Newark & Sherwood District Council

Matter 10:
Transport and Infrastructure

October 2024

Contents

Q10.1 Does the Infrastructure Delivery Plan Update (Evidence Base T12) contain the full range of infrastructure to support the development proposed in the Plan? How will it be reviewed and kept up to date?

A: Yes. Partners and infrastructure providers (including Nottinghamshire County Council, NHS, National Grid, STW, and Anglian Water) have been consulted on the Plan and have provided information on infrastructure requirements. Up-to-date infrastructure evidence (for example the Open Space Assessment and Strategy (ENV1) and the SFRA (ENV11, ENV12, ENV13, ENV14, ENV15) has also been taken into consideration. Regular meetings are also held (a Developer and Infrastructure Forum is held every six months) with infrastructure providers/partners and developers to ensure that infrastructure is being delivered to support development.

The IDP is updated regularly, at least annually. The Council consults with infrastructure providers on an ongoing basis and the IDP is updated as and when required.

Q10.2 Do the Area Schedules in Appendix A of the 2022 update (Evidence Base T15) enable a coordinated strategy led approach to the delivery of new and improved infrastructure to support planned growth?

A: Yes. The information contained in Appendix A of the 2022 Update has been provided by infrastructure partners. This will be funded by developer contributions, including CIL and S106 monies. Good progress is being made, with the Southern Link Road to the south of Newark due for completion by the end of 2025. CIL monies for improvements to the A1 Overbridge in Fernwood (which will support the growth in that area) are on target to fund this project. The Council is working with National Highways and Nottinghamshire County Council to deliver this scheme.

As well as the bi-annual developer and infrastructure forum, the Council meets with infrastructure providers separately (NHS, Nottinghamshire County Council, Utilities companies) to ensure the projects in the schedules are on track to be delivered.

Q10.3 Does the Transport Infrastructure Delivery Plan Update (2022) (Evidence Base T14) contain the full range of infrastructure to support the development proposed in the Plan? How will it be reviewed and kept up to date?

A: Yes. The previous IDP report was produced in 2017 and was supported by findings from a detailed Transport Study undertaken in 2010 to identify the likely implications of Development Plan growth on transport infrastructure within the district. Since the 2010 Transport Study was produced, there has been little change to existing transport conditions within the district and the overall quantum and distribution of Development Plan growth now being proposed remains broadly the same as that considered in 2010 and 2017. However, the status of the allocation sites has progressed in the meantime with many now having received planning permission and/or having been built. A full update to the Transport Study has therefore not been produced, but the traffic impact calculations have been updated.

The Transport Infrastructure Delivery Plan Update (2022) identifies the infrastructure required to facilitate Development Plan development within the district. It identifies the new/improved infrastructure required to address the cumulative impacts of Development Plan development and focuses on significant infrastructure that is likely

to be beyond the scope of delivery of a single developer/site promoter, therefore requiring funding via CIL contributions. Site specific infrastructure requirements are not identified in the Infrastructure Delivery Plan and will still need to be addressed by developers at the planning application stage in the usual way.

For active travel modes, forecast impacts are of a scale that can be largely accommodated by existing infrastructure and services within the district, with developer-funded enhancements provided on a site-by-site basis, as appropriate. Developers may be required to fund improvements to existing bus services, walking and cycling infrastructure (via S106 Agreements) to help mitigate the direct transport impacts of developments. Details will need to be determined as part of the planning application process and are likely to include new/improved infrastructure to provide access to development sites and to provide safe connections to existing walking and cycle networks, including the provision of new crossing facilities, capacity enhancements and other appropriate infrastructure, where necessary. No specific infrastructure requirements are therefore identified for these modes.

New/improved highway infrastructure is identified in the Infrastructure Delivery Plan Update to address the cumulative impacts of proposals in the Development Plan. The identified schemes comprise improvements to a bridge over the A1, six junction traffic capacity improvements and a highway flood alleviation scheme, all of which are within Newark-on-Trent. Within the rural areas of the district four junction capacity improvements have been identified, which together comprise a committed and funded highway corridor improvement scheme due to be delivered by Nottinghamshire County Council, and a bypass of Kelham village.

The Transport Infrastructure Delivery Plan Update (2022) therefore contains the full range of transport infrastructure required to support the development proposed in the Plan and any infrastructure not identified will be developer-funded enhancements provided on a site-by-site basis, to be addressed at the planning application stage in the usual way.

Q10.4 Are the traffic assumptions in the Transport Infrastructure Delivery Plan Update based on robust evidence?

A: The Transport Infrastructure Delivery Plan Update (2022) was produced to update the 2017 IDP to ensure that it remains appropriate and up to date to support the ADMDPD. Changes to the Development Plan were minimal, and as a result a full update of the 2010 Transport Study that formed the basis for the Infrastructure Delivery Plan was not necessary.

