

Report No J087/TA1  
September 2012

**DTPC**

320120861P

**PROPOSED RESIDENTIAL DEVELOPMENT  
WADDOW VIEW, LAND OFF MILTON AVENUE, CLITHEROE**

**TRANSPORT ASSESSMENT**

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**TRANSPORT ASSESSMENT**

**CONTROLLED DOCUMENT**

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 CLITHEROE**

**TRANSPORT ASSESSMENT**

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## 1. INTRODUCTION

DTPC has been appointed on behalf of The Huntroyde Estate to provide transport and highway advice for the traffic and transportation implications associated with their residential development at the Waddow View on land off Milton Avenue, Clitheroe

The report relates to the need to assess the site constraints, opportunities, sustainability, network capacity and the local car parking provision in support of taking the site forward for development through the planning process

It deals solely with the proposals for the area within the red line plan.

The TA discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Possible Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Car parking
- Summary & Conclusions

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This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

## 2. NATIONAL AND LOCAL POLICY GUIDANCE

### National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO<sub>2</sub> emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

### Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity***.

### National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

### Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with ***accessible local services that reflect the community's needs and support its health, social and cultural well-being***; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources

prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

## The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework *is a presumption in favour of sustainable development*, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole*; or
  - specific policies in this Framework indicate development should be restricted

## Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling*, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs

## Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise *sustainable transport solutions will vary from urban to rural areas*

32 All developments that generate significant amounts of movement should be supported by a Transport Statement 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 of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*

34 Plans and decisions should ensure developments that generate significant movement 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 this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

## Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area***

## Regional and Local Policies

Regional Spatial Strategy (RSS) for the North West forms current statutory regional planning guidance. The development and implementation of travel plans support Policies DP5 of the RSS

"Manage Travel Demand; reduce the need to travel, and Increase Accessibility" and DP6 "Manage Opportunity and Need".

The preparation and implementation of travel plans is also supported by the Transport Chapter in North West Regional Spatial Strategy "Connecting People and Places" particularly through the following specific policies :

RT1 – Integrated Transport Networks,  
RT2 – Managing Travel Demand,  
RT9 – Walking and Cycling

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### **Summary**

The overriding theme of national policy is approval other than if the **residual impacts are deemed severe.**

That developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of deliverables.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is as sustainable, as required in local and national policy.

**The assessment shows that the scheme clearly does not give rise to any issues that can be deemed severe and from a transport point of view be approved.**

### 3. PREVIOUS APPROVAL BY HIGHWAY AUTHORITY

#### **Response to initial submission.**

The LHA reviewed the assessment submitted for the scheme as again set out in this report and the following reply was made to the planning authority.

Martin Nugent  
D3/11/0892

30 January 2012

Dear Sir

#### **Outline Planning Application, Ribble Valley District D3-11-0892 land off Milton Avenue, Clitheroe**

I refer to your letter of 22 November 2011 concerning the above Outline Planning Application.

**I have no objections in principle to this proposal on highway grounds.** There are a number of highway matters regarding aspects of the proposed development that could prove detrimental to residents and the operation of the local highway network. However, many of these matters will be resolved under Reserved Matters should permission be granted at this Outline stage.

#### **1. Means of Access**

As the access road to the site extends south west from Milton Avenue, the existing road width should be maintained for a minimum distance of 10m into the site, with footways to either side. The site plan indicates that there will be no footway provision within the site.

Furthermore, the site plan indicates at Point 10, a "possible link into adjacent site". The layout shown, in terms of carriageway width and footway provisions, would not be suitable as a means of access to an additional area of development.

The construction and design of the access road and other links will be conditioned to be consistent with the Lancashire County Council Specification for Construction of Estate Roads and the appropriate parameters set out in Manual for Streets 2.

There is an existing agricultural use to the land immediately to the north of the proposed development, with access maintained through the site from Milton Avenue. The design of the first junction within the site must allow for the safe movement of any anticipated vehicles. As this land will allow for a range of permitted agricultural uses, any swept path modelling must include a variety of potential vehicles, such as tractors with a variety of trailers.

**Although the above points could be dealt with unreserved matters all the above points were dealt with by an amended plan showing footpaths, increased widths and an access for the farm track if required.**

There are no requirements to alter the existing junction alignment at Waddington Road and Milton Avenue as a consequence of the anticipated additional vehicular movements generated by the development. The capacity inherent within the present layout can accommodate the levels of use anticipated, taking into account relevant growth factors, committed development in the vicinity and additional site activity.

The service road that runs adjacent to the south western gable of Milton Avenue, Cowper Avenue and Chester Avenue is not adopted and does not form part of the proposed site.

In its present poor condition this is not an attractive route to or from the development from Railway View Road or Waddington Road.

In relation to the pedestrian accessibility of the site, the site master plan identifies a possible footpath link between the development and Chester Avenue. However, this link would run along third party land and there are no legal agreements identified or suggested that would resolve this ownership issue. Without such a link there are no specific provisions to promote pedestrian access to this site.

Given the town centre location of this site, the provision of appropriate pedestrian links to the Interchange and other amenities must be addressed as a priority.

## 2. Highway Safety

There have been no reported collisions involving personal injury during the last five years, 1 August 2006 to 31 July 2011 on Milton Avenue. There has been one collision involving a slight injury at the junction of Milton Avenue/Eastham Street with Waddington Road, the motorist arriving at the junction from Eastham Street.

## 3. Request for Planning Obligations.

Should the LPA be minded to approve this development, the County Council would seek planning obligation contributions from this development to fund measures that support sustainable transport. It is acknowledged that a number of measures provided under proposed s278 highway works support sustainable development. However, it is considered that further sustainable measures may be necessary to promote and support sustainable development, particularly in respect of public transport. Until agreement has been reached on the Transport Assessment the LHA is unable to provide full details on the request for planning obligations relating to highways and transport. The planning obligations are expected to cover:

- contribution for sustainable transport, walking, cycling and public transport, and
- request for contribution for advice and assistance with the Travel Plan

### a. Highways Contributions

A Highways contribution of £72,900 will be sought. This is based on 50 dwellings of unknown room size, 35 for open sale and 15 affordable, with an approximated Accessibility score of 20, as follows:-  
 $35 \times £1,620 = £56,700$  and  $15 \times £1,080 = £16,200$

This figure may have to be reassessed when the precise distribution of house types and affordable element are fully known.

### b. Public Transport

The bus and rail interchange is conveniently located for this development and falls well within a 400m radius from the centre of the site.

### c. Cycle and Pedestrian measures.

Measures should be considered for a pedestrian link to Footpath 20 and consideration of other appropriate cycle links, such as leisure/amenity links to River Ribble and commuter/leisure links to Clitheroe town centre.

While the interchange is located close to the site, convenient pedestrian and cycle links need to be provided to maximise the utility of these amenities.

As a guide, a contribution of £50,000 would assist with the creation of these links, in liaison with previous undertakings from the developer and the planning authority.

#### d. Pedestrian Crossing

In view of the increased pedestrian activity associated with the site, consideration should be given to the introduction of a pedestrian priority crossing on Waddington Road. In these circumstances, I would suggest that a zebra crossing would be most appropriate form of crossing to consider.

As a guide, the introduction of a zebra crossing would cost in the region of £15,000 to £20,000, depending on the necessity for any servicing alteration and other associated highway works

#### e. Traffic Regulation Orders

i. The existing 20mph Speed Limit transition point is to the north of Milton Avenue. With the introduction of additional vehicular activity and turning movements from Waddington Road, it would be appropriate to provide an additional buffer within the 20mph area of operation. For this reason, the 20mph Speed Limit should be extended further to the north on Waddington Road and to include access to the cemetery.

The costs of preparing, advertising and bringing the TRO into operation would be met by the applicant.

ii. There is the potential for on street parking along Milton Avenue as there is no existing Traffic Regulation Order (TRO) prohibiting waiting. The junction with Waddington Road operates successfully at present, serving fewer than twenty dwellings. With the introduction of additional traffic generated by the proposed development there will inevitably be further demand focused at this junction.

For that reason, I am recommending that a Traffic Regulation Order introducing junction protection measures, prohibiting waiting at any time, be introduced on the following lengths of road:-

- a. Milton Avenue, south east side, from its junction with the centreline of Waddington Road for a distance of 13m in a south westerly direction.
- b. Milton Avenue, north west side, from its junction with the centreline of Waddington Road for a distance of 19m in a south westerly direction.
- c. Waddington Road, south west side, from a point 9m north west of its junction with the centreline of Milton Avenue, for a distance of 18m in a south easterly direction.

It will be agreed that the costs associated with the processing of the proposed TRO and the introduction of the necessary measures to establish the Order on site will be met by the Applicant.

This TRO will be of benefit to the efficient operation of the junction as it will enhance access by reducing the potential for delay with ingress and egress onto Waddington Road as a consequence of parked vehicles. There will also be benefit to pedestrians, as visibility will be improved in the vicinity of the junction.

**However, the design capacity of the existing junction will accommodate the combined number of existing and anticipated vehicle movements.**

**On this basis, should the TRO not progress, for whatever reason, this would not raise any specific highway safety concerns and would not be viewed as a justification for raising an objection to the proposal on highway safety grounds.**

#### f. Travel Plan

We would request that individual Travel Plans should be developed and approved by LCC Travel Plan team, timescales for which would be agreed as a condition of planning approval.

Each Full Travel Plan needs to include the following as a minimum;

- Appointment of a named Travel Plan Co-ordinator

- Travel survey
- Details of cycling, pedestrian and public transport links to the site
- Details of secure, covered cycle parking
- SMART Targets for non-car modes of travel
- Action plan of measures to be introduced
- Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years

For a development of this size, a contribution of £6,000 is required to enable Lancashire County Council Travel Planning team to provide a range of services as described in 2.1.5.16 of the Planning Obligations in Lancashire paper dated September 2008.

Any questions on this matter should be directed to Rob Hancock, Travel Plan Adviser, Sustainable Travel, Lancashire County Council on 01772 530702.

#### g. Street Lighting

The provision of street lighting in the approach road and within the site should be detailed in a separate drawing and discussed with my colleague Simon Hardie, Street Lighting Engineer for Ribble Valley, on 01282 475570.

#### 2. Future Items to be discussed under Reserved Matters:-

There are a range of highways issues that will have to be resolved through Reserved Matters and these will include, but not be exclusive to, the following.

##### a. Parking Provisions

The application quotes an indicative total of 100 car parking spaces for the 50 residential units proposed, 15 of which will be defined as affordable. This corresponds to the appropriate level of provision for the various house types and layout shown on plan.

However, site plan provided does not specify house types and bedroom sizes. This detail is relevant to the assignment of parking spaces and the overall level of provision may be required to vary from this initial assessment.

##### b. Garaging

In relation to the parking provisions, there are no indications concerning the use of integral garaging on the site. For any such provision, details of their dimensions and layout are essential in order to ascertain if they can be used, in perpetuity, for the safe garaging of private vehicles. While the LCC standard dimension for a single garage is 3m by 6m, there is a degree of flexibility where the storage of materials, etc is not required.

I would request that the following Condition should be attached to any future consent your Committee may provide in respect of this application;

- 1 In order to retain the use of this space for the garaging of a private vehicle, the future development of this amenity for residential space or for exclusively storage purposes is to be prohibited.

##### c. Standard Conditions

There are a number of Standard Conditions that will apply to this application:-

A. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This is in order to satisfy the

Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

B The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserved the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact the Executive Director at PO Box 9, Guild House, Cross Street, Preston PR1 8RD in the first instance to ascertain the details of such an agreement and the information to be provided

C. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act

*Martin Nugent*

Senior Engineer (Traffic & Development)  
Environmental Services, East  
Lancashire County Council

#### **Additional information**

Following the planning committee initial reviews and issues raised by third parties additional information was provided and the following response provided to the Planning Authority :

Reference has already been made to the fact that Members expressed concern over highway related matters and that they wished officers to seek clarification on such matters. Firstly, the date of the survey included in the submitted Transport Assessment was in July 2011. The County Surveyor has confirmed that LCC operated schools would have been in term time and thus the date of survey was not questioned by him in giving observations on the scheme. Objectors commented that Moorland School was on holiday on that particular date and in light of questions raised regarding the validity of that survey, given the nearest school was not in session that day, the applicants have undertaken another survey on Tuesday, 29 May 2012. The results of that survey were provided to the LPA on 30 May 2012. The County Surveyor has examined the new survey data and commented that

I have looked through the details of the surveys, both July 2011 and May 2012, with particular reference to any additional turning traffic relating to Moorlands School on Eastham Street, and the sensitivity of the Railway View Road/Waddington Road junction.

