

## WDC STA Phase 5: Local Plan Development Impact Assessment

Project title	KSWA LP Sensitivity testing	Job number	VM165086
cc	Alan Law (WCC)	File reference	VM165086.TN002
Prepared by	Vectos Microsim	Date	2 December 2016

### Introduction

1. Vectos Microsim are working to support Warwick District Council (WDC) and Warwickshire County Council through the examination of the Local Plan submission.
2. Through the examination process, questions have been asked regarding the appropriateness or otherwise of the cap on housing in the Westwood Heath area of up to 425 dwellings.
3. A note was recently produced which looked at the conclusions from the earlier modelling work which retested the development assumption within the extended Kenilworth and Stoneligh Wide area model.
4. That work concluded that the 425 cap on housing was valid due to the capacity constraints in the Crackley lane area. Specifically:

*It can be concluded that by the addition of approximately 425 dwellings, the Crackley Lane route is likely to be over capacity and therefore this can be representative of the development cap in Westwood Heath*

5. The Note however, also concluded that:

*The addition of Land at Cromwell Lane results in minimal impacts on Crackley and Gibbet Hill Lane.*

### Purpose Of Note

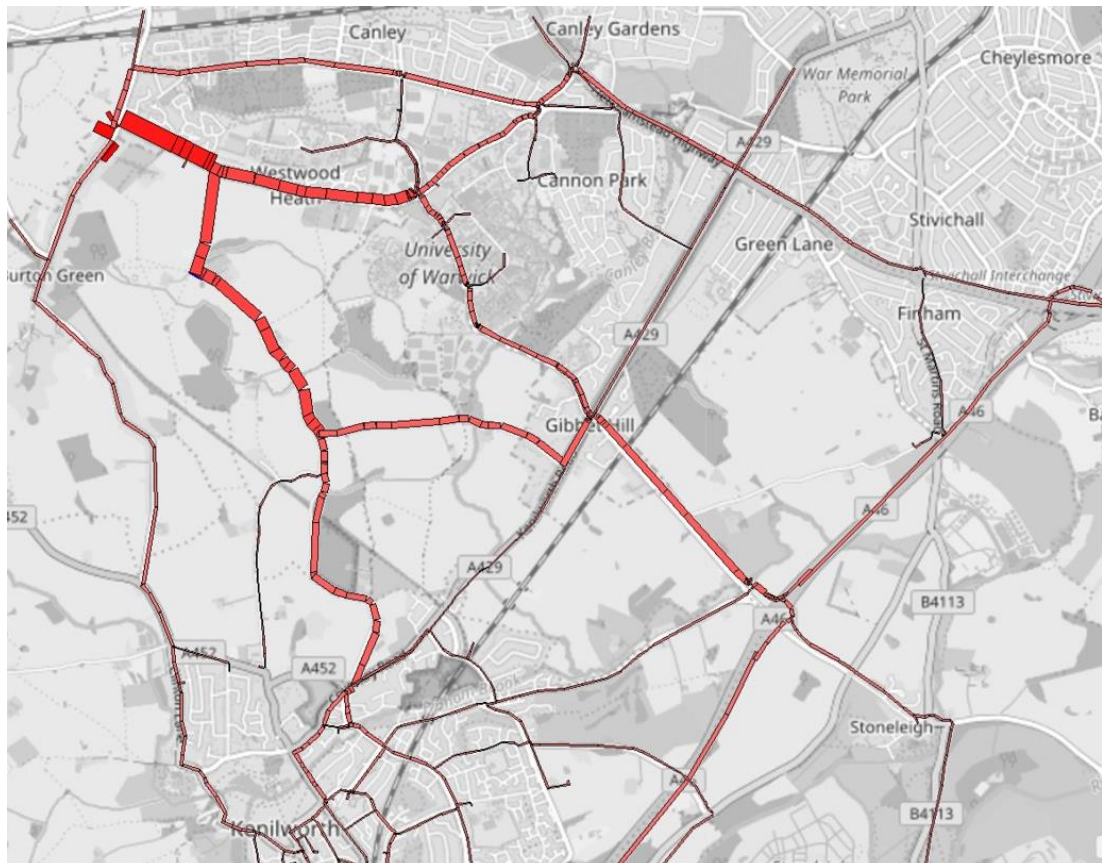
6. The purpose of this note is to provide further clarification regarding the above conclusions on the basis that the conclusions from the previous study could, potentially, be perceived as conflicting.

