to the local lanes.

What did the original Mott MacDonald Report of March 2021 say about the traffic on Upton Lane and Haresfield Lane and the impact on Brookthorpe.

Extract from Mott MacDonald Report – March 2021

### **7.4 M5 J12 and Gloucester**

#### **7.4.1 Overview**

In this section, on *page 63/64* the following comment was made regarding the A4173/Brookthorpe -Upton lane and Haresfield Lane locations:-

The additional traffic generated by Local Plan sites in this area is forecast to result in capacity issues at a selection of locations, including junctions along the A38 Gloucester ring road and key junctions providing access to the M5 motorway.

A notable consideration in this area is the poor highway connectivity between the proposed Whaddon site and the M5, with Junction 12 providing the closest motorway access point for this development. The forecast models show that the most direct route to the M5 from Whaddon is provided through Haresfield to the south of the motorway – this route consists of relatively minor country roads and routes through rural settlements. A more appropriate route would be along the A4173 and A38, but this route is less direct and is shown to experience capacity constraints at various locations.

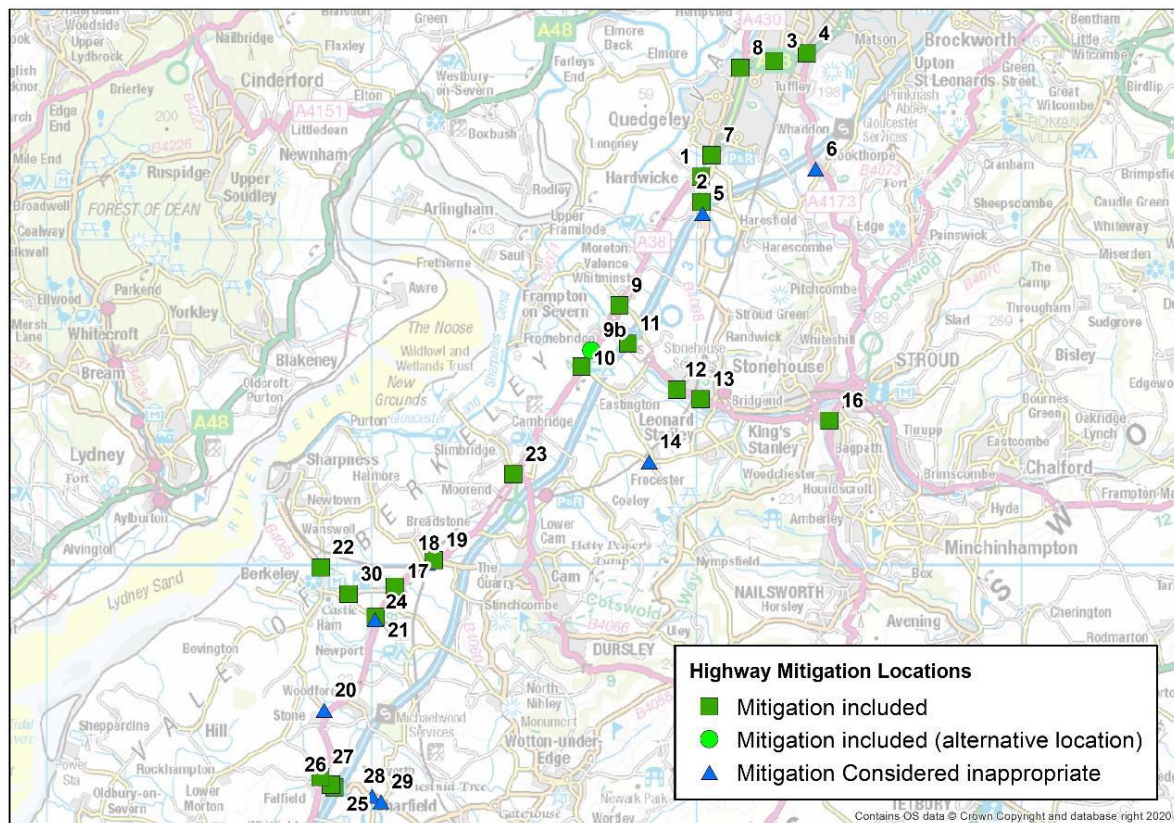
The report goes on to comment on *page 67*:-

### 7.4.7 ID6 – A4173 / Brookthorpe

This three-arm mini-roundabout in Brookthorpe is forecast to exceed capacity and experience large increases in delays in the PM peak with the inclusion of Local Plan associated demand. The V/C on the minor arm in this period is shown to exceed 100%, whilst the northbound A4173 approach is also operating at, or slightly above, 100%.