The May 2012 survey includes the main periods of traffic activity to/from Moorlands School. Although all LCC schools were operating at the time of the previous count, traffic associated with this school did not form part of the original data. The additional traffic amounted to;

In the am, 94 vehicles exiting from Eastham Street, with 93 entering from Waddington Road (South) and 6 from the north.

In the pm, 122 vehicles exiting from Eastham Street, with 99 entering from Waddington Road (South) and 8 from the north.

The inclusion of this data earlier in the application process would have been helpful as it clearly reflects a more comprehensive and verifiable representation of the existing distribution of turning movements at this junction. However, the impact of the additional highway activity shown in the more recent count confirms that the junction is operating comfortably within its capacity and that the inclusion of the Moorlands School movements is not significant in terms of the capacity of the existing highway infrastructure.

Furthermore, I am satisfied that the level of anticipated traffic generated by the proposed development at Waddow View and accessed via Milton Avenue will not be significant in terms of the existing

junction capacity This is also true in respect of the available capacity of the main through route, B6478 Waddington Road, **where there is no evidence of any detrimental impact on its safe and efficient operation.**

### **Conclusion**

The LHA have assessed the information submitted, undertaken their own assessment and as they are based locally have a thorough understanding of the local area. They conclude that they have no in principle objection to the scheme and that the scheme would have little or no impact on the road network and would not give rise to any safety issues.

Subsequent to the assessment made the network has been the subject of a 20mph order that makes the area safer and the scheme would have reduced impacts over that previously assessed,

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#### 4. THIRD PARTY ISSUES

##### Issues raised for the initial application.

The committee report outlined the issues raised by third parties i.e.

The submitted Transport Assessment is based on false assumptions and is fundamentally flawed underestimating the impact of additional traffic that would be generated by the development thus undermining the viability of the scheme eg the traffic counts were taken when Moorlands School was on holiday.

**The first surveys were taken in school time but to be robust additional surveys were undertaken and these showed some increase in flows but not to a level where the fundamental capacity of the links or junctions would be affected. No capacity issues arose from the updated assessment.**

If the measures suggested in the Transport Assessment are taken for sightlines where will the displaced cars park?

**Parking at or near to a junction is against the highway code, any TRO would only reinforce the need to park away from the junctions. There is no right to park on the highway and car owners would need to find a safe area to park within a reasonable walking distance, it is not the duty of the authority to provide on street parking for residents.**

The unadopted road running down to the playground will become a shortcut (rat run) and this coupled with a general increase in traffic volumes in the area would make it dangerous for children coming and going to the playground

**The route is currently used and speed are observed to be low, no safety issues are recorded in this area, it is not clear why the new residents would use this route when the road has no capacity or congestion issues.**

The roads that will be used to access this proposal are unable to accommodate the increased volume of traffic, let alone construction traffic, due to the design of the existing development which was built in the first half of the last century when vehicles were not as abundant.

**This has been assessed and agreed with the highway authority has been acceptable to accommodate the additional traffic flows anticipated. It meets the guidance for road layout and widths.**

Milton Avenue was designed to be an avenue not a thoroughfare for a housing estate.

**The road is in excess of 7m wide, wider than the norm for terraced streets, changes are always possible in the life of a route. The end of the road abuts the field boundary which is the norm if an extension was planned in the future.**

The area is congested enough with the large volume of traffic using the roads around – car park and post office sorting office without further housing.

**The area has been assessed and has significant spare capacity and no recorded congestion issues.**

Parking is already a problem for residents as many people working in the town centre prefer to park on the streets rather than paying to use the public car park.

**This is an existing matter and not part of the applications requirement to resolve, the LHA has not promoted a parking control scheme and it is thus deemed acceptable or not a priority.**

Pedestrian access to the town centre under the railway bridges on Waddington Road and by the bus terminus is not very safe at the moment. Increased traffic will increase the danger.

**The route is wide and can accommodate the pedestrian movements, from observation few vehicles used the route so conflicts were observed as been low.**

Any HGV traffic accessing the site would have to travel through Waddington as access from Waddington Road cannot be achieved through Clitheroe itself as the bridge heights do not allow such traffic.

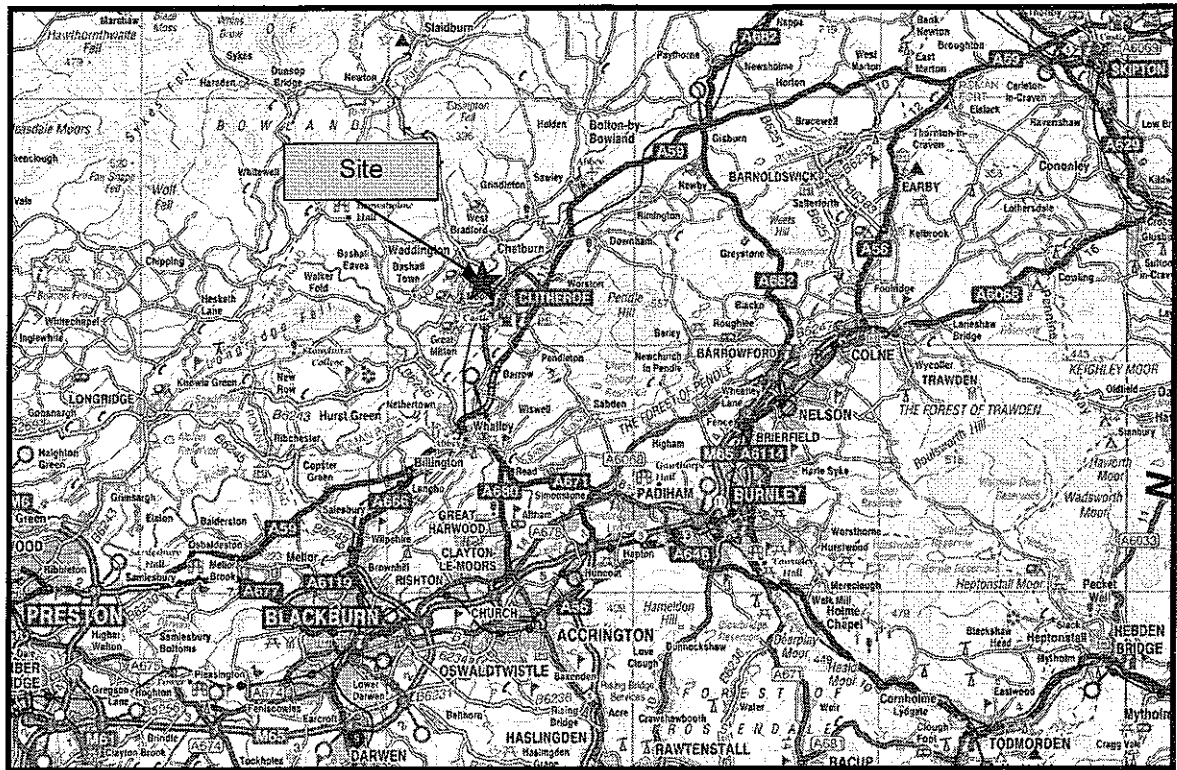
**High vehicles would need to do this as existing HGV movements do, the flows would be for a limited time period and some loads could be delivered by vehicles that can pass under the bridge by careful planning of loads.**

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## 5. SITE DESCRIPTION

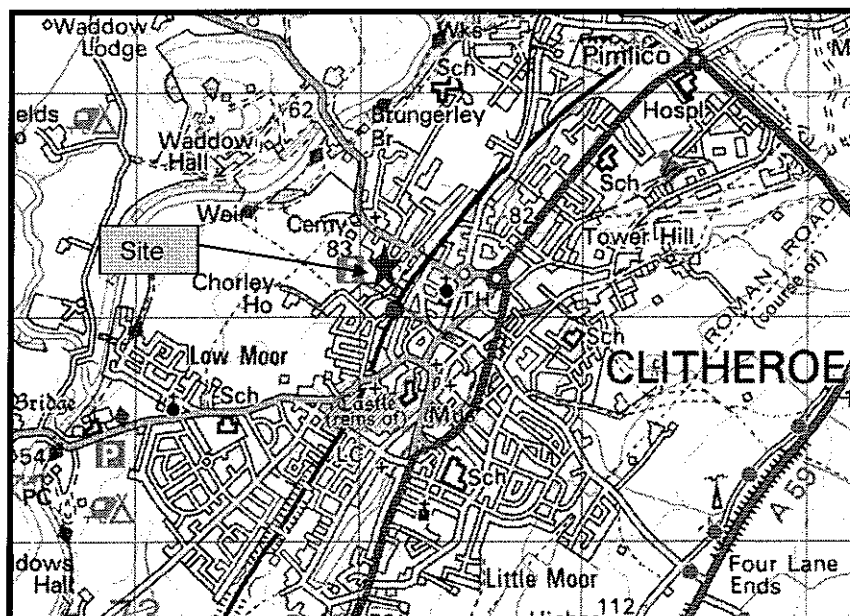
### Site location context

The site lies to the north of the main Clitheroe area which lies along the A59 corridor linking Preston to Skipton and beyond.



Site location plan in relation to neighbouring settlements (Not to scale)

The location of the site in a local setting is shown below; it is bounded by residential areas with the town centre some 350m to the south.



Local plan



Local setting

320120861P

#### Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily a residential catchment supported by local services/retail units in the town centre.

From local knowledge and site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

A photographic record of the local access and setting is provided below for future reference



Chester Avenue approach and exit from car park link

Clearly Chester Road has a parked cars on both side which affect the free flow of traffic, although the flows are lower than the main road traffic



**Chester Avenue sight lines**

At its junction with Waddington road cars are parked very close to the radii making it difficult on occasion to turn in and out



**Railway New Rd/Waddington Road junction**

Railway New Road has good sight lines in each direction, the bend constrains speeds in the area



**Waddington Rd to and from town centre**

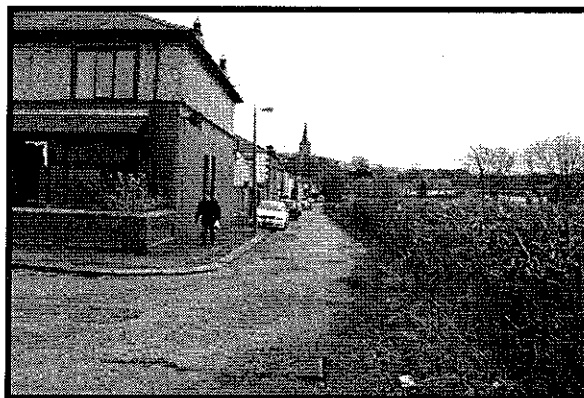
The pedestrian refuge is narrow and is not intended for pedestrians



**Milton Avenue sight lines with Waddington road**



**Milton Avenue approach**



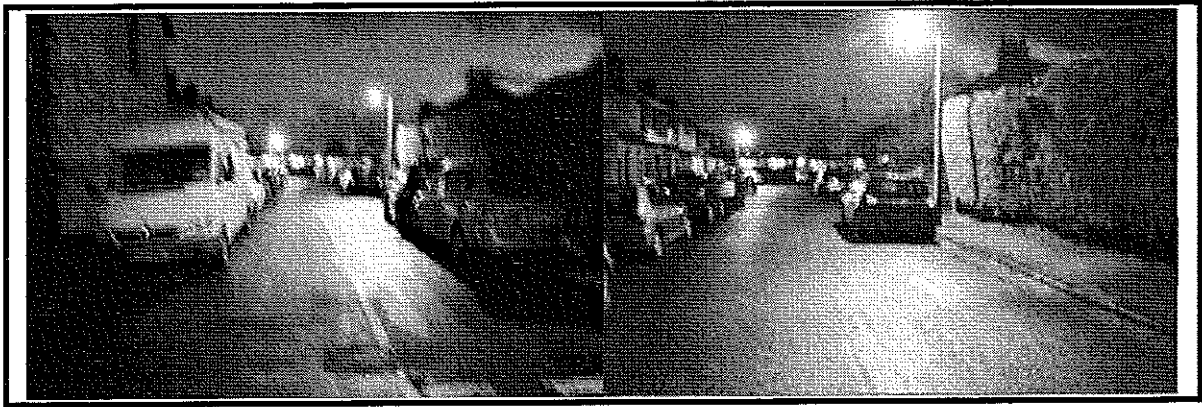
**Milton Avenue view along rear access.**

#### **Milton Avenue night survey**

The previous submission and consultation raised issues regarding the night time parking along the road, a series of observations have been undertaken that shows that parking does naturally occur but there are gaps and the junction can be more heavily parked up.