### Supplementary Analysis

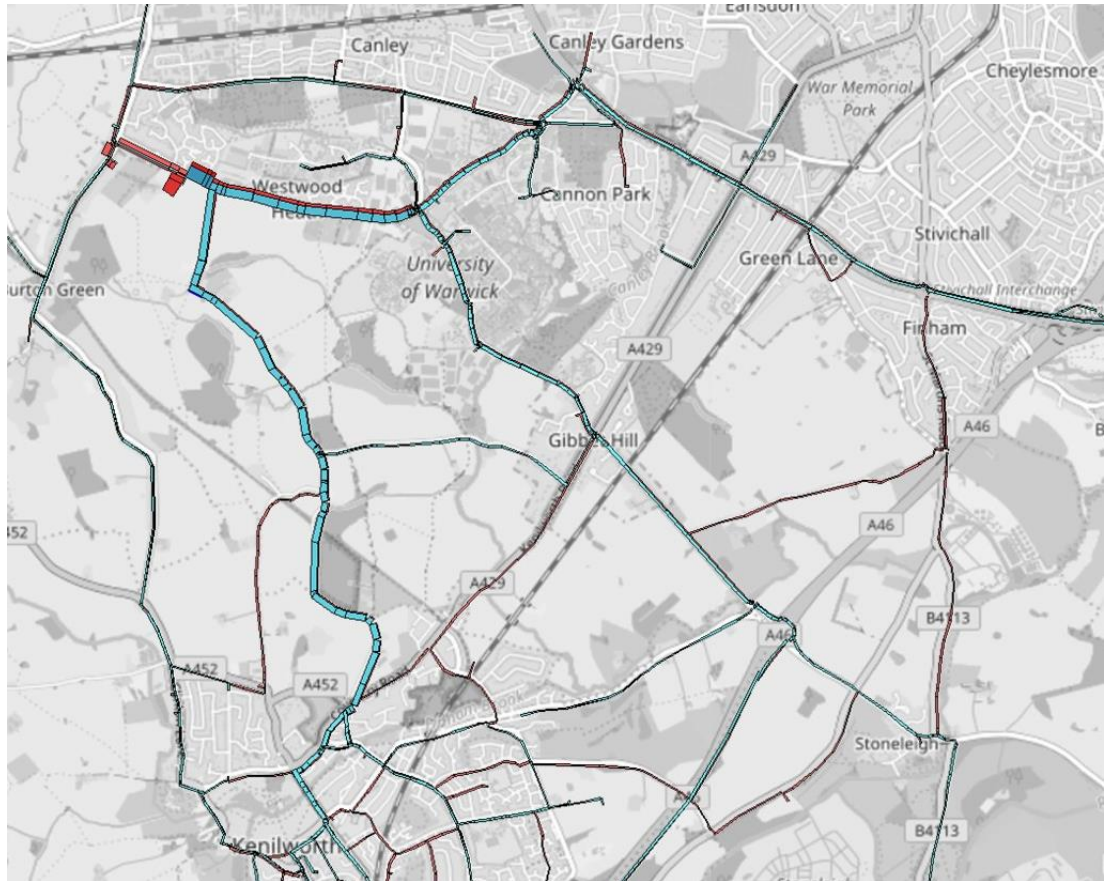
7. The original conclusion, that the Land at Cromwell Lane does not add substantially more traffic to Crackley lane is valid insofar as the total volume of trips using the lane does not increase substantially when this site is included.

