

## Nutfield Green Park – Highways Impact and Benefits of the Proposed Development

226799/N05

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1. The proposals seek to develop the land for a residential-led settlement comprising a quantum of 166 residential units, 41 units for later living and a 70-bed care home.
2. **Table 1** summarises the total proposed trip generation across the AM and PM peak hour, for each land-use at the development.

**Table 1: Proposed Trip Generation – Total Vehicles (HGV)**

Unit	08:00 – 09:00			17:00 – 18:00		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
Private Residential	25	56 (1)	81 (1)	47	27	74 (1)
Care Home	12 (1)	6 (1)	18 (1)	5	4	8
Later Living	6	14	20	12	7	18
<b>Total</b>	<b>43 (1)</b>	<b>76 (1)</b>	<b>119 (3)</b>	<b>64 (1)</b>	<b>37 (1)</b>	<b>101 (1)</b>

3. This trip generation equates to less than two two-way trips per minute, in the AM and PM peak hours. In regard to HGVs, there would be an expected one HGV every 20 minutes in the AM, and one HGV every hour in the PM.
4. These trips have been assessed on the local highway network using industry standard transport modelling software. The results demonstrate that each junction included within the study area is expected to remain within capacity. As such there will not be a significant impact on the local road network, including the Mid Street/A25 and Church Hill/A25/Copper's Hill Road junctions. The extensive trip generation and junction modelling within the Transport Assessment and the design of the proposed site access was informed pre-application discussions with SCC.
5. As part of the proposals for the site, the following transport related improvements and benefits will be delivered:
  - Improved Cycle Connection to NCN R21. A change of status is proposed for Footpaths 616 & 192, to allow for cycle use, better connecting Nutfield with NCN R21, and subsequently Redhill and Merstham. This improvement has received support from British Cycling;
  - A signalised pedestrian crossing has been agreed in principle with SCC to improve pedestrian access to the Memorial Hall bus stop on the A25. This would facilitate controlled movements between the existing and proposed communities to the north of the A25, and the amenities south of the A25, such as Nutfield Church Primary School, Nutfield Station, and Nutfield Parish Allotments. The crossing is also expected to reduce traffic speeds of passing vehicles on the A25, either continuing along the road, or turning onto Mid Street. This is because the introduction of crossing infrastructure at the side of a carriageway typically slows down traffic naturally, due to less perceived space.

Slower traffic creates a safer, more comfortable environment for pedestrians. Furthermore, as southbound traffic, from the west, will be able to turn whilst the toucan crossing is in use, more gaps will be created for pedestrians to cross;

- The proposed access to the site, as agreed in consultation with SCC, will include a 3.0m shared footway/cycleway, and a raised crossing for pedestrians/cyclists. This will provide a clear active travel route between the site and the A25;
- The 30mph speed limit in the vicinity of the site access will be extended to the west. This will encourage road users to keep their speeds lower for a greater distance when travelling across the A25;
- All existing footpaths and cycleways shall be retained, improved, and maintained, in addition to the aforementioned proposed active travel routes;
- There shall be no vehicular access to the development from Church Hill, whilst the existing St Peter and St Paul Church car park, within the site boundary, shall be retained;
- A Travel Plan will be provided and distributed to all future residents and employees on site. This will be an evolving document, promoting sustainable transport routes in the area;
- Potential improvements could be made to Memorial Hall bus stop, and investment into Demand Response Transport (DRT), through S106 and CIL contributions;
- Vehicular and cycle parking shall be compliant with necessary provisions, thus supporting the needs of future site users; and

6. To summarise, the proposed development is expected to have minimal impacts on the local highway network and shall provide physical improvements to the Nutfield area.