The following photos are from the latest survey undertaken on 19/9/2012 between 8 00 and 9 00 PM.

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Parking occurs in the junction area into Milton Avenue and as shown below on Waddington Road. This is in clear contravention of the guidance in the highways code where it states:

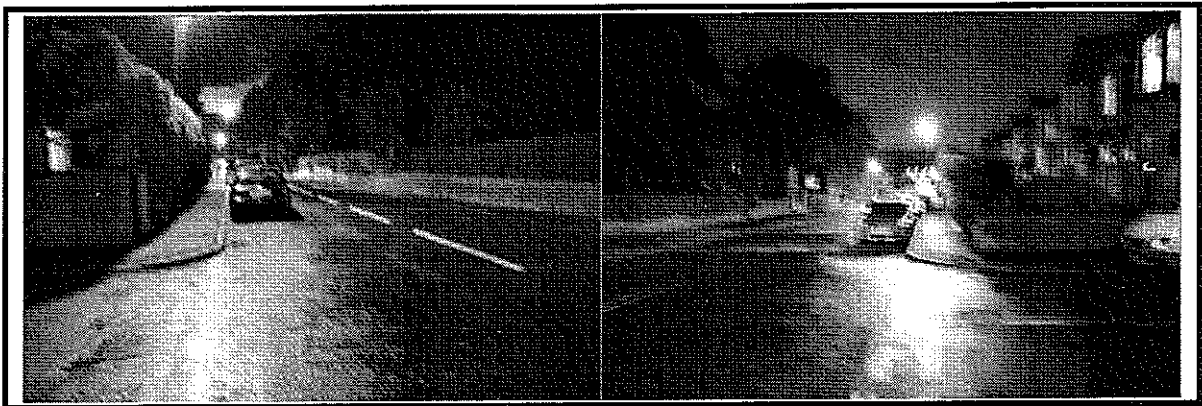
**Para 242**

You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. [Laws RTA 1988, sect 22 & CUR reg 103]

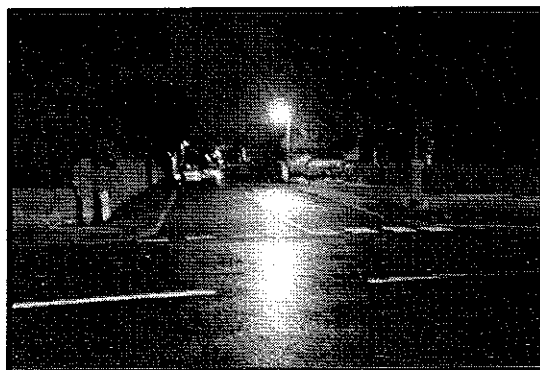
**Para 243**

**DO NOT** stop or park

- near a school entrance
- anywhere you would prevent access for Emergency Services
- **opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space**
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- in front of an entrance to a property

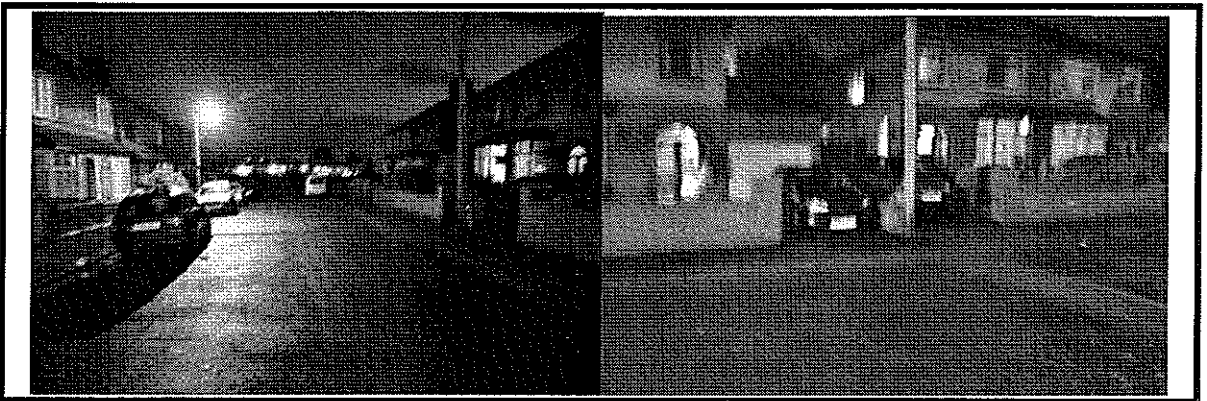


There is little or parking on Eastham Street opposite Milton Avenue during the survey as shown overleaf





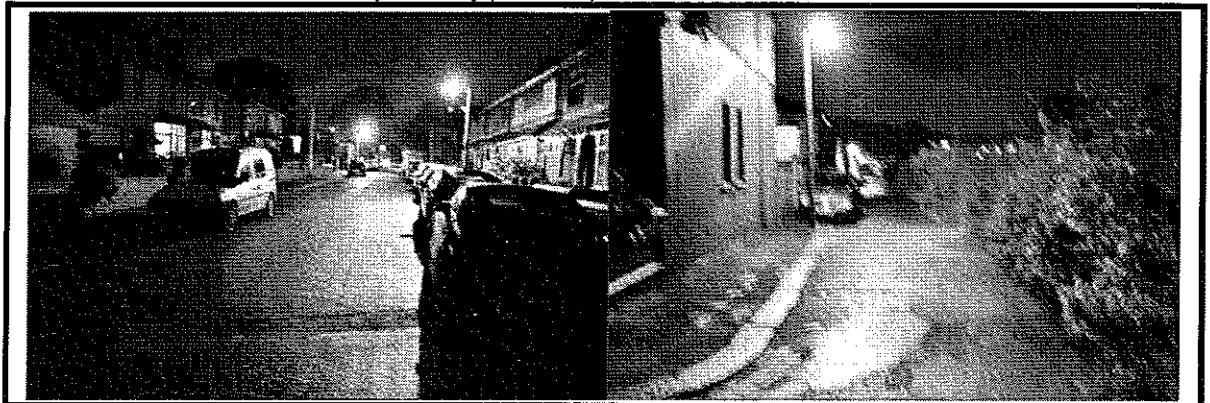
Where off street parking is provided but some blocking of the garages is occurring



The above shows significant lengths of the street unparked between the off road parking



The end of the street is similarly not fully parked up



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The side road running from Milton Avenue also has limited parking occurring on it

### Existing traffic flows

Traffic counts have been undertaken across the agreed network on two occasions, these have been combined to use the highest flow on each link/movement to create a worst case flow situation. These show that the network has link flows within the DMRB criteria set out overleaf and would fall between UAP3 and 4, for the purposes of assessing the link capacity UAP4 have been used.

| Feature                                                             | ROAD TYPE                                                                                             |                                                                                                        |                                                                                                      |                                                                                                                              |                                                                                                               |
|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
|                                                                     | Urban Motorway                                                                                        | Urban All-purpose                                                                                      |                                                                                                      |                                                                                                                              |                                                                                                               |
|                                                                     | UM                                                                                                    | UAP1                                                                                                   | UAP2                                                                                                 | UAP3                                                                                                                         | UAP4                                                                                                          |
| General Description                                                 | Through route with grade separated junctions, hardshoulders or hardstrips, and motorway restrictions. | High standard single/dual carriageway road carrying predominantly through traffic with limited access. | Good standard single/dual carriageway road with frontage access and more than two side roads per km. | Variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings. | Busy high street carrying predominantly local traffic with frontage activity including loading and unloading. |
| Speed Limit                                                         | 60mph or less                                                                                         | 40 to 60 mph for dual, & generally 40mph for single carriageway                                        | Generally 40 mph                                                                                     | 30 mph to 40 mph                                                                                                             | 30mph                                                                                                         |
| Side Roads                                                          | None                                                                                                  | 0 to 2 per km                                                                                          | more than 2 per km                                                                                   | more than 2 per km                                                                                                           | more than 2 per km                                                                                            |
| Access to roadside development                                      | None. Grade separated for major only                                                                  | limited access                                                                                         | access to residential properties                                                                     | frontage access                                                                                                              | unlimited access to houses, shops & businesses                                                                |
| Parking and loading                                                 | none                                                                                                  | restricted                                                                                             | restricted                                                                                           | unrestricted                                                                                                                 | unrestricted                                                                                                  |
| Pedestrian crossings                                                | grade separated                                                                                       | mostly grade separated                                                                                 | some at-grade                                                                                        | some at-grade                                                                                                                | frequent at-grade                                                                                             |
| Bus stops                                                           | none                                                                                                  | in lay-bys                                                                                             | at kerbside                                                                                          | at kerbside                                                                                                                  | at kerbside                                                                                                   |
| Table 1 Types of Urban roads and the features that distinguish them |                                                                                                       |                                                                                                        |                                                                                                      |                                                                                                                              |                                                                                                               |

|                   |      | Two-way Single Carriageway- Busiest direction flow<br>(Assumes a 60/40 directional split) |       |      |      |       |       |       |       | Dual Carriageway                  |       |      |       |       |
|-------------------|------|-------------------------------------------------------------------------------------------|-------|------|------|-------|-------|-------|-------|-----------------------------------|-------|------|-------|-------|
|                   |      | Total number of Lanes                                                                     |       |      |      |       |       |       |       | Number of Lanes in each direction |       |      |       |       |
|                   |      | 2                                                                                         |       |      |      | 2-3   | 3     | 3-4   | 4     | 4+                                | 2     |      | 3     | 4     |
| Carriageway width |      | 6.1m                                                                                      | 6.75m | 7.3m | 9.0m | 10.0m | 12.3m | 13.5m | 14.6m | 18.0m                             | 6.75m | 7.3m | 11.0m | 14.6m |
| Road type         | UM   | Not applicable                                                                            |       |      |      |       |       |       |       |                                   | 4000  | 5600 | 7200  |       |
|                   | UAP1 | 1020                                                                                      | 1320  | 1590 | 1860 | 2010  | 2550  | 2800  | 3050  | 3300                              | 3350  | 3600 | 5200  | *     |
|                   | UAP2 | 1020                                                                                      | 1260  | 1470 | 1550 | 1650  | 1700  | 1900  | 2100  | 2700                              | 2950  | 3200 | 4800  | *     |
|                   | UAP3 | 900                                                                                       | 1110  | 1300 | 1530 | 1620  | *     | *     | *     | *                                 | 2300  | 2600 | 3300  | *     |
|                   | UAP4 | 750                                                                                       | 900   | 1140 | 1320 | 1410  | *     | *     | *     | *                                 | *     | *    | *     | *     |