The Infrastructure Delivery Plan update identified changes (or planned changes) to transport infrastructure that have occurred since the 2017 Infrastructure Delivery Plan (TI1) and presents an analysis of the transport impacts of proposals in the Development Plan on the performance of transport networks.

The assessment used the Newark VISUM model covering Newark-on-Trent, and a spreadsheet model covering the rural areas of the district, consistent with the methodology used for the 2017 Infrastructure Delivery Plan. The models were used to identify locations on the highway network where congestion and delays are forecast at the end of the Plan Period (2033) due to proposals in the Development Plan

development. Recommendations are made on measures to help mitigate any negative impacts of proposals in the Development Plan development on transport infrastructure within the district.

To ensure the validity of the original data, an analysis of historic background traffic flow growth was undertaken at locations across the district to establish local traffic growth patterns. This demonstrated that traffic flows have remained broadly the same across the district since 2010 and the local highway authority, Nottinghamshire County Council, also confirmed that on average, there was an increase of only 5.6% on roads within the district between 2010 and 2019, or 0.62% per annum. On this basis, the base traffic flow data used in the 2010 Transport Study and subsequent Infrastructure Delivery Plan updates is still valid and robust for the purposes of assessing the impacts of the Development Plan.

The assessment methodology also considered traffic generated by committed developments within the district and in adjacent districts, plus proposals within the Development Plan. Trips generated by proposals in the Development Plan completed and occupied since 2010 were included in the assessment but moved into the Reference Case. The Reference Case flows therefore include all current known committed developments, and all major developments completed since 2010 and therefore provide a reasonable approximation of existing traffic conditions.

As a cross check, the total increase in network trips between the 2014 Base (as used in the VISUM model) and the 2033 end of Plan were compared. This showed network trips increase by circa 7,600 in both the AM and PM peaks (total vehicles) over this period. When compared against the Base network trips this represents a 27% increase. Traffic growth for the same period for Newark & Sherwood was taken from the DfT's National Trip End Model (NTEM) using TEMPro software. This showed growth of 25.8% so the flows used in the appraisal are higher than TEMPro forecasts and therefore robust. This approach was discussed and agreed with the local highway authority, Nottinghamshire County Council, at the time.

When considering the estimated increase in person trips by mode due to proposals in the Development Plan, the 2017 findings and the latest (2022) estimated person trip totals were compared. This revealed a reduction in total person trips which was due to a reduction in the number of allocation sites since 2017. This was because some sites had been deallocated since 2017 but the main reason for the difference was due to numerous sites having already been completed. Person trips associated with completed developments are already on the network and would have been ignored if estimates based on the 2022 allocations were applied. The appraisal therefore considered the findings of the 2017 assessment with regards to person trips by mode, to ensure the appraisal was robust.

The checks and methodology outlined above ensured that the evidence used is adequate and proportionate and the assumptions used in the Transport Infrastructure Delivery Plan Update (2022) are therefore based on robust evidence.

Q10.5 How will the Plan address any issues where Urban Junctions are close to or at capacity?

A: Section 7 of TI2: IDP 2023 Update provides a full list of highway improvements required to support development allocated in the plan. This has been produced in conjunction with Nottinghamshire County Council highway authority. The Council will continue to seek advice from Nottinghamshire County Council Highways on a site-by-site basis through the planning application process.

Q10.6 Is the Transport Infrastructure Delivery Plan sufficiently up to date to provide clear evidence of the costs of highway improvements to 2033? How will the costs be monitored over the Plan period?

A: The Transport Infrastructure Delivery Plan Update (2022) presents an analysis of the transport impacts of proposals in the Development Plan on the performance of transport networks at the end of the Plan Period (2033).

Impacts on sustainable modes can largely be accommodated by existing infrastructure and services within the district, with developer-funded enhancements provided on a site-by-site basis, as appropriate. No specific infrastructure requirements are therefore identified for sustainable modes.

Recommendations are made on the new/improved highway infrastructure required to address the cumulative impacts of traffic from proposals in the Development Plan traffic. The identified schemes comprise improvements to a bridge over the A1, six junction traffic capacity improvements and a highway flood alleviation scheme, all of which are within Newark-on-Trent.

Within the rural areas of the district, four junction capacity improvements have been identified, which together comprise a committed and funded highway corridor improvement scheme due to be delivered by Nottinghamshire County Council, and a bypass of Kelham village.

No detailed junction capacity assessment or design work has been undertaken at this stage, and further investigations and discussions with Nottinghamshire County Council will be required to determine detailed solutions for each location. Indicative total scheme costs have been provided based on discussions with Nottinghamshire County Council. These will need to be reviewed and updated as more detailed scheme information becomes available.

The schedule of highway infrastructure improvements identified in the Transport Infrastructure Delivery Plan Update will be funded via CIL contributions and therefore forms part of the Council's Infrastructure Funding Statement which is reviewed and updated annually.

The Infrastructure Funding Statement monitors costs associated with infrastructure and this is reviewed and updated annually.