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1.0 INTRODUCTION

1.1 Robert West Consulting has prepared this report to examine the highway and transportation issues associated with a proposed development at Severn Valley Railway (SVR) Station at Bridgnorth, Shropshire, WV16 5DT.

1.2 The site, its context and relationship with adjoining areas are illustrated in Figure 1.1.

1.3 The development comprises the following elements: a 2-storey building that accommodates a 53-bed hostel, workshop, stores, offices and facilities, together with a 24-bay staff car park; a new 223-bay visitor car park; an egress driveway that uses the existing junction with Oldbury Road; a toilet/refreshment building; and refurbishment of the existing station building.

Site Context

1.4 The SVR is a 16-mile long railway, predominantly running parallel to the banks of the River Severn between Kidderminster (in North Worcestershire) and Bridgnorth (in South Shropshire), with intermediate stations at Bewdley, Arley, Highley and Hampton Loade. It was established in 1965 and is now a major national and international tourist centre attracting up to 250,000 visitors per year.

1.5 The majority of the built infrastructure from its original construction still remains. There are a number of buildings with listed building status and parts of the railway property lies within local authority conservation areas.

Consultation

1.6 This Transport Statement (TS) has been prepared in accordance with the 2014 National Planning Practice Guidance (NPPG) on Transport Assessments; Worcestershire Guidance on Transport Assessments & Transport Statements; and Manual for Streets (MfS) Volume 2 (September 2010).

1.7 The intention of this document is to Review the existing transport and highway conditions for the area surrounding the site and identify the associated impacts of the development proposals on the local highway network to determine whether they have a material impact and, if so, outline any necessary mitigation measures to address the impact.

1.8 The approach to the preparation of the TS was put forward to the Highway Authority (Shropshire Council (SC)) in November 2015 as part of the pre-application discussions, although, at the time of writing, no feedback has been received.

Scope of the Report

1.9 Following this introduction, the remainder of this report is structured as follows:

- Relevant transport planning policy at government, regional and local levels is reviewed in Chapter 2.0
- A review of the existing conditions of the site and surrounding area, including accessibility by non-car modes, local highway network and road conditions in the surrounding area and analysis of personal injury accident data, is made in Chapter 3.0
- The development proposals are described in Chapter 4.0
- The transport-related impacts of the development are outlined in Chapter 5.0
- The mitigation strategy for the development proposals is considered in Chapter 6.0
- The conclusions of the study is provided in Chapter 7.0

2.0 POLICY CONTEXT

2.1 This chapter considers the relevant transport planning policy in relation to the site and its development.

Overview

2.2 With regard to the transportation implications of the proposed development, this assessment examines the development proposals in the context of relevant planning policy guidance at national, regional and local level. The following documents have been assessed:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance on Transport Statements
- Shropshire Adopted Core Strategy (2011)
- Shropshire Local Transport Plan (2011)

National Policy

National Planning Policy Framework

2.3 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

2.4 The NPPF sets out the government's planning policies for England and how these are expected to be applied. In respect to transport, the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

2.5 In order to achieve this, it is recognised that development should be located such that the need to travel (especially by private car) is reduced i.e. where there is good access to high quality public transport, walking and cycling provision and where land uses are diverse enough to cater for varying needs.

2.6 The NPPF states that all developments that generate significant amounts of traffic movements should be supported by a TS or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up (depending on the nature and location for the site) to reduce the need for major transport infrastructure
- Safe and suitable access to the site can be achieved for all people
- Improvements can be undertaken within the transport network that effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds when the residual impacts of developments are severe

2.7 The NPPF explains that plans should protect and exploit opportunities for the use of sustainable transport modes for the movements of goods or people i.e. developments should be located and designed, where practical, in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities
- Create safe and secure layouts that minimise conflicts between traffic and cyclists or pedestrians

2.8 Paragraph 34 of the NPPF states that plans and designs should ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in that document, particularly in the case of rural areas.

2.9 Paragraph 35 of the NPPF indicates that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. It also notes that it is important to create safe and secure layouts that minimise conflicts between traffic and cyclists (or pedestrians) and to incorporate facilities for charging plug-ins and other ultra-low emission vehicles whilst considering the needs of people with disabilities using all modes of transport.

2.10 The key tool to facilitate this is the travel plan (TP) and the NPPF states that all developments that generate significant amounts of travel should therefore be required to provide a TP.