Table 2 Capacities of Urban Roads  
One-way hourly flows in each direction

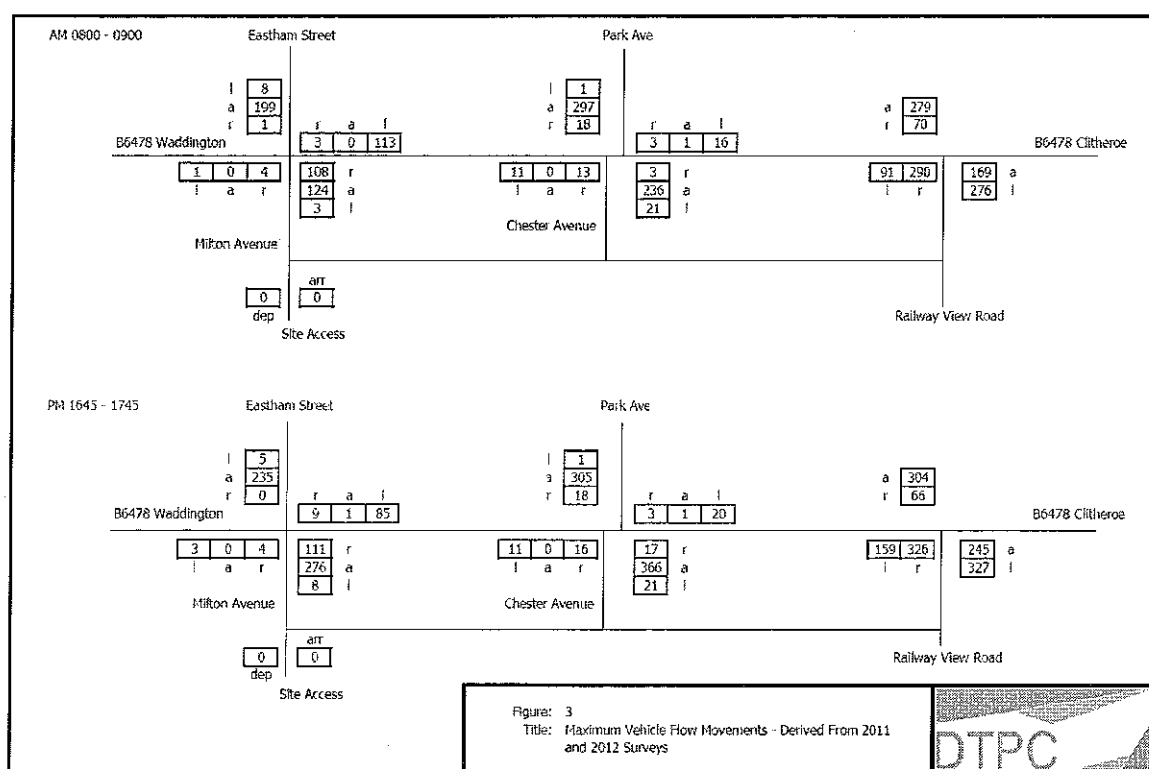


Figure 1 provides the AM and PM network flows from the combined traffic surveys with the peak hours of 0800 hours and 0900 hours and between 1645 hours and 1745 hours. Full survey details in Appendix A and network flow diagrams Appendix B.

A UAP4 link would have 750 one way flow, 404 is the highest one way flow along the link i.e. 46% spare capacity

#### Accident review

The full accident records for the past 5 years are provided overleaf.

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| Collision Details |                           |                      |                          |
|-------------------|---------------------------|----------------------|--------------------------|
| Location          | Clietheroe, Ribble Valley | Casualties           |                          |
| Grid Ref          | 374221, 442276            | Road                 | B6478 Waddington Road 5m |
| Date/Time         | 9/7/2007 4:00:00 PM       | Distance to Junction |                          |
| Severity          | Slight                    | Weather              | Fine without high winds  |
| Vehicles Involved | 1                         | Nearest Building     |                          |
| Vehicle Types     |                           | Car                  |                          |

| Casualty Details |               |  |
|------------------|---------------|--|
| ID               | Casualty No 1 |  |
| Type             | Pedestrian    |  |
| Severity         | Slight        |  |

| Collision Details |                           |                      |                           |
|-------------------|---------------------------|----------------------|---------------------------|
| Location          | Clietheroe, Ribble Valley | Casualties           | 1                         |
| Grid Ref          | 374326, 442208            | Road                 | B6478 Waddington Road 12m |
| Date/Time         | 2/6/2007 4:35:00 PM       | Distance to Junction |                           |
| Severity          | Serious                   | Weather              | Fine without high winds   |
| Vehicles Involved | 1                         | Nearest Building     |                           |
| Vehicle Types     |                           | Car                  |                           |

| Casualty Details |               |  |
|------------------|---------------|--|
| ID               | Casualty No 1 |  |
| Type             | Pedestrian    |  |
| Severity         | Serious       |  |

| Collision Details |                           |                      |                            |
|-------------------|---------------------------|----------------------|----------------------------|
| Location          | Clietheroe, Ribble Valley | Casualties           | 2                          |
| Grid Ref          | 374354, 442194            | Road                 | B6478 Waddington Road      |
| Date/Time         | 10/19/2008 7:32:00 PM     | Distance to Junction |                            |
| Severity          | Slight                    | Weather              | Raining without high winds |
| Vehicles Involved | 2                         | Nearest Building     |                            |
| Vehicle Types     |                           | Car, Car             |                            |

| Casualty Details |                     |                              |
|------------------|---------------------|------------------------------|
| ID               | Casualty No 1       | Casualty No 2                |
| Type             | Driver or rider     | Vehicle or pillion passenger |
| Severity         | Slight              | Slight                       |
| Car Passenger    | Not a car passenger | Rear seat passenger          |

Collisions

Up To 2 Collisions

Up to 2 Collision Involving Child, Cyclist/Pedestrian

Clearly there are no trends or clusters that would give rise to concern from a safety point of view, the rate per annum is low and in the past 4 years no accidents have been recorded

### Waddington Road

In the past few months the speed limit on Waddington road has been reduced to 20 mph some 85m west of Milton Avenue as shown below.



In order to understand if the change has affected the actual speeds an ATC speed survey was placed between 24/08/2012 TO 30/08/2012 to gain a robust assessment i.e. outside the school period where flows would be increased and speeds thus reduced

| TIME PERIOD                   | 85th PERCENTILE      |                        |                      |                      |                       |                         |                        |
|-------------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
|                               | Friday<br>24/08/2012 | Saturday<br>25/08/2012 | Sunday<br>26/08/2012 | Monday<br>27/08/2012 | Tuesday<br>28/08/2012 | Wednesday<br>29/08/2012 | Thursday<br>30/08/2012 |
| 0:00 - 1:00                   | 42.0                 | 32.7                   | 31.7                 | 34.7                 | 37.6                  | 42.2                    | 34.2                   |
| 1:00 - 2:00                   | 35.6                 | 30.8                   | 35.5                 | 38.4                 | 35.0                  | 22.4                    | -                      |
| 2:00 - 3:00                   | 48.7                 | 34.3                   | 35.3                 | 35.5                 | 25.0                  | 39.8                    | 32.9                   |
| 3:00 - 4:00                   | 43.9                 | 37.7                   | 38.7                 | 35.5                 | 31.1                  | 18.0                    | 28.4                   |
| 4:00 - 5:00                   | 15.2                 | 35.5                   | 37.6                 | 37.0                 | 45.8                  | 32.1                    | 18.0                   |
| 5:00 - 6:00                   | 32.1                 | 27.0                   | -                    | 33.1                 | 27.0                  | 34.7                    | 41.1                   |
| 6:00 - 7:00                   | 36.0                 | 37.9                   | 35.8                 | 34.7                 | 35.0                  | 37.3                    | 37.0                   |
| 7:00 - 8:00                   | 30.0                 | 35.3                   | 35.4                 | 33.0                 | 30.7                  | 29.9                    | 30.4                   |
| 8:00 - 9:00                   | 27.3                 | 32.1                   | 33.2                 | 32.9                 | 28.5                  | 27.5                    | 29.1                   |
| 9:00 - 10:00                  | 29.9                 | 29.9                   | 29.9                 | 28.6                 | 27.4                  | 29.0                    | 27.1                   |
| 10:00 - 11:00                 | 28.9                 | 30.6                   | 29.3                 | 27.0                 | 28.5                  | 28.5                    | 28.8                   |
| 11:00 - 12:00                 | 28.0                 | 28.4                   | 29.9                 | 27.8                 | 28.8                  | 29.0                    | 29.4                   |
| 12:00 - 13:00                 | 28.9                 | 29.1                   | 29.2                 | 29.2                 | 29.4                  | 28.2                    | 28.7                   |
| 13:00 - 14:00                 | 27.9                 | 29.6                   | 29.2                 | 30.2                 | 28.6                  | 28.6                    | 28.3                   |
| 14:00 - 15:00                 | 28.9                 | 28.3                   | 28.9                 | 28.9                 | 29.9                  | 27.5                    | 27.4                   |
| 15:00 - 16:00                 | 29.5                 | 29.4                   | 28.9                 | 30.0                 | 27.0                  | 28.0                    | 28.1                   |
| 16:00 - 17:00                 | 28.0                 | 27.6                   | 30.7                 | 29.4                 | 27.8                  | 30.5                    | 28.5                   |
| 17:00 - 18:00                 | 28.4                 | 28.3                   | 29.6                 | 30.0                 | 27.4                  | 29.2                    | -                      |
| 18:00 - 19:00                 | 28.7                 | 28.3                   | 30.9                 | 30.9                 | 30.2                  | 30.5                    | 30.2                   |
| 19:00 - 20:00                 | 31.2                 | 25.1                   | 31.4                 | 31.1                 | 30.1                  | 31.1                    | 30.2                   |
| 20:00 - 21:00                 | 30.2                 | 24.5                   | 31.1                 | 29.2                 | 31.5                  | 30.5                    | 29.3                   |
| 21:00 - 22:00                 | 29.9                 | 26.4                   | 34.1                 | 33.3                 | 32.7                  | 32.1                    | 32.8                   |
| 22:00 - 23:00                 | 31.6                 | 26.7                   | 34.9                 | 32.8                 | 32.3                  | 35.3                    | 31.9                   |
| 23:00 - 0:00                  | 28.7                 | 31.6                   | 35.3                 | 35.1                 | 33.0                  | 32.6                    | 30.7                   |
| 10:15                         | 28.4                 | 29.0                   | 29.7                 | 27.4                 | 28.7                  | 28.8                    | 29.1                   |
| 14:15                         | 29.2                 | 30.1                   | 28.9                 | 29.3                 | 28.2                  | 28.7                    | 28.1                   |
| 0:04                          | 29.2                 | 29.1                   | 30.5                 | 30.1                 | 29.1                  | 29.8                    | 28.2                   |
| 7 DAY AVERAGE SPEED           |                      | 23.8                   |                      |                      |                       |                         |                        |
| 7 DAY AVERAGE 85th PERCENTILE |                      | 28.6                   |                      |                      |                       |                         |                        |