Following liaison with GCC, it was considered that mitigation at this location would be likely to further encourage the use of the minor route through Haresfield by traffic accessing the M5 at Junction 12, which was not considered desirable. As such, highway capacity improvements at this junction were not assessed in the Local Plan modelling. It is noted, however, that highway mitigation schemes elsewhere (e.g. at St Barnabas and Cross Keys Roundabouts) help to reduce the volume of traffic using the route through Haresfield. Furthermore, the inclusion of sustainable transport mitigation measures contributes to an additional slight improvement at this junction with all approaches operating below 100% in the PM peak and overall delays reduced.

**Figure 6.3: Highway Mitigation Locations – *page 56***



**Table 6.3: Highway Mitigation Measures – *page 57***

6	A4173 / Brookthorpe	No capacity improvements included to avoid potential further increases in traffic using the identified rat-run through Haresfield.
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So, to summarise so far. Upton Lane and Haresfield Lane are identified as having a problem already with traffic volumes, which already affect Brookthorpe.

The solution, do NOTHING !!!

In May 2022 between the 9<sup>th</sup> and 15<sup>th</sup> the Gloucestershire County Council Highways conducted a speed monitoring exercise on Upton Lane and Haresfield Lane, at the request of the Brookthorpe-with-Whaddon Parish Council. Comment on Traffic Volume and Speed are extracted from the report and shown below.

It will be seen that the Traffic Volumes for a Country Lane are already high and the nomenclature of ‘**Rat Run**’ in table 6.3 above is an accurate reflection of what this route is.

### Traffic volume

□ On Upton Lane there were 3780 vehicles with Haresfield Lane seeing 4070 vehicles per workday. Generally, traffic volumes will be higher during the week than weekends, with Saturdays being busier than Sundays.

mean speed = average speed 85 <sup>th</sup> ile speed = the speed at or below which 85% of all vehicles are observed to travel.	Brookthorpe - 186416 Haresfield Ln (Nr. Stuart Whittaker & Co) (30 mph)			Brookthorpe - 186417 Upton Ln (Nr. Day's Farm) (30 mph)		
	N/b	S/b	Combined	N/b	S/b	Combined
Mean speed (mph)	34	36	35	34	30	32
85 <sup>th</sup> %ile speed (mph)	40	41	41	38	34	37
Average Mon-Fri Volume	2130	1940	4070	1920	1860	3780
Average Mon-Sun Volume	1870	1730	3610	1750	1710	3460
	(volume flows rounded to nearest 10 vehicles, speeds rounded to nearest whole number. This may create rounding differences)			(volume flows rounded to nearest 10 vehicles, speeds rounded to nearest whole number. This may create rounding differences)		

Extract below from the Revised Stroud Local Plan

### Revised Stroud Local Plan

Mott MacDonald has undertaken traffic forecasting work that assessed the impact of the proposed Stroud Local Plan site allocations on the local and strategic road networks. This traffic modelling was based on proposals within the Draft Plan for Consultation (November 2019) and was reported in a Traffic Forecasting Report (March 2021).

Since the completion of the traffic forecasts based on the 2019 Draft Plan, the Local Plan has been subject to revision in terms of the proposed site allocations. While the majority of allocations in the updated 2021 Local Plan are unchanged from the 2019 Draft Plan, there are some revisions in respect of site locations and assumed development quanta.

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An updated set of traffic forecasts have been developed based on the revised 2021 Local Plan and are reported in this Traffic Forecasting Report Addendum. This report addendum should be read in conjunction with the Traffic Forecasting Report (March 2021).

I draw attention to the fact that no allowance for traffic from Matson with the increase in housing by almost 700, (construction work currently in progress), and also possibly an additional 190 properties at Snow Capel Farm.

Read below the extract from the SDC Addendum Report.

#### **Table 4.2: Highway Mitigation Measures**

(6) A4173 / Brookthorpe - No capacity improvements included to avoid potential further increases in traffic using the identified rat-run through Haresfield.

The additional traffic generated by Local Plan sites in this area is forecast to result in capacity issues at a selection of locations, including junctions along the A38 Gloucester ring road and key junctions providing access to the M5 motorway.

A notable consideration in this area is the poor highway connectivity between the proposed Whaddon site and the M5, with Junction 12 providing the closest motorway access point for this development. The forecast models show that the most direct route to the M5 from Whaddon is provided through Haresfield to the south of the motorway – this route consists of relatively minor country roads and routes through rural settlements. A more appropriate route would be along the A4173 and A38, but this route is less direct and is shown to experience capacity constraints at various locations.