2.11 Paragraph 39 of the NPPF states that, when setting local parking standards for residential development, local planning authorities should take into account the accessibility of the development; the type, impacts and use of the development; the viability; and opportunities for public transport & local car ownership levels.

National Planning Practice Guidance on Transport Assessment

2.12 This TS has been prepared in accordance with the NPPG on Transport Assessments, which now supersedes the DfT 2007 document entitled ‘Guidance on Transport Assessment’.

2.13 The NPPG states that the following should be considered in the preparation of a TS:

- Reducing the need to travel, especially by car, to tackle the environmental impact of travel
- The accessibility of the site
- Other measures that may assist in influencing travel behaviour
- Making best use of existing transport infrastructure
- Managing access to the highway network

2.14 In addition, it outlines methods for mitigating the residual impacts of developing, such as:

- Demand management
- Improvements to the local public transport network, walking and cycling facilities
- Minor physical improvements to existing roads
- Provision of new or expanded roads

Local Policy

Shropshire Adopted Core Strategy 2011 - 2026

2.15 The Core Strategy Development Plan Document is the primary document of the Shropshire Local Development Framework (LDF) and was adopted on 24th February 2011. The LDF comprises a number of documents that set out policies relating to the use and development of land in Shropshire. The Core Strategy is the most important of these documents and sets out strategic policies and the broad spatial strategy to guide future development and growth in Shropshire during the period to 2026.

2.16 The Core Strategy policy which relates to transport is Policy CS7 (Communication and Transport), which is outlined below:

> ''A sustainable pattern of development requires the maintenance and improvement of integrated, accessible, attractive, safe and reliable communication and transport infrastructure and services. These need to provide a range of opportunities for communication and transport which meet social, economic and environmental objectives by improving accessibility, managing the need to travel, offering options for different travel needs and reducing the impact of transport''

2.17 The proposed development accords with policy CS7 in that the improved junction from the site access road onto Oldbury Road (B4363) will provide a safe egress; the additional traffic can be accommodated without resulting in unacceptable traffic conditions on the adjacent highway network; and the site can be accessed via public transport.

Shropshire Local Transport Plan (2011 - 2026)

2.18 Following a period of public consultation, SC is currently finalising the Shropshire Local Transport Plan (LTP) 2011 - 2026. The LTP is made up of a number of documents, which include:

- Provisional LTP Strategy (2011 - 2026)
- LTP Implementation Plan (2012)

2.19 The Provisional LTP Strategy is the primary document that outlines the challenges facing Shropshire's transport network. It sets out the vision, aims and strategic transport objectives and details the policies that SC and its partners will implement to address the challenges and achieve the objectives covering the period up to 2026.

2.20 The key objectives of the Provisional LTP Strategy in relation to traffic and transport can be summarised as follows:

- Deliver reliable and efficient transport networks and services to support local economies through improving connectivity and access, especially by sustainable modes of transport
- Support growth and ensure that new housing and employment areas encourage sustainable travel behaviour
- Minimise the impact of transport on the local environment and reduce transport-related carbon emissions
- Maintain the condition of the highway network and improve safety
- Promote greater equality and opportunity for all by improving people's access to all necessary services and facilities ensuring transport helps improve quality of life
- Encourage more active modes of travel such as walking and cycling

2.21 The proposed development accords with the objectives of the LTP in respect to the promotion of sustainable development because the site is accessible by non-car modes of transport, thus reducing reliance on the private car.

Summary

2.22 A review of the transport planning policy has concluded that the development is supported by policy at National, Regional and Local Government levels.

3.0 SITE CONTEXT & ACCESSIBILITY

3.1 This section provides details of the existing site in terms of its accessibility by non-car modes, including walking, cycling and public transport.

Site Location

3.2 The site of the proposed development forms part of the SVR station site at Bridgnorth, Hollybush Road, Bridgnorth, Shropshire, WV16 5DT, which is located within the administrative area of Bridgnorth, Shropshire.

3.3 The site, positioned on the southern outskirts of Bridgnorth, lies within a deep and narrow valley immediately to the west of Bridgnorth High Town and is bounded by a residential estate to the north-west; it is flanked by Oldbury Road (B4363) and Hollybush Road (B4373) to the south and north respectively.