WESTBOUND

| TIME PERIOD                   | 85th PERCENTILE      |                        |                      |                      |                       |                         |                        |
|-------------------------------|----------------------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|
|                               | Friday<br>24/08/2012 | Saturday<br>25/08/2012 | Sunday<br>26/08/2012 | Monday<br>27/08/2012 | Tuesday<br>28/08/2012 | Wednesday<br>29/08/2012 | Thursday<br>30/08/2012 |
| 0:00 - 1:00                   | 36.5                 | 29.6                   | 32.7                 | 38.8                 | 30.0                  | 38.6                    | 28.3                   |
| 1:00 - 2:00                   | 38.7                 | 29.0                   | 41.8                 | 39.2                 | 25.9                  | 48.0                    | 31.7                   |
| 2:00 - 3:00                   | 44.7                 | 26.8                   | 41.4                 | 40.6                 | 28.8                  | -                       | 34.6                   |
| 3:00 - 4:00                   | 37.1                 | 28.3                   | 24.2                 | 35.0                 | -                     | 38.8                    | 29.8                   |
| 4:00 - 5:00                   | 22.5                 | 29.1                   | 16.0                 | 30.9                 | 22.6                  | 29.1                    | 35.7                   |
| 5:00 - 6:00                   | 33.6                 | 32.4                   | 24.0                 | 32.2                 | 30.7                  | 32.8                    | 33.3                   |
| 6:00 - 7:00                   | 31.1                 | 29.0                   | 36.2                 | 32.4                 | 31.1                  | 32.9                    | 31.3                   |
| 7:00 - 8:00                   | 30.8                 | 32.2                   | 31.6                 | 28.7                 | 28.7                  | 30.7                    | 29.9                   |
| 8:00 - 9:00                   | 27.1                 | 28.1                   | 31.1                 | 28.3                 | 28.3                  | 28.4                    | 27.4                   |
| 9:00 - 10:00                  | 26.7                 | 28.8                   | 29.1                 | 27.9                 | 28.6                  | 25.0                    | 25.5                   |
| 10:00 - 11:00                 | 27.6                 | 27.0                   | 28.4                 | 24.7                 | 26.3                  | 26.8                    | 26.2                   |
| 11:00 - 12:00                 | 25.7                 | 25.9                   | 27.4                 | 25.7                 | 26.6                  | 26.7                    | 26.2                   |
| 12:00 - 13:00                 | 26.2                 | 27.3                   | 27.4                 | 26.4                 | 27.2                  | 26.7                    | 27.6                   |
| 13:00 - 14:00                 | 25.6                 | 24.9                   | 28.1                 | 26.6                 | 26.9                  | 26.7                    | 25.7                   |
| 14:00 - 15:00                 | 24.9                 | 25.8                   | 27.8                 | 26.1                 | 26.3                  | 26.4                    | 25.6                   |
| 15:00 - 16:00                 | 26.0                 | 26.6                   | 26.0                 | 26.3                 | 24.5                  | 26.4                    | 26.7                   |
| 16:00 - 17:00                 | 26.0                 | 25.4                   | 25.8                 | 26.5                 | 25.6                  | 28.8                    | 26.8                   |
| 17:00 - 18:00                 | 26.9                 | 25.8                   | 26.9                 | 27.8                 | 26.7                  | 28.2                    | -                      |
| 18:00 - 19:00                 | 26.6                 | 27.3                   | 30.0                 | 29.4                 | 26.4                  | 28.1                    | 27.0                   |
| 19:00 - 20:00                 | 26.5                 | 21.9                   | 30.1                 | 30.6                 | 28.7                  | 27.7                    | 28.9                   |
| 20:00 - 21:00                 | 29.1                 | 22.6                   | 28.8                 | 29.3                 | 28.5                  | 23.2                    | 28.8                   |
| 21:00 - 22:00                 | 26.5                 | 24.4                   | 31.5                 | 30.0                 | 29.2                  | 27.5                    | 27.5                   |
| 22:00 - 23:00                 | 29.3                 | 26.9                   | 33.8                 | 28.2                 | 30.6                  | 34.4                    | 30.9                   |
| 23:00 - 0:00                  | 30.0                 | 30.9                   | 34.5                 | 33.2                 | 26.5                  | 32.7                    | 28.5                   |
| 10:15                         | 26.6                 | 26.5                   | 26.9                 | 25.3                 | 26.4                  | 26.7                    | 26.2                   |
| 14:15                         | 25.4                 | 26.8                   | 26.7                 | 27.4                 | 25.5                  | 26.6                    | 26.3                   |
| 0:04                          | 27.1                 | 26.6                   | 28.3                 | 28.0                 | 27.0                  | 27.5                    | 27.3                   |
| 7 DAY AVERAGE SPEED           |                      | 21.8                   |                      |                      |                       |                         |                        |
| 7 DAY AVERAGE 85th PERCENTILE |                      | 27.4                   |                      |                      |                       |                         |                        |

EASTBOUND

On its approach to the town centre the route is over 7.8m wide with limited parking at the gateway area thus giving little or no constraint to vehicle speeds

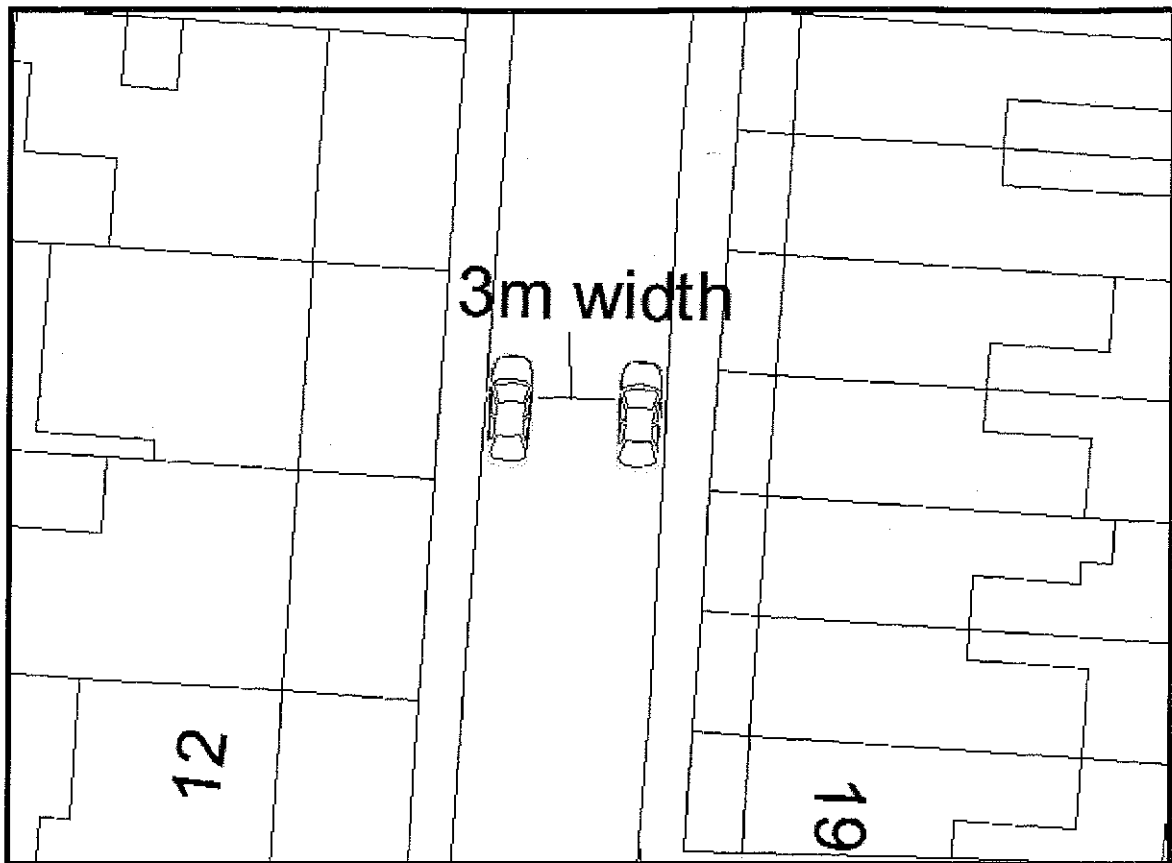
The results show that the speeds are below 30 mph which in itself is good for an approach to the urban area but the signage on its own has not resulted in a 20 mph speed limit along the route. It has clearly been reduced but further mitigation may be needed to ensure it delivers its full potential.

### Milton Avenue

The road is some 88m in length from Waddington Road before it turns along the side road linking to Chester Avenue etc. It is approx 7.1m in width which for a residential street is considered to be wider than the norm.

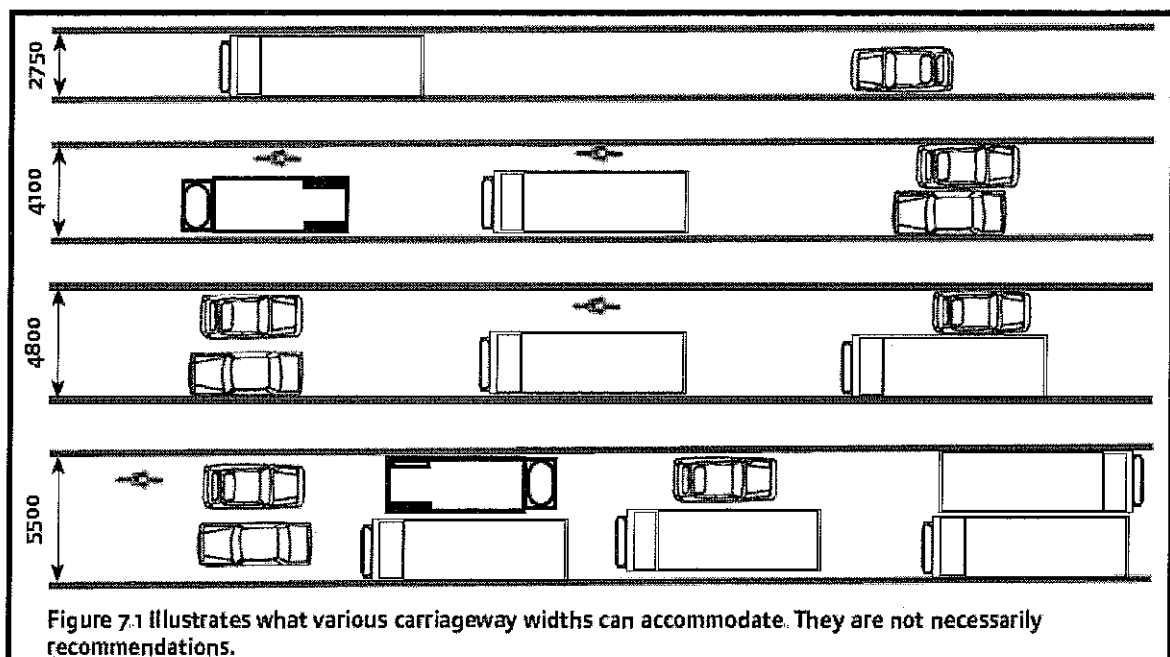
The drawing overleaf shows two parked cars and approx 3.0m width between them without parking on the footpath

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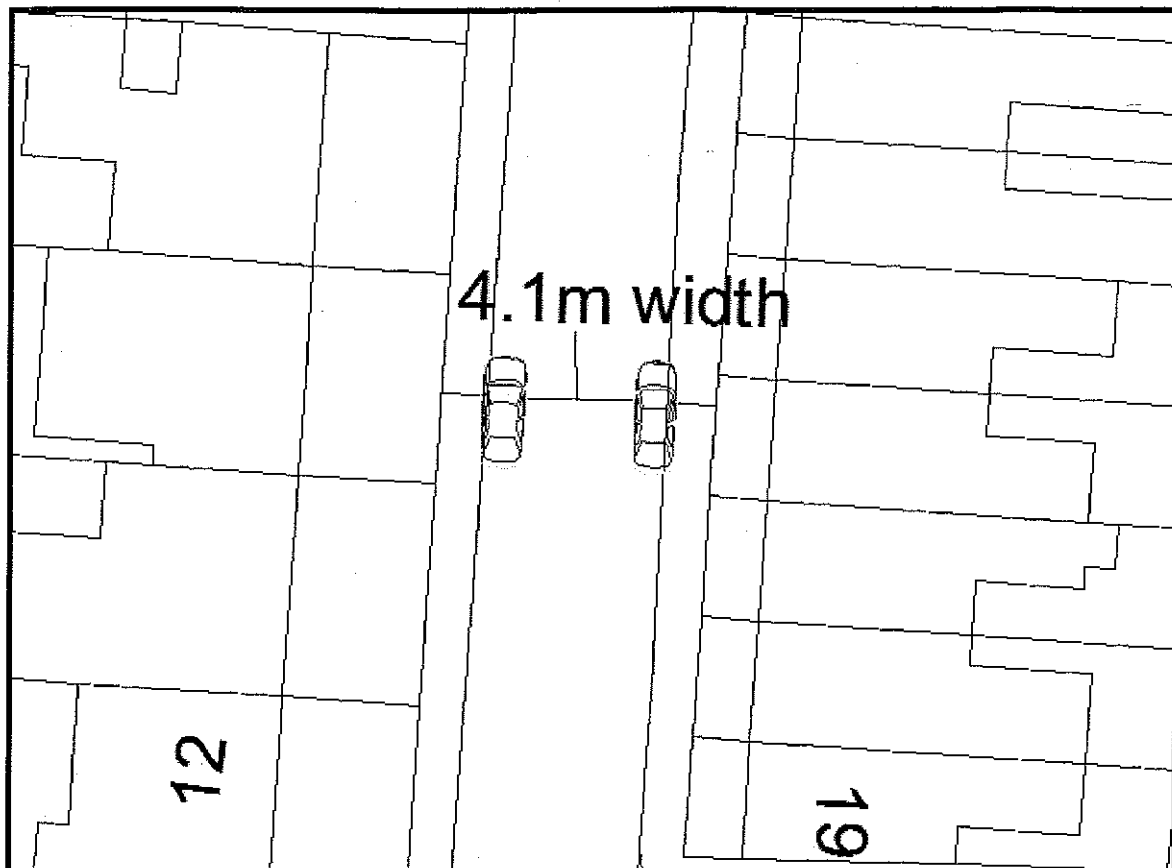


A 3m width is capable of accommodating a car, van or refuse type vehicle.

