


Ensleigh MOD Site: Transport Improvements

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Bath MOD Sites: Concept Statements

Bath and North East Somerset
Council

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Document history

Warminster Road MOD Site: Transport Improvements

Bath MOD Sites: Concept Statements

Bath and North East Somerset Council

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1 Concept Statement - Transport

1.1 Background

Bath and North East Somerset (B&NES) is seeking to produce 'Concept Statements' to guide the future residential development of three sites currently used by the MoD at Ensleigh, Warminster Road and Foxhill in Bath. The aim of preparing such concept statements for each MOD site is to capture in a concise manner:

- The aspirations for each site; and
- The key planning priorities and requirements for new development.

This will thus act as a framework to shape the development management process, providing the context for master-planning work by future developers and informing the approach to site disposal, marketing, and other non-planning elements.

A necessary part of the statement for each of the MOD sites has been an assessment of the change of use of these sites from commercial to residential led mixed use development and the resulting impact on the transport network of the City. This particular statement sets out the transport improvements considered necessary to bring forward the Ensleigh MOD site; both to promote sustainable travel and ameliorate any adverse operational impacts on the local highway network. Locations referred to in this document are indicated with an appropriate reference on key plan Figure 1; with this reference also given in the appropriate text.

1.2 Existing Transport Network and Issues

1.2.1 Highway Operation

The Ensleigh MOD site is bounded by Lansdown Road on its western side. This forms a key arterial route into the city from the north to the east-west A420 route, and indirectly from/to the A46 and M4 Junction 18 via Freezing Hill Lane. The Lansdown Park and Ride site serving the north side of the city is located just some 500m north of the site on Lansdown Road.

There are no present weekday peak hour congestion problems in the vicinity of the site; although vehicles turning right from Lansdown Road into Granville Road (H4) to access the main MOD site entrance can create localised impedance to northbound straight-ahead traffic in the morning peak hour. South of the site inbound queuing on Lansdown Road occurs at the junction with Richmond Road (H5) in the morning peak period, whilst some congestion can also be created by parents dropping off children outside Kingswood School during this period. North of the site the critical location of note is the Lansdown Road/Weston Lane junction (H6). In the morning peak hour drivers turning right from Weston Lane can experience difficulty in finding suitable 'gaps' in traffic on Lansdown Road. Queuing associated with this right turn movement can then block vehicles making the left turn.

Traffic speeds are high on the northern section of Lansdown Road. The 30mph speed limit starts just south of Granville Road; but 85th percentile speeds between this junction and Fonthill Road are often higher, particularly for vehicles travelling southbound on the downgrade. The speed limit on Lansdown Road across most of the MOD site frontage is 40mph; and derestricted beyond this to the north-west.

1.2.2 Walking and Cycling

There are no existing safety issues with walking and cycling in the vicinity of the site other than an identified desire to assist pedestrians crossing Lansdown Road. Requests from residents living along Lansdown Road have been received by the Council requesting improvements to assist crossing movements; at present the nearest refuge is located just south of the junction with Fonthill Road by Kingswood School. A study is currently being conducted by the Council to establish desire lines for pedestrian crossings on Lansdown Road; the outcome of this will identify the locations where such facilities are needed.

The nature of the local road network here is such that most cyclists are required to use Lansdown Road; as side-roads do not in the most part connect to form sensible parallel routes. The nearest route recommended as an advisory cycle route by local cyclists uses Camden Road/Camden Crescent/Morford Street; which crosses Lansdown Road some distance from the site. As such there are no opportunities to create linkages from the site to established advisory cycle routes using existing minor roads in the Lansdown area.

1.2.3 Public Transport

The present site is served by Service 2; which terminates at an existing bus turnaround area in Granville Road opposite the main entrance (B1). It is noted that this existing bus turning loop is not within the current adopted highway limits; and understood to be in the ownership of the MOD. If disposed off in the sale of land alternative provision will need to be made for the termination/lay-over of Service 2. With residential use proposed on the site the aim should be to extend the service route into the site to achieve better public transport access. As such, a loop road or turnaround facility will need to be accommodated in the internal layout. This is discussed later as the initial and final provision made will depend on the phasing of development.