A review of model outputs (contained in Appendix M and Appendix N) within this area identified the following key “problem locations”, which are subject to further discussion below:

#### **7.4.7 ID6 – A4173 / Brookthorpe**

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Following liaison with GCC, it was considered that mitigation at this location would be likely to further encourage the use of the minor route through Haresfield by traffic accessing the M5 at Junction 12, which was not considered desirable. As such, highway capacity improvements at this junction were not assessed in the Local Plan modelling. It is noted, however, that highway mitigation schemes elsewhere (e.g. at St Barnabas and Cross Keys Roundabouts) help to reduce the volume of traffic using the route through Haresfield. Furthermore, the inclusion of sustainable transport mitigation measures contributes to an additional slight improvement at this junction with all approaches operating below 100% in the PM peak and overall delays reduced.

So, you are the driver going from Whaddon/Brookthorpe to Junction 12 of the M5,  
Option 1: take the A4173 Stroud Road into Gloucester, delays at Barnabas Roundabout, or use Epney Road off Grange Road, delays at traffic lights onto Southern Avenue. Continue on to Bristol Road, delays at traffic lights. Continue on A38 delays at Waterwells Roundabout. Continue on delays at Cross Keys Roundabout. Continue to Junction 12.

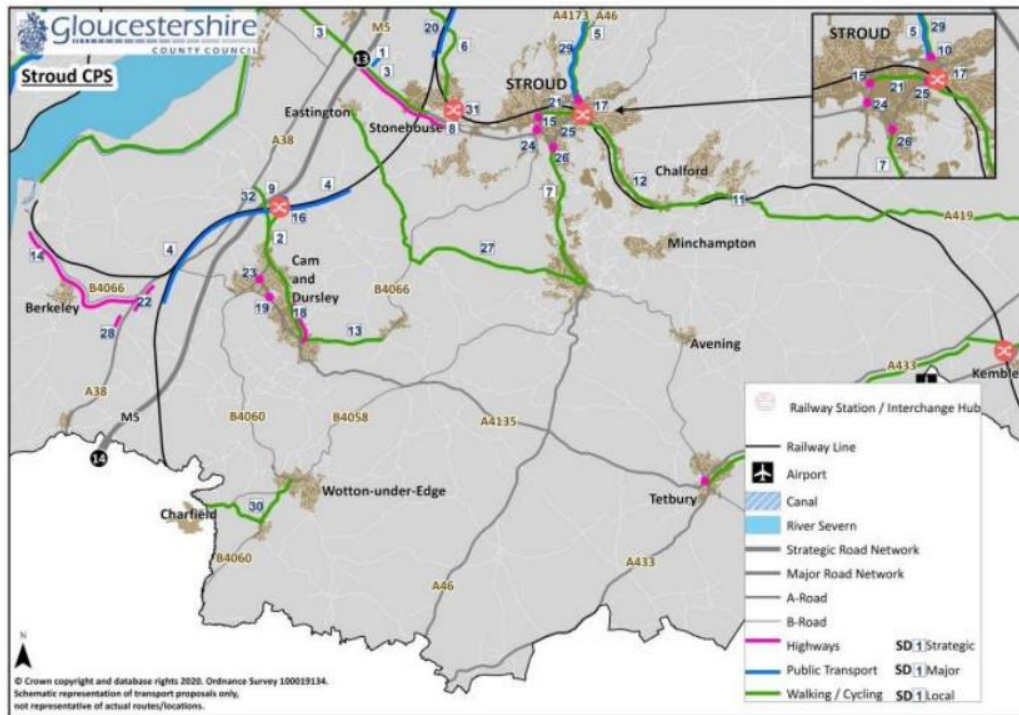
Option2: Drive down Haresfield Lane. Steady progress and no traffic lights.

Below is a map, extracted from *page 11* of the SSTS Addendum of July 2022

Look to the top of the Map. Can you see Brookthorpe or Whaddon?

No, do we exist!

Figure 2-1: Stroud CPS5 Scheme Map (reflecting schemes up to 2031)



Source: Gloucestershire Local Transport Plan 4

Prepared for: Stroud District Council

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Thank you for taking the trouble to read my comments.

Regarding relevance of these comments to any 'new technical evidence' my concern is that nothing has been included to address what are obvious potential problems with additional vehicle movements in Upton Lane and Haresfield Lane and solutions have been ignored for what is documented as an area of concern.

Also, I do have to say that being somewhat of a realist, all the comments about sustainable travel e.g., Walk, Cycle and catch the Bus are not, in my opinion, realistic solutions. The G2 site is severely constrained by the physical barrier of the Railway Line and any ability to move about and interact with Quedgely is impossible, and individuals will resort to their own private vehicles to move about.