The following abstract from MFS show that 3m exceeds the guidance for one lane working of 2.75m



If parking takes place on the footpaths but still keeping a 1.5m path width on both sides as shown overleaf a road width of 4.1m is possible, from the above this can accommodate two way flows for cars at low speeds.



Although possible it not anticipated that this will regularly be provided and that gaps in parking will allow passing of cars etc as it does in the existing situation

#### **Summary**

The assessment of the existing situation shows that the local network functions well within any capacity constraints, no inherent safety issues are present, indeed the area has a low accident record of less than 1 per year.

Parking does occur as would be expected for an area with terraced properties but observations show that on a random inspection basis that there are gaps along the road to allow passing of vehicles or even accommodate additional parking as needed.

The only areas of concern are the abuse of the parking near junctions as set out in the highway code and the higher speeds recorded for a new 20 mph route although they are less than 30mph which for an urban area is more than acceptable

These will be reviewed as part of the assessment

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## 6. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

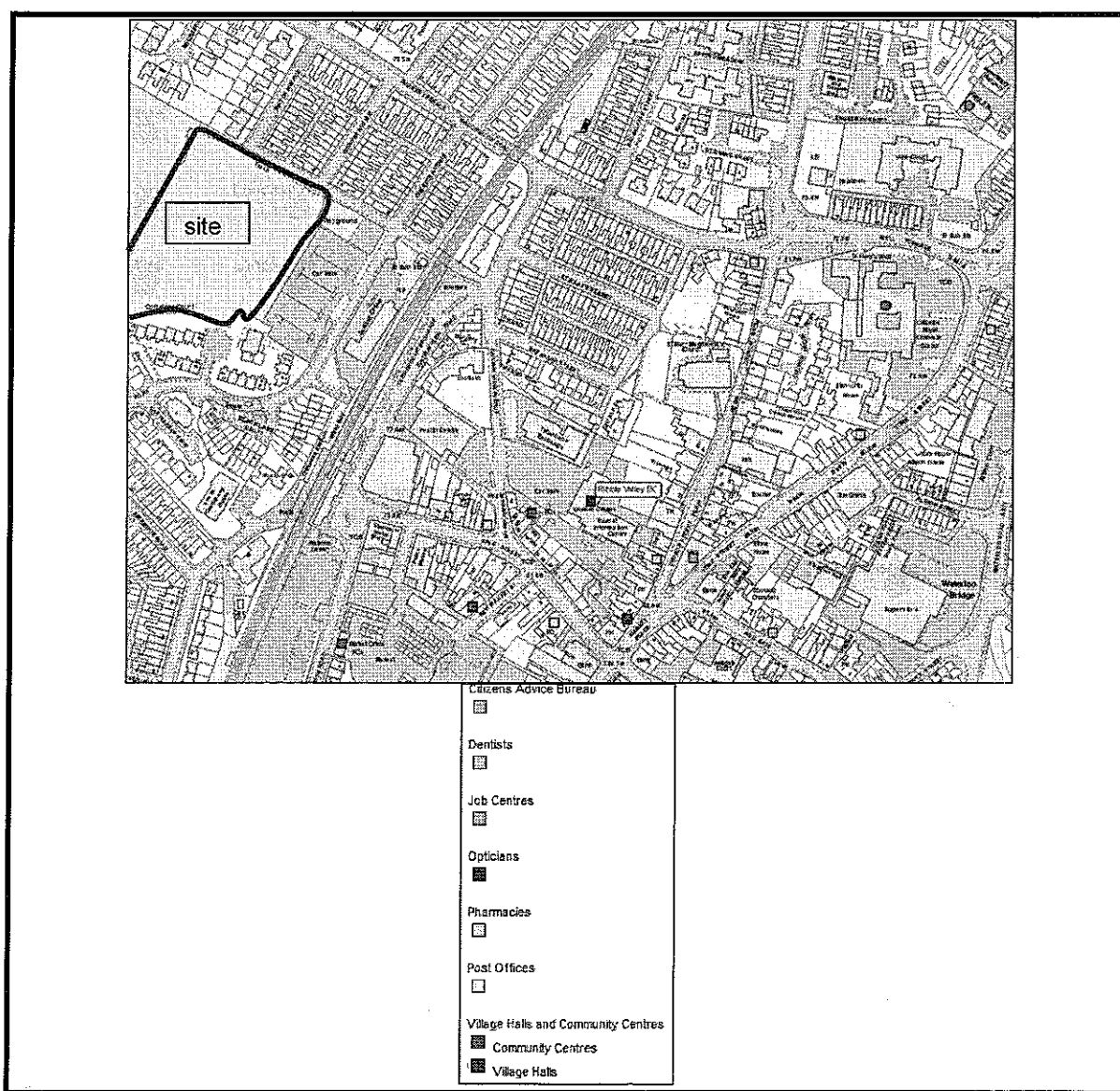
It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

- 1 Accessibility on foot;
- 2 Accessibility by cycle;
- 3 Accessibility by public transport;

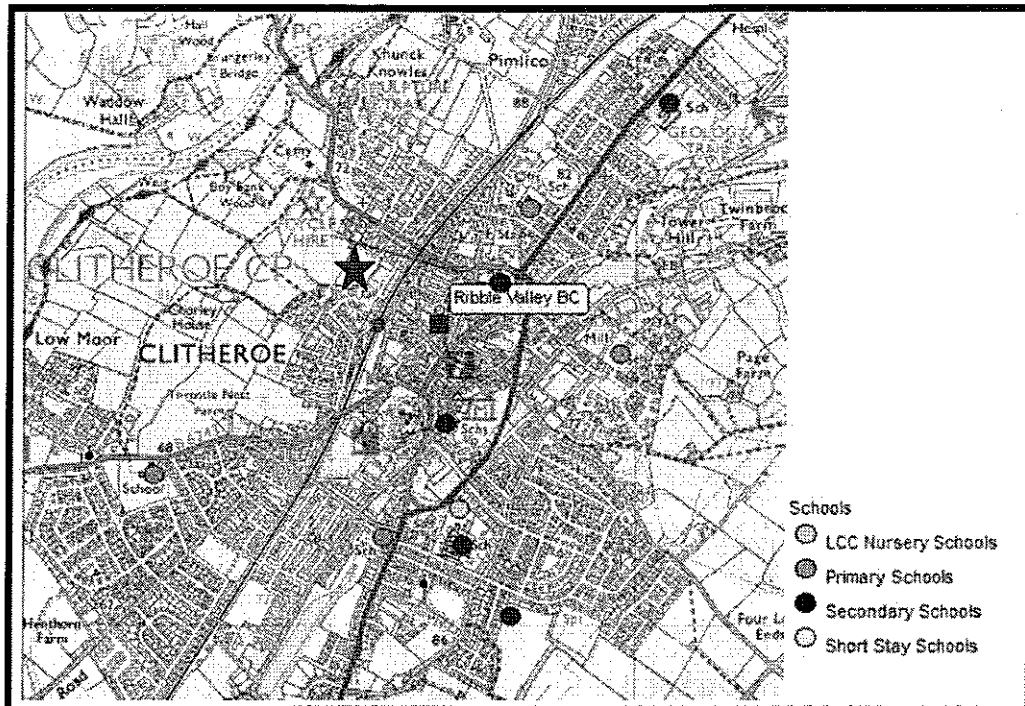
### Amenities

In addition to the town centre which is located some 5 minute walk away from the site the area also offers:



Facilities

As the site is to be residential then the need to connect easily to local facilities and schools is key to the delivery of family units, the following plan shows the local schools



**Schools**

### Walking

The proposed development site is located within an existing urban area with a range of local land uses, services and facilities within a 5 min walk distance

The site lays well within the 400m/5min walk distance to a public transport facility in this case the Bus and rail Stations

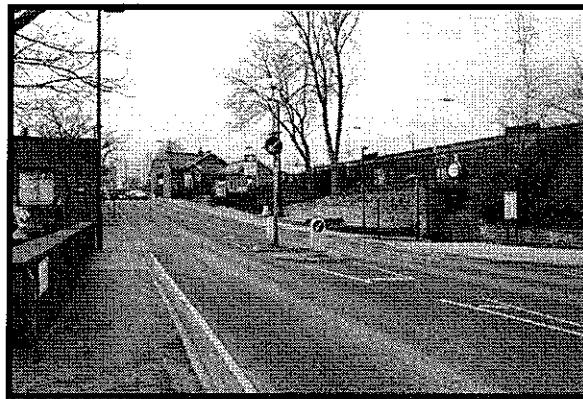


**Walking Routes to and from site**

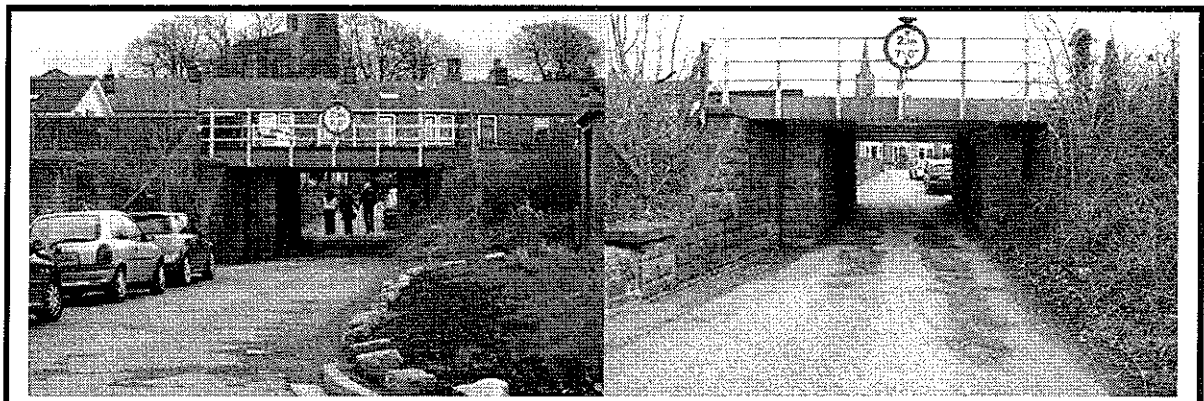
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**Pedestrian route to/from rail station and town centre**



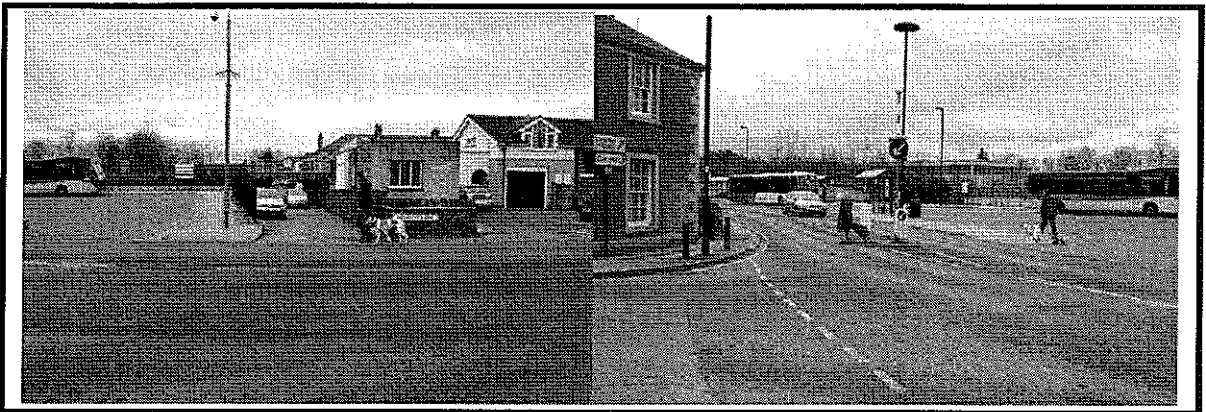
**View from Railway View Rd to underpass and refuge**



