

Prepared on behalf of  
**TAYLOR WIMPEY UK LTD**

In respect of  
**Policy G2 Land at Whaddon,  
GLOUCESTERSHIRE**

**Statement of Common Ground on Transport Matters**

16 May 2023



## Document Management

© 2023 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

### Document Review

	Status	Author	Checker	Approver	Date
-	Issue	JD	SM	JD	21   04   23
A	Revision <sup>a</sup>	JD	SM	JD	25   04   23
B	Revision <sup>b</sup>	JD	SM	JD	28   04   23
C	Revision <sup>c</sup>	JD	SM	JD	16   05   23

Issued by:

**Bristol**  
 Cambridge  
 London  
 Oxford  
 Welwyn Garden City

**Transport Planning Associates**  
 25 King Street  
 Bristol  
 BS1 4PB

0117 925 9400  
 bristol@tpa.uk.com  
 www.tpa.uk.com

---

<sup>a</sup>  
<sup>b</sup>  
<sup>c</sup>

<b>Contents</b>		<b>Page</b>
1	Introduction	3
2	Statement of Common Ground	4
3	Agreement of Statement of Common Ground	9

# 1 Introduction

1.1 This is an agreed Highways and Transportation *Statement of Common Ground* (SoCG) between Gloucestershire County Council and Transport Planning Associates (TPA) on behalf of Taylor Wimpey UK Ltd (TW), in relation to Policy G2 of the draft Stroud Local Plan Review.

1.2 The SoCG is set out under the following headings:

- Location of Development;
- Access to Services at Whaddon;
- Walking and Cycling External;
- Public Transport Access; and
- Traffic modelling, Impacts and mitigation

## 2 Statement of Common Ground

### Location of Development

- 2.1 The G2 proposed allocation is located approximately 5.5 kilometres to the south of Gloucester City Centre. The site represents the southern urban edge of Gloucester and is located within Stroud District, within the Gloucester Fringe area, between the M5 and the adjacent administrative boundary of Gloucester City. The existing site comprises agricultural land with sub-dividing hedgerows.
- 2.2 The site is bound to the west by the Bristol to Gloucester railway line and beyond this, Waterwells employment area the Kingsway residential area. To the north is Grange Road and the neighbouring residential area of Tuffley. To the east is the A4173 (Stroud Road) and the settlements of Whaddon and the northern part of Brookthorpe. The south of the site is bounded by the M5 motorway and Naas Lane.
- 2.3 Theoretically spatial options including densification and edge of settlement growth of existing settlements with a good range of services, strategic employment and public transport, affords the best opportunity to reduce the number and length of private car journeys and help to reduce carbon from transport. The G2 proposed allocation would be in a location that could secure these opportunities provided adequate, walking, cycling and public transport links can be provided.

### Access to Services at Whaddon

- 2.4 To the west of the Rail Line Services in Waterwells/Kingsway/Whaddon and along the A38 corridor include:
- Holmleigh Park High School;
  - Harewood Infants & Junior Schools;
  - Kingsway Primary School;
  - Waterwells Primary Academy;
  - Hunts Grove Primary Academy;
  - Asda Supermarket;
  - B&M Store;
  - Lidl Super Market;
  - Kingsway Local Centre including;
    - Pizza Hut Delivery;
    - Dixie Dot Crafts;
    - Sue Ryder Charity Shop
    - Wash N Dry Laundry;
    - Golden Wok Takeaway
    - Dip'n Chick'n Takeaway
    - Pirico Takeaway;
    - Ice Hair and Barbers;

- Kinsway Fish and Chips;
- Premier Local Store; and
- Tesco Express
- Waterwells Business Park/Quadrant Distribution Centre;
- Rosebank Health Centre;
- Badham Pharmacy;
- Kestrel Dental Studio; and
- Dragon Vets

2.5 To the east of the Rail Line Services in Tuffley and along the Stroud Road include:

- St Peter's High School; (Faith School)
- Willow Primary Academy;
- Best Friends Day Nurseries;
- Tuffley Local Centre including;
  - Tuffley Pharmacy;
  - Tuffley Co-operative Food Store;
  - Golden Star Takeaway;
  - Premier Local Store; and
  - Janes Pantry;
- Stroud Road Co-operative Food Store;
- Tuffley Pharmacy; and
- Stroud Road Vets.

2.6 The policy for the proposed allocation would require the following Services:

- Primary Schools (including early years provision);
- A Secondary School;
- A Local centre;
- New Doctor's Surgery if required; and
- A Mobility Hub.

## **Walking and Cycling External**

2.7 It is agreed that the at-grade level crossing of the rail line is unsafe and would be closed if residential development comes forward on an allocated site at Whaddon. There are two remaining Victorian rail underbridges that would afford some level of walking and cycling access between Kingsway/Hunts Grove and the proposed allocation, these are at the Naas Lane rail underbridge and the Grange Road under bridge in Tuffley.

2.8 The County Council and the promoter are not agreed that these underbridges would allow for attractive and well-designed walking and cycling networks between the existing and proposed communities.

- It is the promoter's position that the proposed modal filter at Naas Lane, addition of a footway carriageway widening on the approaches to the underbridge and shuttle signals will provide for an adequate link.
- It is the County Council's position that the Naas Lane facility is not an attractive or safe route and a secondary pedestrian/cycle crossing of the rail line should be provided to overcome the severance caused by the rail line and compensate for the loss of the level crossing. It is the County Council's view that this would improve internalisation of non-car trips with Kingsway and reduce the need for off-site highway mitigation. The County Council has volunteered to help facilitate delivery of any additional rail crossing on third party land in the wider community interests.
- It is the promoter's position that the 3rd party land, cost implications and possible environmental impacts prohibit a secondary rail crossing at Buckenham Walk in Kingsway.