3.4 The principal vehicular access for staff and visitors to the site is via Station Drive, which is a simple priority junction off Hollybush Road, leading to the front (east) of the station. A simple one-way system operates near the junction to provide a separate priority junction egress. A secondary access that leads to the rear (west) of the station (and to the fields that act as an overflow car park) is via Station Lane, which forms one arm of a cross-roads junction with Railway Street and Hollybush Road.

Site Accessibility

Walking

3.5 The site is accessible by pedestrians from a number of points. There are footways via the (level-decked) footbridge from New Road; via Station Drive; and via a stepped footpath known as 'Donkey Gallop', which leads from the Oldbury Road junction at the south of the site to the Bridgnorth Station car park. The Public Right of Way (PROW) network in proximity to the site is extensive (see Figure 3.1).

3.6 There are footways available on both sides of the carriageway on Hollybush Road in the vicinity of the access junction and on the east side of Oldbury Road. The surfacing of the footway is tarmac, whose condition is considered to be reasonable, and there is street lighting on all of the highway network close to the site. Adjacent to the site on Hollybush Road to the north of the Station Drive access junction is a zebra crossing with associated ziz-zag markings, belisha beacons, dropped kerbs and tactile paving.

3.7 A further zebra crossing with associated zig-zag markings, belisha beacons, dropped kerbs and tactile paving is located on Hollybush Road, approximately 18m east of the junction with Oldbury Wells.

Cycling

3.8 National Cycle Network (NCN) Route 45 (known as 'Mercian Way') is an on-road advisory cycle route and links Chester with Salisbury via Whitchurch, Ironbridge, Bridgnorth, Droitwich Spa, Worcester, Gloucester, Cirencester and Swindon. In the vicinity of the site, it encompasses Hollybush Road/Underhill Street to the east; Oldbury Wells to the west; and Oldbury Road to the south (see Figure 3.1).

Public Transport

Bus

3.9 The nearest bus stop, which incorporates flag poles and timetables, is immediately adjacent to the site on Hollybush Road between the access and egress for Station Drive. A further bus stop, also incorporating flag poles and timetables, is located on Hollybush Road, approximately 210m (circa 1 minute walk) north-west of the site adjacent to the junction with Oldbury Wells.

3.10 Guidance related to the accessibility of a development proposal to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that *'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop...'.* The development is in accordance with this guidance.

3.11 A total of eight bus services call at these stops, as summarised in Table 3.1 below.

Service	Frequency (Minutes)		
	Weekday		Weekends
	Morning	Evening	
9: Telford - Ironbridge - Bridgnorth - Rudge Heath - Wolverhampton	60 minutes	60 minutes	60 minutes
113: Telford - Shifnal - Norton - Bridgnorth	120 minutes	120 minutes	1 Journey on Saturday
114: Telford - Shifnal - Norton - Bridgnorth	120 minutes	120 minutes	No Service
115: Weston Heath - Shifnal - Norton - Bridgnorth	No Service	No Service	1 Journey on Saturday
116: Weston Heath - Shifnal - Worfield - Bridgnorth	No Service	No Service	1 Journey on Saturday
125: Bridgnorth - Bewdley - Kidderminster - Stourbridge	60 minutes	60 minutes	60 minutes
297: Bridgnorth - Alveley - Kidderminster	60 minutes	60 minutes	60 minutes
436: Shrewsbury - Much Wenlock - Bridgnorth Town - Much Wenlock	60 minutes	60 minutes	60 minutes

Table 3.1 Bus Service Summary

3.12 It is evident from the information above that the proposed development is well connected to bus services and is therefore in accordance with relevant policy.

Rail

3.13 The site itself is used as a means of transport to and from the towns and rural areas it serves, both locally and beyond. The SVR is a heritage railway that runs passenger trains between Kidderminster and Bridgnorth with intermediate stops.

3.14 Services are seasonal with four timetables in effect throughout the year. Each timetable period has different departure and arrival times and, during the month of December, a separate Christmas timetable operates.

3.15 It is evident from the information above that the proposed development is extremely well connected to train services and is therefore in accordance with relevant policy

Personal Injury Accident Analysis

3.16 For the purposes of this assessment, accident analysis has been undertaken using data extracted from www.crashmap.co.uk for the most recent 3 year period available (ending December 2014). The study area for the accident analysis is contained in **Appendix A,** together with an indication of the number and severity of accidents. As outlined in Table 3.2 below, the data indicates that there have not been any personal injury accidents within the study area during the study period.