**Pedestrian route to bus station, shared area undefined**



**Sight lines from pedestrian route at Railway View Rd end**



**View to underpass and refuge to bus station frontage**



**Views along rear access to side of car park and site**

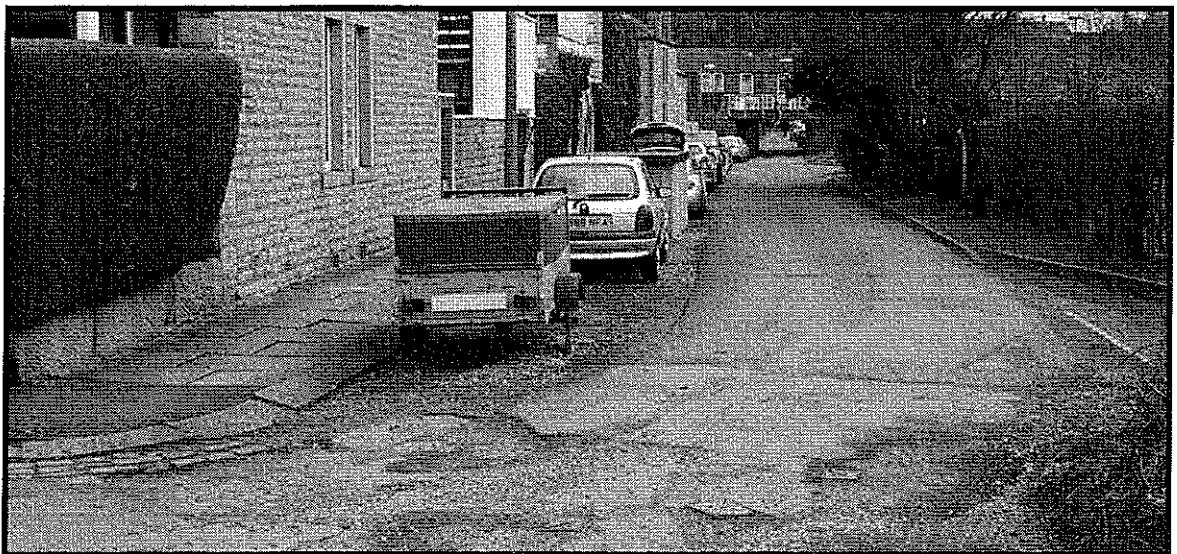
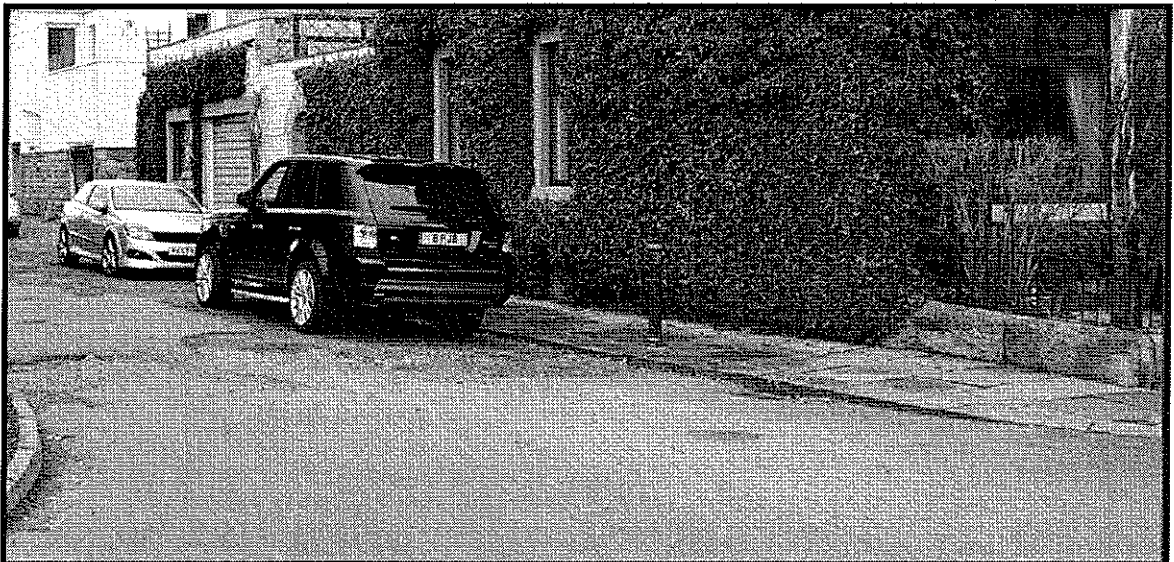
The route along the side of the site towards Chester Road is unadopted but has public rights of way for vehicles, cycles and pedestrians. It has a footpath along the east side along the flank frontage of the houses. This is a flag footpath and is reasonably well maintained

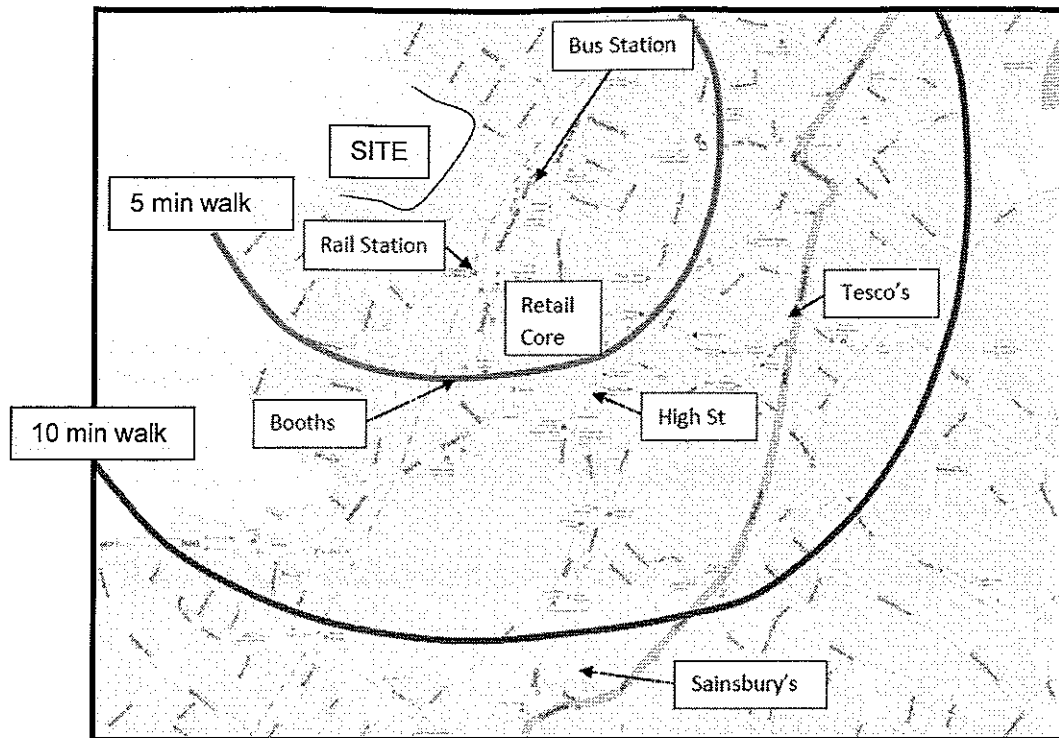
At a site inspection in August the route was being used by a group of walkers as shown overleaf

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The detailed photos show that the footpath is fit for purpose as a PROW.

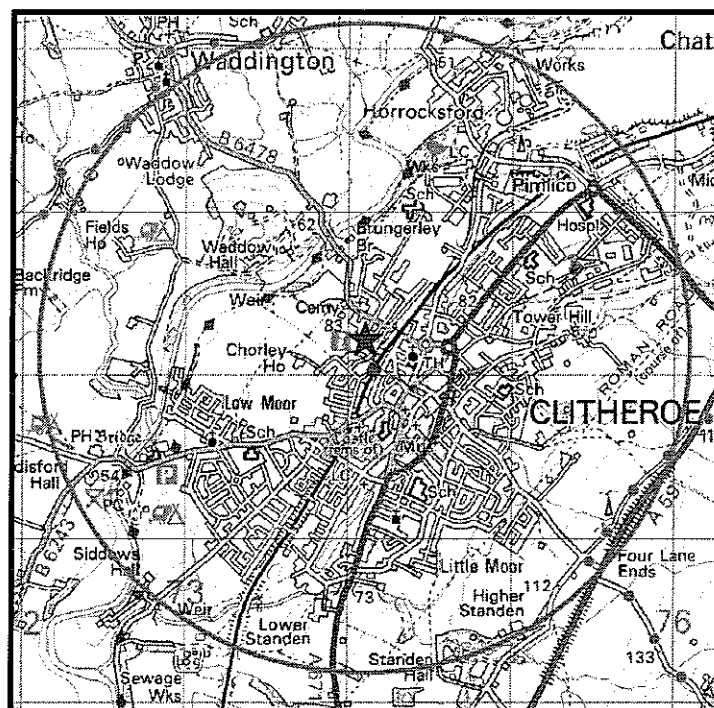




**5 and 10 minute walk areas**

Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified

The pedestrian catchment area for the proposed development site extends to cover the neighbouring settlements indicated by the green circle for the 2km distances



**2 km walk catchments (Not to scale)**

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Importantly, the 0.8 km walk catchment also extends to cover the town centre and employment zone. There are, therefore, significant opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

Additionally the 800m distance covers the full site (as does the 400m) connecting to the rail station, this gives the residents the best potential to use the rail network for employment trips rather than a car, this supports the local demographics that the town has approx 39% employment to the west/SW and these areas are accessible by train/walk.

Accepted historic guidance states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services. There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

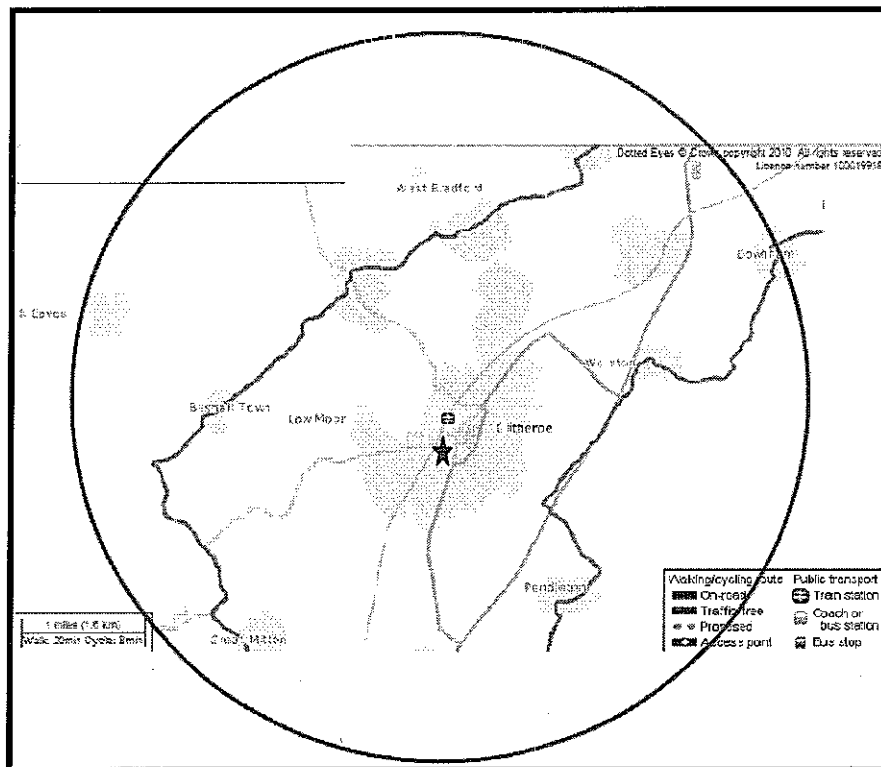
**In conclusion, the proposed application site can be considered as being highly accessible on foot.**

### Cycling

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle dependant on the topography considers a mean distance of between 5 – 10 kilometres a reasonable travel distance between home and workplace.

As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'.

The red circle on the figure below indicates the 5 km distance clearly the 10km distance will cover a substantial area



**5km Cycle Catchment**

The plan shows that a number of the smaller adjacent villages are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site. The 10km distance would allow cycle connection to the outskirts of Blackburn and Padiham.

Therefore, there are a wide variety of residential areas, schools, shops, and other leisure and service facilities associated with a rural within the cycle catchment area that can be accessed.

