

Warfield Neighbourhood Plan - Transport Statement – Oct 2016

The Bracknell Forest Transport Model was run to assess the impact of adding 250 new homes at Hayley Green. Access to the site was modelled via three points; one on Forest Road and two along Bracknell Road.

Two scenarios were run in the 2026 "Final Forecast" model. The first was a "do minimum" option that contained all the expected development and infrastructure expected in the borough, but with no development at Hayley Green. The second was a "Do something" option that simply added the Hayley Green development onto the "Do minimum" scenario, having generated the trip distribution within the demand model. The model was run for both the AM (0800-0900) peak and the PM (1700-1800) peaks.

Agreed trip rates were applied to ensure a realistic generation of traffic from the site. These rates were 0.55 in the AM peak and 0.50 in the PM peak. These trip rates are very typical for a development of this nature within Bracknell Forest, and are supported by similar values found in the huge national TRICS database which provides rates based on observed classified counts.

Outputs

The model assessment shows that as the new development traffic enters the road network, it has the effect of displacing some trips that were present locally in the do minimum scenario. The Council will therefore consider the impacts of such displaced traffic over a wider area, as well as changes in the immediate vicinity of the development site, where some traffic volumes are similar, or even lower. Overall, there is obviously an increase in trip generation based on the development size and the trip rate, however the distribution of all traffic demand becomes more dispersed, meaning that much of the immediate local area sees little or no impact.

There are some local links that show a small increase in traffic following the development (e.g. Bracknell Road to the north-east of Cricketers Lane), however the Council will always seek to mitigate any such impacts, either through highway improvements, or through green travel initiatives.

Limitations

There are limitations to the project which are that the modelling exercise has been added to our baseline and known growth (to 2026) which includes all the Site Allocations Local Plan. It does not include any growth assumptions top 2036 which may come about as part of the Comprehensive Local Plan as we have not developed the growth options yet or where that growth will go. This means the growth has not been applied generally or specifically in Bracknell Forest. This means that when this happens it could affect the Hayley Green area where for example, some existing journeys have been displaced elsewhere meaning the impact of the proposed allocation will be greater.

This is why more detailed modelling will be required at the application stage to ensure the impact is properly assessed with options for highways capacity and safety improvements.

Reference: Email BFC 21 October 2016