Severity / Year	2012	2013	2014	Total
Fatal	0	0	0	0
Serious	0	0	0	0
Slight	0	0	0	0
Total	**0**	**0**	**0**	**0**

Table 3.2 - Summary of Accidents by Severity

Local Highway Network

3.17 The site lies approximately 1.5km from the A442, which provides a direct connections to Telford to the north and to the A458, which is a link to Shrewsbury to the north-west and Stourbridge to the south-east.

Hollybush Road - B4373

3.18 The development site takes access from Hollybush Road, which runs approximately north - south past the site. It is a Class 'B' single carriageway road; is lit; is subject to a 30mph speed limit; and traffic calming (in the form of width restrictions) are present.

3.19 'SLOW' road markings are present on the carriageway and, to the south of the site, a narrowing in the form a traffic island and road markings are introduced where the Hollybush Road merges into Underhill Street.

3.20 To the south, Hollybush Road connects with Oldbury Road (B4363). The junction is a give-way controlled priority arrangement with a ghosted right turn lane and splitter island on Hollybush Road.

3.21 There is no on-street parking available on Hollybush Road and the entirety of the kerbside space is subject to double yellow line restrictions (with the exception of the zig-zag lines associated with zebra crossings).

Station Lane

3.22 Station Lane is a Class 'C' single carriageway road that forms a priority cross-roads junction with Hollybush Road. Speed cushions are present and the road provides access to the SVR overflow car park. On-street parking is only available within designated on-street bays. The remainder of the kerbside is subject to double yellow line restrictions.

Oldbury Road - B4363

3.23 The egress from the development site is directly onto Oldbury Road, which is a Class 'B' single carriageway road; is lit, and is subject to a 30mph speed limit. It forms a priority junction to the north with Hollybush Road/Underhill Street (B4373). 'SLOW' markings are present on the southbound carriageway close to the egress. The majority of the kerbside space is not subject to and parking restrictions until the double yellow lines associated with the B4373 priority junction to the north.

Existing Traffic

3.24 To establish the baseline of the existing traffic on Oldbury Road near the junction with the existing (and proposed) site egress, a single Automatic Traffic Count (ATC) by Tracsis was commissioned. In addition, a 12-hour fully classified turning counts survey was undertaken on Tuesday 8th December 2015 at the junction of Hollybush Road with Oldbury Road. A summary of the counts and the full outputs are provided in Appendix B and traffic flow diagrams in Appendix F.

3.25 The ATC was undertaken during the period between the 8th and 14th December 2015. Table 3.3 below provides a summary of the 5-day (week-day) average flow by direction for both the morning (08:00 - 09:00hrs) and evening (17:00 - 18:00hrs) peak periods and also for the 12-hour average flow (07:00 - 19:00hrs). A summary of the full outputs and speed data are provided in Appendix B.

Time Period	Northbound	Southbound	Two-Way
AM Peak (08:00 - 09:00)	346	164	510
PM Peak (17:00 - 18:00)	197	354	551
12 Hours (07:00 - 19:00)	2875	2565	5440

Table 3.3 - ATC Summary: Oldbury Road

3.26 As Table 3.3 highlights, 510 and 551 two-way flows respectively were recorded on Oldbury Road in the AM and PM peak hours respectively. It is noted that, during the AM peak period, there is a 68% bias towards northbound vehicle movements and, during the PM peak period, there is a 64% bias towards southbound movements.

4.0 DEVELOPMENT PROPOSAL

4.1 This chapter provides general details of the development proposals, including those in relation to the amount of staff, vehicular access and availability of parking. Appendix C shows the proposed site plan layout.

Scheme Content

4.2 The development proposals have been specifically designed to enhance the facilities at Bridgnorth Station for both visitors and staff and to enable the railway to operate more efficiently, making use of existing space and providing buildings and accommodation to replace the existing outdated ones.