At present the Council supports Service 2 on Sundays and Bank Holidays. There is no evening timetable provided by this Service on Monday to Saturday after 6:45pm, although the Lansdown Park and Ride does provide a limited stop service up to 8:30pm. However, the nearest Park and Ride stop is on Lansdown Road by Hamilton House; there would be no desire to re-route this service into the site to reduce the walk distance to this stop from the eastern part of it.

1.3 Local Area Transport Improvements

1.3.1 Highway Works

Access Junctions

The present access arrangements to the MOD site comprise a main entrance and exit point onto Granville Road and a secondary access direct to Lansdown Road. At its northern end Granville Road connects with Colliers Lane (H1). Whilst in principle this creates two points of access to and from Granville Road; Colliers Lane is a narrow highway with passing places unsuitable for anything more than occasional vehicle traffic. As such, with re-development of the site for residential, or 'residential

led' mixed use development, steps would need to be taken to restrict the potential vehicular use of Colliers Lane through the introduction of an appropriate Traffic Regulation Order (TRO). In consequence, Colliers Lane would not be regarded as achieving a second permanent means of vehicle access if, for example, there was an aspiration to provide vehicle access from the site onto Granville Road only.

The anticipated capacity of the whole site is around 400 dwellings; based using an assumed density of 40 dwellings/ha. For housing development in excess of 300 dwellings two points of permanent vehicle access would be required. As stated earlier this would not be regarded as achieved using two junctions onto Granville Road as; with the use of Colliers Lane discounted, this would still form effectively cul-de-sac development. To re-develop the entire site with 400 or more dwellings the access arrangements considered necessary are as follows:

- A primary access (H2) achieved via a new roundabout junction with Lansdown Road; most likely located where the existing secondary access to the MOD site is now. The choice of a roundabout has been influenced by a desire to introduce a physical speed reducing feature on this part of Lansdown Road, and could be used to mark the 'transition' from an approach 40mph or derestricted section to the northwest and the 30mph speed limit area. With this roundabout in place the 30mph speed limit zone could thus be extended northwards from its existing start point just south of the Granville Road junction; and
- A secondary access onto Granville Road (H3).

The internal arrangement of roads should ensure that vehicles within the site can access both the main access and the secondary access should an emergency situation block one of them.

Other Junctions

Appropriate treatment of the Lansdown Road/Granville Road junction (H4) will need to be considered in the off-site highway works. As discussed in the next sub-section the treatment necessary at this junction will depend on the anticipated phasing of development within the site and; more specifically, when the principal access onto Lansdown Road is provided. If the former is provided at the outset; or 'triggered' in any Section 106 Agreement by completion/occupation of a low number of housing units, a substantial change to the Lansdown Road/Granville Road junction is unlikely to be necessary. As stated earlier in this Statement, the lack of a right turn lane on Lansdown Road can lead to waiting right turners impeding northbound straight-ahead traffic at this junction. However, with the main roundabout access in place (H2) an improved capacity for accommodating the right turning movement into the site would exist. As such there would be a reduced tendency for drivers to try to execute the right turn movement into Granville Road.

Effect of Phased Approach to Development

It is understood from information provided by the MOD that its use of the entire site may not cease immediately. As such, there may be a desire for a phased re-development of the site. Critically it is understood that the MOD wish to retain use of the front part of the site incorporating the whole of the Lansdown Road frontage. This would be for a defined period on a lease-hold basis following the sale of the

land. If this approach to development is taken forward the early delivery of a new primary access junction onto Lansdown Road would not be possible.

In view of the above any 'first phase' development coming forward would need to be accessed via Granville Road and; ignoring Colliers Lane, would be viewed as cul-de-sac development and an appropriate 'cap' on the amount of housing development applied. Under this phasing scenario the operation of the Lansdown Road/Granville Road junction would become more critical; and so improvements would need to be investigated. The lack of a right turn lane on Lansdown Road has been noted earlier. Furthermore, the highway land available to the south of the junction would not allow a ghost island 'major-minor' type to be providing without moving it and altering the alignment of Granville Road locally.

