

BAE CORE DEVELOPMENT TRANSPORT ASSESSMENT NON-TECHNICAL EXECUTIVE SUMMARY

1. A major expansion of the BAE Samlesbury Site is proposed, referred to as the BAE Core Development. This is to be implemented in a phased manner, with first occupation anticipated in 2008, and subsequent phases of occupation taking place up to the final phase being occupied in 2017. This full masterplan BAE Core Development has the potential to create additional capacity for up to 2670 new jobs at the BAE Samlesbury Site. This is additional to the existing 3800 BAE staff at the Site.
2. It is clear that the masterplan BAE Core Development has a significant transport impact. AHA has undertaken a comprehensive assessment of this, which is presented in a series of inter-related reports, as follows:

REPORT	REF
Traffic Flows	987/1/A
TA Scoping Study	987/2/A
Transport Assessment (TA)	987/4/A
Travel Plan	987/5/B
Accident Analysis	987/6
M6 J31: PARAMICS Model Validation	987/7
M6 J31: PARAMICS Modelling	987/8

These are technical reports, prepared in accordance with usual professional practice, containing detailed information and data required by the relevant highway authorities. These are Lancashire County Council (LCC) which is the local highway authority and the Highways Agency (HA) which is the authority for the trunk roads, and specifically for M6 J31. It is recognised that others, that are not transport/highways professionals, may wish to understand the nature of the transport impact appraisal that has been undertaken, the consequent conclusions, and the underlying reasoning. This Non-Technical Executive Summary is prepared to assist interested parties. The full detailed information, explanations and findings are set out in the relevant technical reports listed above.

3. Existing Traffic

AHA undertook traffic count surveys in 2000, 2002 and again in 2006. This establishes that:

- The traffic generated by the existing 3800 employees is **constant** over the 6 year period 2000 to 2006. Over this period there has been a static level of circa 3800 BAE employees at the Site, even though of course there has been some turnover of individual postholders.
- About 75% of the BAE traffic travels through the 'Swallow junction', about 10% along Branch Road and most of the rest via the A59 roundabout (from the east).
- Nearly all of the BAE traffic travelling through the Swallow junction has come via the M6 J31.

This information has been obtained from the traffic count data and is consistent for years 2000 2002 and 2006 BAE has postcode data for employees, and examination of this further corroborates the information from the traffic count surveys, as summarised above

4. **Proposed BAE Access Arrangements**

LCC has consistently stated over a number of years that the existing BAE Samlesbury Site access arrangements are not suitable to accommodate an increase in traffic. Thus the proposed masterplan BAE Core Development addresses this and proposes new improved access arrangements. This comprises:

- **Close** existing Main Gate (on A59), except retaining **only** for access to/from the BAE Social Club located outside the BAE secure area,
- **Close** Stoop Lane Gate (except only for emergency use),
- **Retain** with no change the existing East Gate (3A Gate).
- Construct **new** A59 Main Access, operating under traffic signal control.

An extensive investigation was undertaken to identify the access proposals outlined above. The option of providing a Site access on the A677 was thoroughly explored with various options of roundabout and traffic signals being examined. It is established that this is not a viable option because of the conflict that occurs in the afternoon between the BAE staff traffic leaving and the A677 traffic; no workable solution was identified. The problem is that all of the A677 traffic in both directions must be stopped to allow the very substantial volume of BAE traffic to leave the Site, and this is compounded by 75% of this BAE departing traffic needing to turn right onto the A677 (see item 3 above). In contrast, with a Site access on the A59, the large volume of BAE traffic is turning left onto the A59, and this can take place at the same time as the A59 eastbound traffic continues to travel (ie not needing to be stopped). The question has been asked why can there not be two BAE accesses, one on the A677 and one on the A59. There are several reasons why this is not a feasible option. The main reason is security, with there being an extremely long distance between the A677 and the BAE secure operational area, and the associated further security issues in needing to appropriately secure 2 main access (ie one on the A677 and one on the A59). Additionally, although a lesser factor than security, this has a considerably greater cost than the proposal that is being put forward.

5 **Other Highway Works: Local Roads**

All BAE traffic travels through existing highway junctions. The full BAE Core Development has a potential increase of 2670 additional staff at Samlesbury. This will have a consequential impact on the surrounding local roads.

As noted in Item 3, about 75% of the existing BAE traffic travels through the Swallow junction. In order to accommodate the increase in traffic generated by the potential new 2670 jobs, a major, and costly, improvement scheme is identified at the Swallow junction. As well as increasing the capacity of the Swallow junction, this also improves the safety of the junction (at which a number of accidents are recorded). The identified highway improvement scheme can be completed on highway land. This scheme includes

introducing traffic signal control at Cuerdale Lane, and will reduce the very lengthy queues and delays that would otherwise occur on Cuerdale Lane (if traffic signal control was not provided). The required timing, in relation to the phasing of the BAE Core Development for providing this extensive improvement scheme is to be discussed with the highway authority LCC.