4.3 The development consists of the following proposals:

- The land to the west of the station, which currently comprises fields that have been used as an informal overflow car park for SVR for the last 46 years, will accommodate a formal marked-out visitor car park, providing 223 parking bays
- This land will also be used for the provision of a new exit driveway through an existing underpass and junction with Oldbury Road
- A 2-storey complex located opposite the west side of the existing boiler shop to accommodate a workshop, stores, office, kitchen, staff messroom and a 53-bed staff hostel accommodation, together with a 24-bay staff car park
- A single storey station building located towards the south end of platform 1 to accommodate toilets, staff messroom, kitchen & tea rooms,
- Removal of temporary buildings and enhancement of the pedestrian route from the car parks to the station via the existing station driveway
- Internal alterations and refurbishment of the original single storey 1862-built Grade II listed station building

Access Proposals

4.4 The principal vehicular access to the site is via Station Lane off Hollybush Road; the road will be extended up to the new visitor car park and will provide access to the hostel complex and adjacent staff car park. There are businesses premises located off Station Lane and only vehicular trips associated with these businesses (and the staff car park) are expected to exit the site via Station Lane.

4.5 A new footway is proposed from the visitor car park to the other development facilities.

4.6 A new vehicular exit from the visitor car park is via a newly-constructed driveway (following the alignment of a former cart-track) to join the existing SVR roadway, through the underbridge at the south end, and thence down to the existing junction with Oldbury Road. Drawing 5517-001-C-100-P1 Appendix D shows the proposed egress junction arrangement. The occasional larger

visitor vehicle (e.g. large camper van) will have to exit the site via Station Lane because of the width restriction presented by the underbridge.

4.7 Visiting coach party access and arrangements will remain as existing i.e. coaches park in the dedicated area at the north end of Station Drive (near the junction with Hollybush Road) with visitors alighting there.

4.8 The disabled car park for visitors and staff will remain as existing i.e. the parking area located towards the northern end of Station Drive.

4.9 Access for service deliveries to the station (and the service yard behind the new building) will remain as existing i.e. via Station Drive.

4.10 Access for emergency vehicles will remain as existing i.e. either via Station Drive to the main station buildings or via Station Lane to the hostel complex/car park.

4.11 The three existing pedestrian and cycle access for visitors will remain i.e. the (level-decked) footbridge from New Road (which runs parallel to Hollybush Road to the east); Station Drive (off Hollybush Road); and the stepped 'Donkey Gallop' footpath at the proposed exit off Oldbury Road.

4.12 Pedestrian access for visitors boarding/alighting from trains on Platform 2 will remain as existing i.e. via the footbridge connecting to platform 1 or, for disabled visitors (with staff attendance), via improved ramps and a level crossing at the north end of the platforms.

5.0 TRANSPORT IMPACT

5.1 This chapter considers the extent to which the expansion would generate additional trips on the surrounding transport network and its impact on the local highway in terms of the operation of the key junctions.

Trip Generation

5.2 A trip generation exercise has been undertaken to estimate the traffic impact of the proposed development on the local highway network at the junctions of Oldbury Road/visitor car park egress and Hollybush Road/Oldbury Road. This is based on information provided by the client in respect to the operation of the site.

5.3 It is anticipated that the development proposals will not require an increase in staff numbers – in the worst case, 49 full-time and part-time staff and up to 50 volunteers work on the site. As arrivals and departures for staff will continue to occur via Station Lane, it is reasonable to conclude that they have no impact on the highway network.

5.4 For the purpose of this assessment, only trips for train journeys that originate from Bridgnorth are relevant.

5.5 The 2016 train timetable for SVR (see Appendix E) is split into four categories. 'Timetable A' is in operation from February to July and September to November; 'Timetable B' runs from April to October; 'Summer Sundays Timetable' is in operation from May to September; and 'Timetable C' is in operation from May to September. There are no intentions to alter the train timetables as part of the development proposals.

5.6 Trains depart from Bridgnorth Station from 10.20hrs and the last train arriving back is at 18:00hrs.

5.7 As the earliest train departing Bridgnorth is comfortably beyond the end of the AM peak period, it can reasonably be concluded that a negligible number of visitor vehicle trips (arrivals or departures) take place on the local highway network within the AM peak period.

5.8 The client has advised that the trains with the largest number of passengers arriving at Bridgnorth Station during term time are generally at 15:36hrs and 17:35hrs (in Timetable A). Of these, the latter is the only train where visitors might depart the site by car onto the highway network within the PM peak period.

5.9 The existing number of visitor car parking spaces is 45 (via Station Drive); the client has advised that, when this is full, the maximum number of visitor vehicles that have ever used the overflow car park is approximately 100 and this occurs during Gala/Bank Holiday weekends etc. Although the over-flow car park is typically not used during term-time, this trip generation exercise has assumed a worst-case of 10 vehicles.