2.9 There are on-carriageway cycling facilities along Stroud Road. GCC is concerned that these don't comply with the latest design guidance. Segregated off-road facilities would provide a more attractive network.

2.10 If allocated, the site has the potential to provide a range of off-road segregated walking/cycling routes and permeable low traffic streets to provide adequate well designed and attractive linkages within and through the site. However, GCC would like these to be extended into neighbouring service areas and towards Gloucester.

### **Public Transport Access**

2.11 Once the internal links are constructed and if bus priority measures are introduced at Firwood Drive/A38, the proposed redirection of Bus Services between Waterwells and the site mobility hub/Stroud Road has the potential to provide a reasonable level of public transport access to and from Gloucester City Centre.

### **Traffic Modelling Impacts and Mitigation**

2.12 The Sustainable Transport Strategy (STS) traffic reduction includes a 10% reduction in background traffic on the A4173 to reflect the modal interchange and a reduction of 2.5% on the A4173 relating to the Stroud to Gloucester active travel route. The modelling assumptions include a modal shift of 15% in the am and 25% pm for development trips.

2.13 The promoters of the G2 Whaddon allocation have developed a highway mitigation package, further to extensive traffic modelling undertaken using GCC's own strategic traffic model (Countywide Traffic Model (GCTM) Version 1.0), which was derived from the same strategic traffic model as used by SDC's transport consultants to inform the evidence base supporting the SD LP review. The modelling included 13 model

scenarios including a base case and a development case '2040 Local Plan Forecasts + Whaddon Allocation + Mitigation' scenario.

- 2.14 The base case model shows journey times on Stroud Road approaching St Barnabas roundabout from the G2 proposed allocation of 249 seconds in the AM peak and 267 seconds in the PM peak, where the base case represents the '2040 Local Plan Forecasts (unmitigated)' scenario test.
- 2.15 The with development traffic model shows journey times on Stroud Road approaching the St Barnabas junction from the G2 proposed allocation of 290 seconds in the AM peak and 296 seconds in the PM peak, where the 'with development' case represents the '2040 Local Plan Forecasts + Whaddon Allocation + Mitigation' scenario test.
- 2.16 The model shows that a proportion of traffic redistributes onto Firwood Drive and Epney Road and highway mitigation is proposed at these junctions. Assessment of the respective 'with' and 'without' the Whaddon Allocation scenario outputs for the AM peak hour indicates that the predicted increase in modelled peak hour 2-way traffic flows as a result of traffic redistribution onto these two road links is approximately +30% (150 additional vehicle movements) on the Firwood Drive approach arm and +11% (100 additional vehicle movements) on Epney Road.
- 2.17 The model shows that a proportion of traffic also diverts onto Upton Lane and Winnycroft Lane to access Gloucester via Matson. Assessment of the respective model outputs 'with' and 'without' the Whaddon Allocation for the AM peak hour indicates that the predicted increase in peak hour 2-way traffic flows as a result of traffic redistribution onto this potential rat-run route is +44% (300 additional vehicle movements) on Upton Lane / Corncroft Lane, with the majority of these additional traffic movements (155) turning left into Upton Lane from A4173 Stroud Rd (N), or right into Upton Lane (77) from A4173 Stroud Rd (S). The journey time output comparison between base and development case in the am peak shows a less than 60 second journey time increase.
- 2.18 The promoter has tested a range of solutions to mitigate the impact of their site traffic at St Barnabas roundabout on the A38. The promoter's preferred solution is a traffic signal replacement of the St Barnabas roundabout that utilises highway land and does not rely on third party land. The junction arrangement would require a left-turn out only from Reservoir Road onto Stroud Road operating under traffic signal control.
- 2.19 The scheme of off-site highways mitigation has not been agreed between the Promoter and the County Council. It is the County Council's view that non-car links to Kingsway should be advanced to support non-car mode share targets and to reduce/avoid the need for off-site highway mitigation. It is the promoter's view an additional link to Kingsway is not required.
- 2.20 It is the County Council's position that the proposed St Barnabas junction arrangement does not fully comply with LTN1/20 and does not score well on the LTN 1/20 Junction assessment tool for cycling in providing for less confident cyclists. It is the promoter's view that their proposed St Barnabas improvement is safer than the



existing roundabout arrangement and scores better on the LTN1/20 Junction assessment tool. It is agreed a signalised form of junction would reduce the risk to road safety when compared with the existing roundabout arrangement.

2.21 The promoter has tested a junction arrangement which further prioritises walking and cycling at St Barnabas junction. This would increase vehicle queuing and delays on Stroud Road.

2.22 The promoter's scheme would involve:

- the signalisation of Firwood Drive and its junction with the A38;
- Epney Road signal optimisation improvement, including MOVA;
- Reservoir Road left-out only proposal would include signalisation to prevent rat running through local roads;
- B4008/Stonehouse Road signalised junction control; and
- A38/Tredworth Road junction two lane western approach.

### 3 Agreement of Statement of Common Ground

3.1 This *Statement of Common Ground* provides an accurate account of the highways and transportation matters agreed between TPA (on behalf of the Taylor Wimpey UK Ltd) and Gloucestershire County Council.



---

Nathan Drover (signed on behalf of Gloucestershire County Council as the highway authority)

Date: 18th May 2023



---

James Darrall, TPA (signed on behalf of Taylor Wimpey UK Ltd),

Date: 16 May 2023