It is suggested that the current derestricted (60mph) speed limit on the A59 (between Swallow Junction and the A59 Roundabout) is reduced to 50mph, in association with providing the new signalled Site access on the A59. BAE confirms agreement to fund the cost of reducing the speed limit if the highway authority wishes to pursue this.

The improvement scheme for Swallow junction is identified based on the assumption that where the potential 2670 new staff live will be proportionally the same as where the existing 3800 staff live.

A highway improvement scheme is proposed on Myerscough Smithy Road, at the existing T-junction that provides the route to the BAE East (3A) Gate. It is proposed that a mini-roundabout is introduced, and this can be provided within highway land. This will reduce queues and delays at this junction.

A minor improvement scheme is also proposed at the A67/Branch Road T-junction, defining two exit lanes and maintaining safe pedestrian routes.

No works are necessary at the A59 Roundabout.

6. Branch Road

It is recognised that the residents of Branch Road have expressed to BAE concerns about the effect of the BAE proposals on conditions on Branch Road. It is established that about 10% of the existing BAE employee traffic travels along Branch Road, to use East (3A) Gate. It is accepted, and indeed predicted, that the proposed BAE Core Development will result in an increase in BAE staff traffic on Branch Road. However, this needs to be considered on the objective basis that is used when considering all roads in Lancashire, and indeed throughout the country. Even with the increase in BAE staff traffic on Branch Road after the full masterplan BAE Core Development is completed, the predicted maximum peak hourly flow on Branch Road is still only 50% of the capacity of the road, and this includes all of the existing traffic (including the existing BAE traffic) as well as the new BAE traffic.

As well as the volume of traffic on Branch Road, there is also the issue of 'type' of traffic to consider. It is recognised that there is some HGV traffic generated on Branch Road by BAE. This has been quantified by a preliminary traffic survey for a typical day in terms of BAE HGV/van Arrivals and Departures using East Gate. This recorded that the total daily BAE Arrivals that travel along Branch Road is only 9 HGVs/vans, and the total daily Departures along Branch Road is 16 HGVs/vans. BAE are aware of the concerns of Branch Road residents, and delivery vehicles are to be generally directed to the proposed new A59/Site access signal junction. It is concluded that, on any objective basis, BAE does not generate significant levels of HGV/van traffic on Branch Road now, and this situation will not materially change with the proposed Core Development.

Notwithstanding the conclusion that the traffic impact on Branch Road of the proposed BAE Core Development is not material, the issue of the current

40mph speed limit is considered. It is suggested that this is reduced to 30mph, this being consistent with the suggested reduction in speed limit on the A59 (from derestricted 60mph to 50mph). Similarly BAE confirms agreement to fund the cost of reducing the Branch Road speed limit if the highway authority wish to pursue this.

7. **M6 J31**

As circa 70% of the BAE traffic travels through M6 J31, this clearly has a significant impact. Detailed microsimulation modelling has been undertaken to examine this. From this, an improvement scheme is identified that will mitigate the effect of the traffic generated there by the potential new 2670 BAE employees. This involves introducing a comprehensive traffic signal scheme at M6J31. However, it is not necessary for this to be introduced at the beginning of the phased BAE Core Development, but it should be provided sometime before completion of the phased development in 2017. The details for when the scheme should be introduced are the subject of discussions with the HA, who are responsible for M6 J31.

8. **Travel Plan**

A BAE Samlesbury Travel Plan is to be introduced as part of the Core Development. This is a fundamental and key element of the development proposal. A comprehensive Staff Travel Survey, of the existing 3800 BAE employees, has been undertaken and analysed. This provides information about how BAE staff presently travel to the Samlesbury site, and their attitudes to change. This provides the starting point for setting a Travel Plan target to reduce the proportion of BAE Samlesbury staff journeys to work made as a single car driver. The main opportunities identified for achieving this are modal transfer to the alternatives of bus or car share. BAE are appointing a Travel Plan Coordinator to implement and operate the Travel Plan. Implementation of the Travel Plan, and endorsement of the aims and objectives, are supported by BAE at the highest level. The Travel Plan will include engaging with key stakeholders, including local residents as well as bodies such as the local authority, bus operators etc, and maintaining regular contact. Monitoring and review of the Travel Plan are integral to its operation and annual reports will be submitted to the planning authority.

9 **Comprehensive Transport Approach**

The proposed masterplan BAE Core Development creates an additional 2670 jobs at the Samlesbury Site. All of these people must travel to work and it is recognised that this will generate a significant increase in traffic. Proposals are identified for very significant highway improvements, to accommodate this. However, as importantly, a very real and significant commitment to a BAE Samlesbury Travel Plan forms part of the planning application, and this will introduce measures to achieve a modal shift from single car occupancy travel to bus and car share travel. Measures will also be promoted to encourage cycling, although it must be recognised that the scope for modal shift from car travel to cycling is much less than the potential to change to the main alternatives of car share and bus.