5.10 It is therefore deduced that, during the week-day in school term-time, the new visitor car park may be occupied by approximately 55 cars (45 + 10), whose occupants arrive back in Bridgnorth at 17.35hrs. It is known that many visitors dwell in the station as part of the experience (e.g. at the shop and facilities) or walk into town; for the purposes of this assessment, a conservative assumption has been made that approximately 50% of the visitors leave straight away. It is therefore expected that a maximum of approximately 28 vehicles exit the site onto Oldbury Road between 17:45 - 18:00hrs i.e. within the last quarter of the PM peak hour.

5.11 In terms of distribution onto the highway network, on a pro-rata basis from the ATC traffic counts, approximately 36% of these departures would be expected to travel northbound on Oldbury Road i.e. 10 additional trips at the junction (see the traffic distribution diagrams in Appendix F). The proposed development is therefore only expected to increase the number of trips on Oldbury Road at the junction of Hollybush Road/Underhill Street (B4373) by 5% (i.e. 197 to 207) in the PM peak period.

5.12 As this increase represents one extra vehicle every 1½ minutes (i.e. 10 vehicles in 15mins) in the term-time PM peak period, it can be considered to be negligible and a capacity assessment of the junction is therefore considered unnecessary.

5.13 The proposed development consists of a new visitor car park with provision for a maximum of 223 spaces, which is considered sufficient to accommodate the larger visitor numbers expected at the station during the busy (non-peak) gala-type events e.g. weekends, bank holidays and school holidays.

6.0 MITIGATION MEASURES

6.1 As Chapter 5 concludes that a negligible increase in vehicle flows can be expected on Oldbury Road during the PM peak period as a result of the development, no impact-reducing mitigation measures on the highway network are considered necessary.

6.2 To ensure that the access road from the site onto Oldbury Road operates safely as an egress only, improvements to the junction are proposed (see drawing 5517-001-C-100-P1 in Appendix D).

6.3 'No Entry' signs are shown either side of the egress bellmouth (behind the visibility splay); bull-nosed kerbing forming the bellmouth reduces the width; and central give way road marking is proposed.

6.4 The results of the speed survey on Oldbury Road (refer to Appendix B) indicate dry 85th percentile speeds of 29.2mph northbound and 28.6mph southbound. The higher speed value is to be taken (in accordance with TA22/81) and the equivalent wet weather design speed for visibility assessment purposes (in accordance with MfS) is therefore 26.7mph.

6.5 For a design speed of 26.7mph, the next highest speed category in Table 7.1 is 28mph and the minimum 'y' distance (adjusted for bonnet length) is confirmed at 39m. It is noted that, for a speed limit of 30mph, the associated 'y' value would be 43m.

6.6 In accordance with paragraph 7.7.6 of MfS, an 'x' set-back value from the edge of carriageway of 2.4m is appropriate.

6.7 Drawing 5117-001-C-100-P01 in Appendix D shows that full visibility splays are achievable at the junction in both directions (the conservative 2.4m x 43m to the south and 2.4m x tangent to the north are shown).

6.8 A grass verge is proposed behind the footway to the south side of the junction in order to deter parking within the visibility splay.

7.0 CONCLUSION

7.1 This TS examines the highway and transportation issues associated with a development at Severn Valley Railway (SVR) Station at Bridgnorth, Shropshire, WV16 5DT.

7.2 An assessment of the PIA data confirms that no personal injury accidents have taken place on the local highway within the vicinity of the site in the last three years up to 2014.

7.3 There are three pedestrian accesses that serve the site: the footbridge from New Road; the footpath from Station Drive; and the stepped footpath from Oldbury Road.

7.4 There are on-road advisory cycle routes (NCN Route 45) in proximity of the site and the nearest bus stops are at Hollybush Road immediately adjacent to Station Drive.

7.5 The proposed development is expected to increase the term-time PM peak departures on Oldbury Road northbound by a maximum of 10 vehicles (i.e. 197 to 207); this is a 5% increase, which is considered to have a negligible effect on the Oldbury Road/Hollybush Road junction.

7.6 Improvements are proposed to the site egress junction onto Oldbury Road to ensure that it operates safely as an egress only; and adequate visibility from the junction is achievable in both directions.

7.7 It is concluded that there are no valid highway or transportation reasons that would prevent the proposed development on this site.