

SHOCK

STOP HOUSING OBLITERATING THE CHARACTER OF KEINTON

SHOCK

(Stop Housing Obliterating the Character of Keinton)

ADDENDUM
TO
HIGHWAYS/TRAFFIC
SUBMISSION



Introduction

This document contains further evidence and argumentation from SHOCK in relation to the claim made by LVA in its application 22/01720/OUT that the estate would not exacerbate traffic congestion at the High Street/Queen Street junction, or along Queen Street itself, because estate traffic would travel to Lydford and then turn right at Lydford traffic lights. Local knowledge and experience suggest that it is most unlikely that estate traffic would follow that route. This has now been confirmed by a traffic survey carried out by SHOCK members.

Methodology

To test LVA's claim, on Wednesday 9 November between 07:00 and 09:00 and 16:00 and 18:00, SHOCK observers posted themselves at 4 spots to count traffic and plot its route. These spots were: the High Street/Queen Street junction (crossroads); immediately below the Chistles Lane/Queen Street junction (to identify traffic using Queen Street to reach the school and houses on Lakeview or the Irving Road area); the south end of Queen Street (to distinguish traffic continuing on Common Lane to the A37 from traffic turning into Church Street; and at Lydford traffic lights itself.

Survey Numbers

Vehicle numbers (eastbound/southbound) are summarised below, and shown diagrammatically in the Annex 1 to this addendum.

	07:00 09:00	17:00 18:00	TOTAL
High Street > Queen Street	88	91	179
Castle Street + Coombe Hill > Queen Street	88	106	194
Totals	176	197	373

	07:00 09:00	17:00 18:00	TOTAL
Queen Street > Common Lane	116	72	188
B3153(East) > A37 (South) at Lydford Traffic Lights	17	27	44
Totals	133	99	232

Conclusions from the Survey

The numbers recorded for the alternative routes to the A37 (to proceed southbound) show that very few drivers travelling eastbound on the B3153 choose to reach the A37 southbound by taking the route via Lydford traffic lights. A total of 373 vehicles turned south onto Queen Street with 179 of these turning from High Street. The total recorded travelling from Queen Street into Common Lane to the A37 was 188. The total number recorded turning right from the B3153 onto the A37 southbound at the

Lydford traffic lights was 44. This means that 81% of traffic going southbound on the A37 from Keinton Mandeville (KM) takes the Queen Street/Common Lane route, whereas only 19% take the route via Lydford traffic lights.

Other supporting evidence

That Queen Street/Common Lane is the route of choice for the A37 southbound traffic through the village is also confirmed by other evidence. The distance from the top of Queen Street to the junction of Common Lane with the A37 is 1.3 miles compared with 2.8 miles (see Annex 2) to reach the same point via the Lydford traffic lights. Additionally, Google Maps, Tom Tom, and proprietary satnavs fitted in the vehicles of SHOCK members living in the immediate vicinity of the LVA site all show Queen Street/Common Lane as the preferred route for destinations off/via the A303 to the east and south.

In this regard it is worth recalling LVA's own statements in its Transport Assessment:

Para 6.8 *"The distribution of development traffic assumes that drivers are likely to take the most attractive driving route to their destination..."*

Para 6.9 (referring to residential traffic exiting the site) *"It was assumed that 70% of traffic travelling in the direction of Yeovil would turn east out of the development and head directly to the A37 (assumed to be the most attractive route) whilst 30% of traffic would turn west and take Kingsweston [sic] Road to join the A37 further south."*(ie at the Podimore roundabout where the A37 meets the A303)

However, taking the A303 Podimore roundabout as a common destination point distances and times from the proposed development (according to Google maps) are as follows:

- via Queen Street/Common Lane 4.5miles (9 minutes)
- via Charlton Mackrell/Lytes Cary 5.2 miles (10 minutes)
- via Charlton Mackrell/Tout Lane 5.4 miles (10minutes)
- via B3153/Lydford traffic lights 6 miles (11 minutes)

Turning west would not therefore take a driver leaving the estate for the A303 via the most attractive route (by which we assume LVA meant the shortest and quickest route) since Queen St/Common Lane remains the shortest and quickest. LVA's assumption that 30% of estate traffic would go west for the A37/A303 does not look sound.

Development Access via Common Lane

SSDC has already recognised the unsuitability of Common Lane to carry traffic from potential new developments in KM. The HELAA forms for KM E/KEMA/0001 assesses for development a site of 14.9 hectares known as 'Manor Farm, Land East of Common Lane'. This site is almost the same size as the LVA site and the 2020 assessment for it states *"Common Lane not appropriate for access for the scale of development."* If Common Lane is not suitable for a Manor Farm development it is not suitable as a route to the A37 for LVA traffic, which, moreover, will also have to pass through the centre of the village and down the length of Queen Street before using the unsuitable Common Lane- not the case with a Manor Farm development.

SHOCK
December 2022

ANNEX 1

EASTBOUND/SOUTHBOUND TRAFFIC FLOW



ANNEX 2

DISTANCES FROM KEINTON MANDEVILLE to A37/COMMON LANE JUNCTION