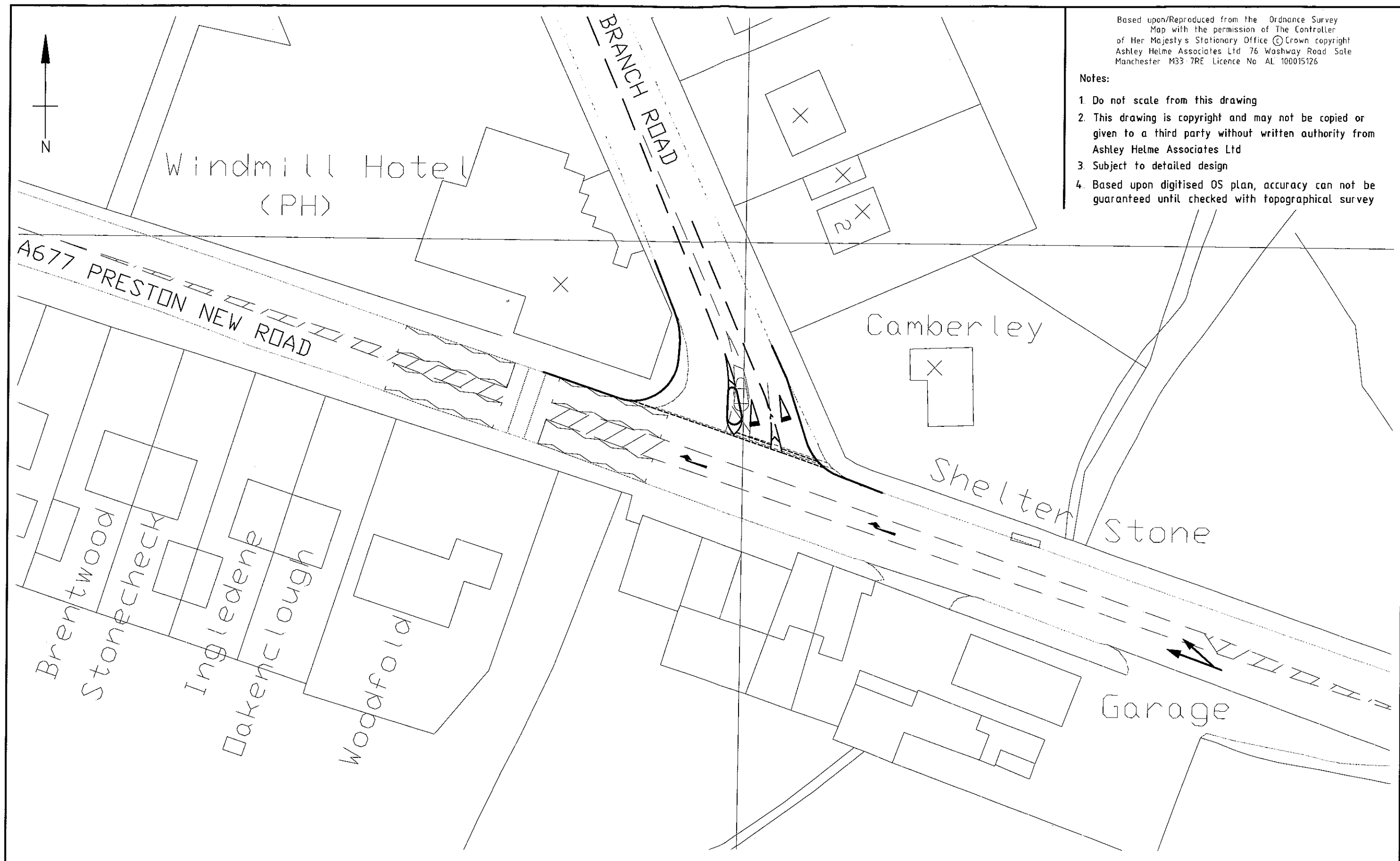
10. **Road Safety**

The 5 year accident records for local roads have been obtained from the Lancashire Constabulary and analysed. The identified improvement scheme

for the Swallow junction has an associated highway safety benefit. The proposed new A59/Site signal junction includes facilities for pedestrians and cyclists, and the detailed design is to be fully in accordance with highway design standards. The proposed BAE Core Development has no material detrimental impact on highway safety, and indeed has highway safety benefits associated with the comprehensive proposal.

11 Summary

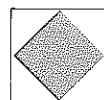
The comprehensive masterplan BAE Core Development, that is programmed up to year 2017, provides potentially 2670 new jobs at the Site, and is a major employment scheme that reinforces and consolidates the aerospace industry in the North West and in Lancashire specifically. This clearly has a significant transport/highways impact. There has been a thorough and comprehensive technical appraisal of this, as represented in the 8 inter-related technical transport/highway reports submitted in support of the planning application. This Non-Technical Executive Summary draws out the main points, and all the supporting detailed information from which this arises is fully presented within the AHA Technical reports. It is concluded that there are no transport/highways reasons for refusal of planning permission.



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Project	BAE SAMLESBURY	Title	PROPOSED JUNCTION IMPROVEMENTS JUNCTION 8	Drawing No	987/04	Rev	 ASHLEY HELME ASSOCIATES LTD 76 Washway Road SALE Manchester M33 7RE Tel. 0161 972 0552
Client	BAE SYSTEMS			Date	MARCH 2006	Scale	