It should be noted that the positioning of any 'Phase 1' junction access off Granville Road and the internal arrangement of roads must facilitate a future 'loop road' connection to a second primary access junction with Lansdown Road when the site is fully re-developed as part of 'Phase 2'.

1.3.2 Pedestrian/Cycle Improvements

Following the ongoing study into the main pedestrian desire lines for crossing Lansdown Road the Council will be in a more informed position to identify where assisted crossing provision is needed. This could involve additional refuge islands or, where crossing demand is high in the vicinity of Kingswood School and the Royal High School, consideration of controlled crossing facilities. Traffic modelling work undertaken by the Council suggests that re-development of the site with 400 dwellings would result in a net increase in traffic using the length of Lansdown Road between Granville Road and Richmond Road in the two peak hours. This will increase the present difficulties experienced by pedestrians in crossing this length of Lansdown Road at these times.

The Council would therefore seek a contribution to pedestrian and cyclist improvements currently being investigated along the section of Lansdown Road between Granville Road and Richmond Road. With regard to cyclist facilities it is envisaged that any improvements would take the form of on-carriageway mandatory or advisory cycle lane provision where sufficient width exists and a meaningful length of provision can be achieved. One possible section may be the northbound, uphill length between Fonthill Road and Lansdown Park.

1.3.3 Public Transport

The aim should be to achieve an extension of the Service 2 route into the site, as opposed to maintaining its existing end-of-route point within the termination lay-by by the current MOD entrance in Granville Road. With the full development in place; and access junctions provided with both Lansdown Road and Granville Road, it is suggested that the Service 2 route operates via the internal loop road between these access points. Bus stops should be provided at approximately 400m intervals along this loop; early discussion with the operator and the B&NES Public Transport team would be needed to decide on the preference for a clockwise or anti-clockwise circuit as this would determine which side of the loop road these stops would be required. All bus stops will require raised kerbs, bus shelters and Real Time Information (RTI)

displays (including power supplies); and in addition bus stop 'Clearway' markings will be needed at all stops to prevent obstruction by on-street parking.

In the case of an initial phase of development served solely via Granville Road the objective of extending the Service 2 route to better 'penetrate' the new housing should be maintained. As such, a suitable terminus would be required for Service 2 to both turn buses at the end of the route and facilitate lay-over. This would not be required if a loop road connection to a new junction with Lansdown Road was built at the outset.

As stated earlier in this document the present Service 2 does not provide an evening service after 6:45pm; and is currently supported by the Council in respect of services provided on Sundays and Bank Holidays. With a new residential source of demand at Ensleigh following re-development it is considered that a more extensive evening service should be available via Service 2. As such the Council would seek a contribution towards providing this service enhancement for a period of 5 years.

1.4 Wider Highway Improvements

The Lansdown Road corridor has few 'key' junctions along it where operational problems occur now or are likely to in the future; most roads joining are residential or minor in nature. However, the two where operation is likely to be affected by net increased traffic from the site in the weekday peak periods are as follows:

- Lansdown Road/Richmond Road/St Stephens Road (H5); and
- Lansdown Road/Weston Lane (H6).

The Lansdown Road/Richmond Road junction is a major-minor 'priority' junction where; due to its layout configuration, drivers on the inbound Lansdown Road approach are required to 'give way'. In the morning peak period this leads to current queuing on this approach to the junction. With the proposed re-development of the Ensleigh MOD site the pattern of traffic will change; in particular the residential use proposed will be a 'generator' of predominantly outbound traffic in the morning peak hour. With the current employment use the converse is true. As such, the traffic pressure on the inbound Lansdown Road approach to the Richmond Road junction will increase in this critical period; which has been confirmed by the traffic modelling work undertaken by the Council. In view of this improvements to this junction will need to be considered in the Transport Assessment submitted as part of any planning application.

The Lansdown Road/Weston Lane junction suffers from queuing on the Weston Lane approach in the morning peak hour. Some of the right turning traffic on this critical 'give way' arm will be removed when the MOD use on the Ensleigh site ceases. However, traffic assessment work undertaken by the Council suggests that there would still be a net increase in the total inflow to this junction with re-development. As such, the detailed modelling undertaken as part of the Transport Assessment should include this key junction on Lansdown Road.