8. However, this effect is not as a result of traffic from Cromwell Lane using other routes, it is because traffic levels in general are dispersed away from the lane because it is over capacity and therefore a less attractive route.
9. When considering the direction of travel from the Cromwell Lane site in isolation it is clear that this site would continue to put pressure on Crackley Lane as that is a route which traffic will choose to assign to when travelling towards Kenilworth and the A46, especially as conditions at Gibbett Hill Road are also less favourable and approaching capacity.
10. However, when considering the cumulative effects of the traffic (425 at Westwood and 130 dwellings at Cromwell Lane) the effect is to displace some traffic from Crackley Lane which now shifts back to either Gibbett Hill Road or, in some instances, the A45.
11. The following **Figure 1** to **Figure 3** have been provided to illustrate this effect:
12. **Figure 1** illustrates the direction of travel, in the AM peak of traffic generated by Cromwell lane. This clearly shows potential for high usage of this route from the site meaning that, if traffic levels were reduced on the route as a result of the 425 dwellings being omitted then more trips from Cromwell Lane would supplant those trips and simply put pressure back onto Cromwell Lane.
13. **Figure 2** illustrates the cumulative traffic levels in red whilst the blue line illustrates the traffic volumes if Cromwell Lane is discounted. This demonstrates that the increase on Crackley Lane is minimal since there is an even spread of traffic across all routes. This is further magnified within **Figure 3**.

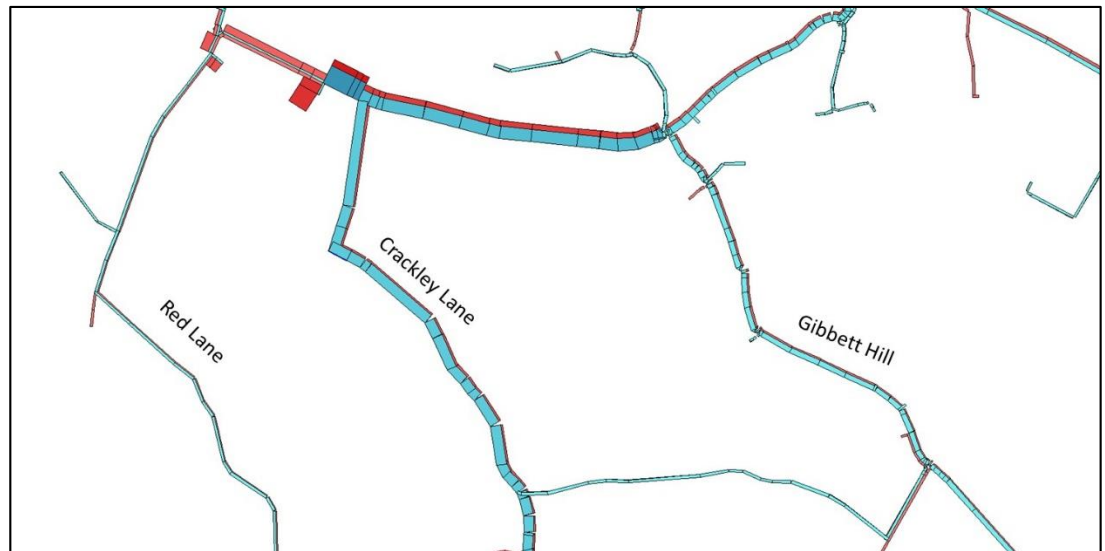
**Figure 1 – Cromwell Lane AM Peak Hour Traffic Generation (Desired Route)**



**Figure 2 – Cumulative Flows (red) minus Cromwell Lane (blue) AM Peak Hour**



**Figure 3: Detailed Flow Difference Analysis (AM Peak)**



## Supplementary Conclusions

14. Thus it is concluded that the traffic generated from the 425 dwellings has expunged the capacity at Crackley lane and causes any additional traffic growth to distribute more widely. If the traffic generated by the 425 dwellings was reduced it is reasonable to conclude that traffic generated by other developments located within the same area would then reassign and continue to erode the capacity at Crackley Lane.