

MIDDLE QUINTON STRATEGIC TRANSPORT ASSESSMENT - SUMMARY

The Transport Assessment prepared for the Department of Communities and Local Government (DCLG) in relation to the proposed Middle Quinton Eco Town provides high level strategic information relating to traffic forecasts associated with the Middle Quinton eco-town.

The document puts forward traffic projections based on a fully-operational town of 6,000 homes and associated community and business users in 18 years time, in 2026.

Among the key elements contained in the assessment are:

- developers aim to restrict car journeys to 40% of all journeys associated with the eco-town. This is 10% lower than the minimum standard required by the Government.
- just under half of all journeys generated by Middle Quinton would be 'internal' to the eco-town, with a high percentage of these completed by walking and cycling
- easy, within 5- minutes, walking and cycling access to schools in Middle Quinton would drastically reduce 'school run' car journeys and congestion
- bus services, including the proposed bus-tram link along the Greenway to Stratford, would account for more than one-in-five (22%) of all journeys
- the local link roads have sufficient capacity to accommodate the forecast traffic increases
- the Highways Agency has confirmed that the potential traffic impacts along the strategic road network would not present any major barriers to the development of the eco-town

In terms of external car journeys, the report predicts that overall there would be approximately 20 additional traffic movements per minute during the morning peak hour and approximately 25 during the afternoon peak hour, using the external highway network. These journeys would represent two-way movements into and out of the eco-town.

The report confirms that construction of the Stratford Western Relief Road and provision of the so-called 'missing link' between the Relief Road and the Southern Relief Road 'could fully mitigate the effects of traffic generated by the eco-town' in and around Stratford-upon-Avon. Alternative approaches could include travel planning initiatives within Stratford; provision of a southern Park & Ride facility; and small scale localised highway improvements.

Extra traffic is forecast to be approximately 13.5 movements per minute through and around Stratford during the morning peak hour. These would be split between traffic from Stratford going to Middle Quinton (8.6 per minute) and traffic from Middle Quinton routing through Stratford (4.9 per minute)

Construction of the Stratford Western Relief Road and the 'missing link' form part of St.Modwen and the Bird Group's proposed infrastructure contribution. These improvements also have the potential to remove existing through traffic from the town centre, easing congestion and improving the overall environment.

Traffic projections for Evesham suggest only 3.3 additional vehicle movements per minute in the town during the afternoon peak hour by 2026.