**In conclusion, the proposed application site can be considered as being highly accessible by cycle.**

#### Travel by public transport

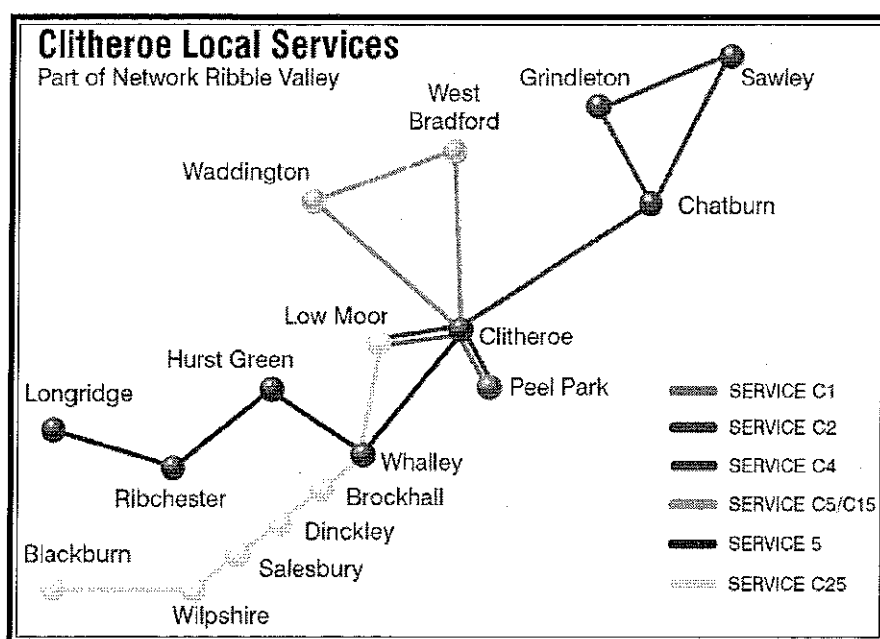
An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

Railway View Road south of the development has the closest bus stops to the site, well within the 400m sustainable distances. They have shelters and bus timetable information.



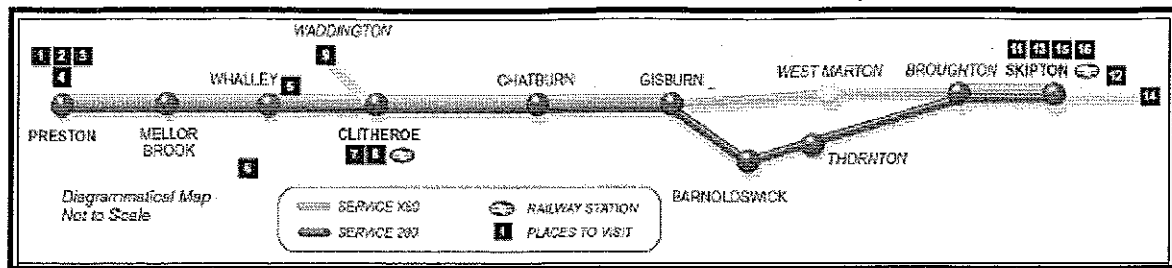
Bus station south of the site

The proposed development site is therefore conveniently located close to bus stops that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for residents of the proposed development site to travel via public transport.

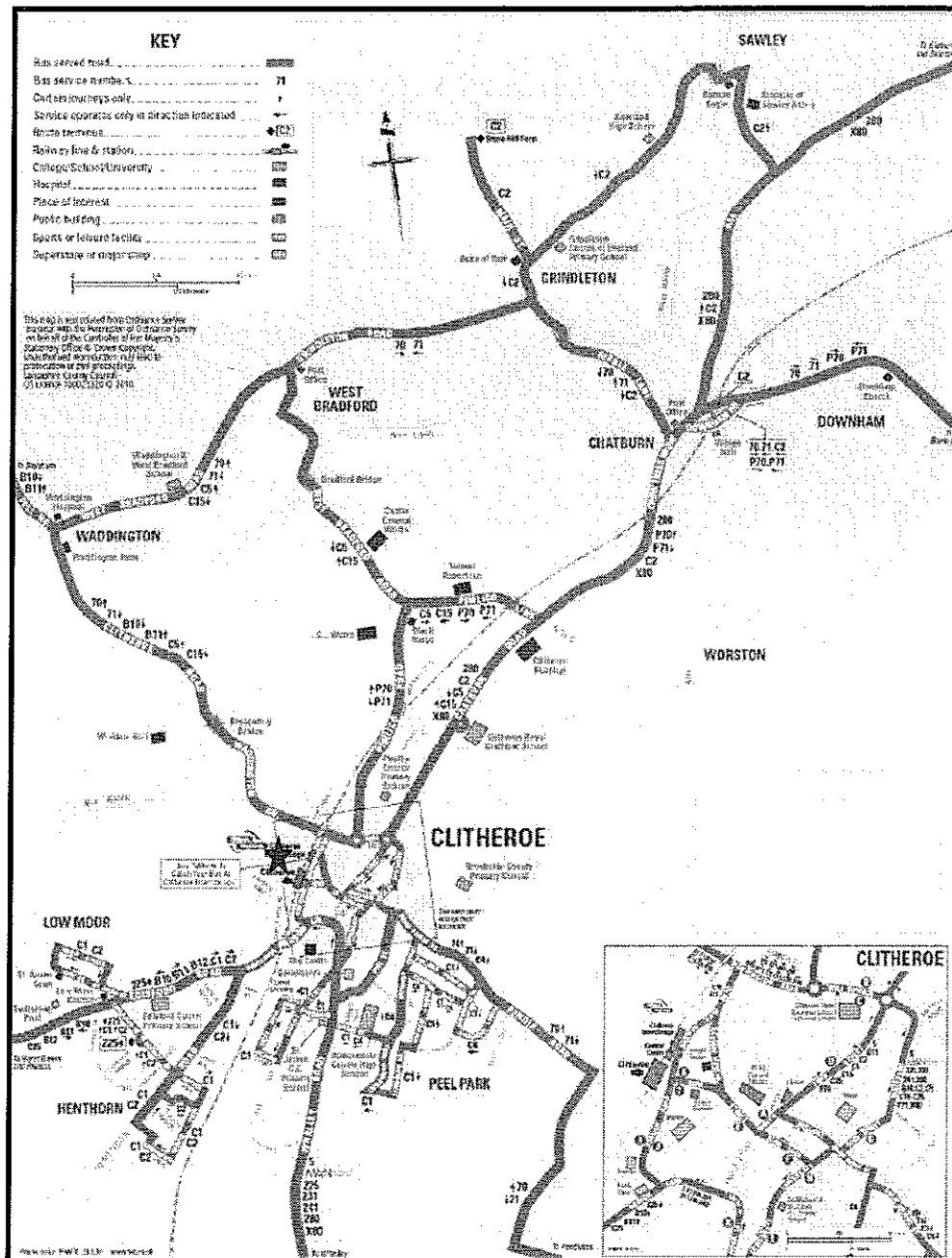


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## Local services



## East west connections

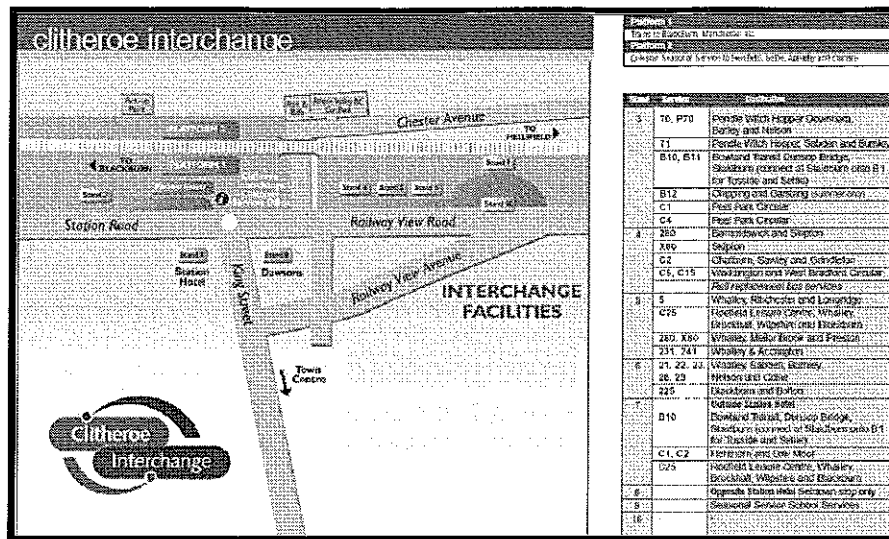


## Bus routes

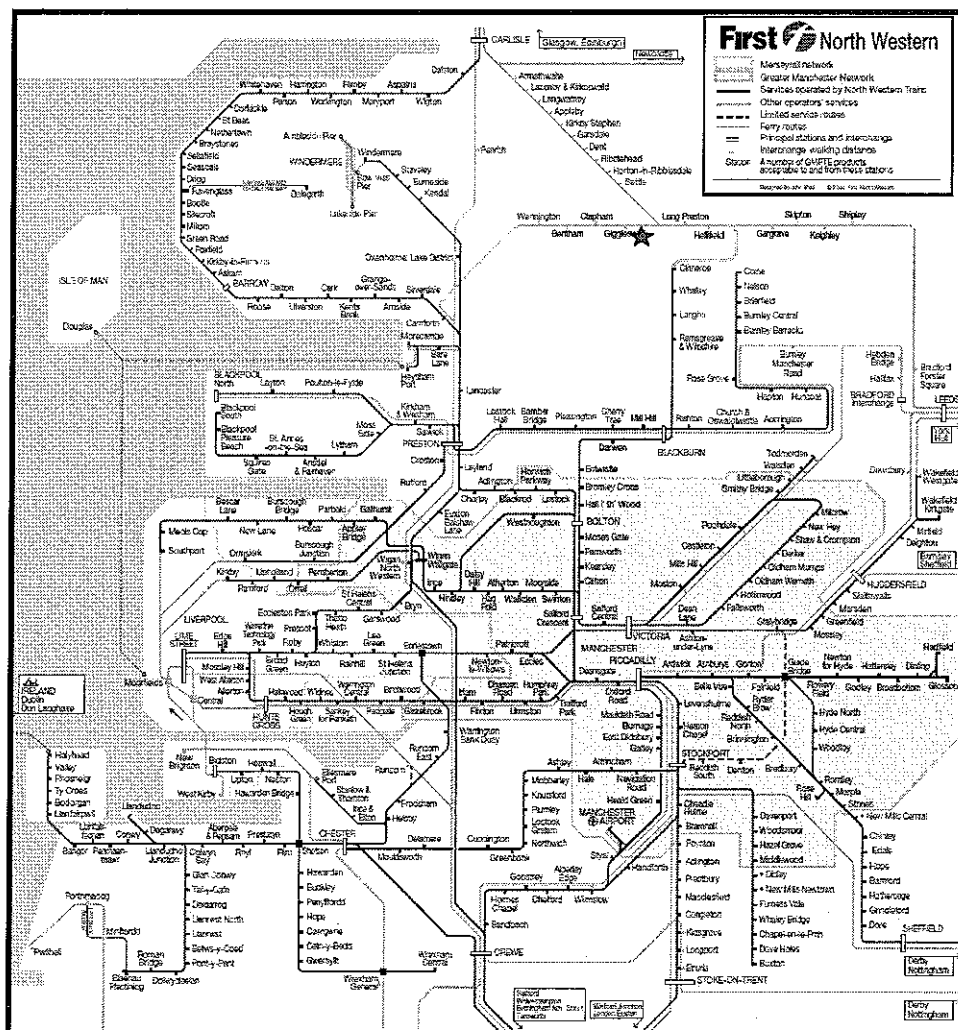
The proposed application site is therefore considered as being highly accessible by bus.

## Rail

Unusually for a rural area the town has a rail station which provided connections to the local towns and NW area.



Interchange details



NW rail map

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**The proposed application site is therefore considered as being highly accessible by rail.**

### **Summary**

The site is well located in relation to a wide range of local facilities including the Town Centre itself for the walking mode

The site has easy access to the local network which is a 20mph area and thus safer for cyclist to use, the site has the ability to connect to the two wider cycle routes for work or leisure uses.

It has easy access to bus service that connected it the wider area another employment and leisure opportunities

It is also in easy walk of the rail station and thus the much wider employment area of Preston, Blackburn and Burnley

**In summary, therefore, the application site can be considered as being highly accessible by public transport, walking and cycling in accordance with planning policy guidance.**

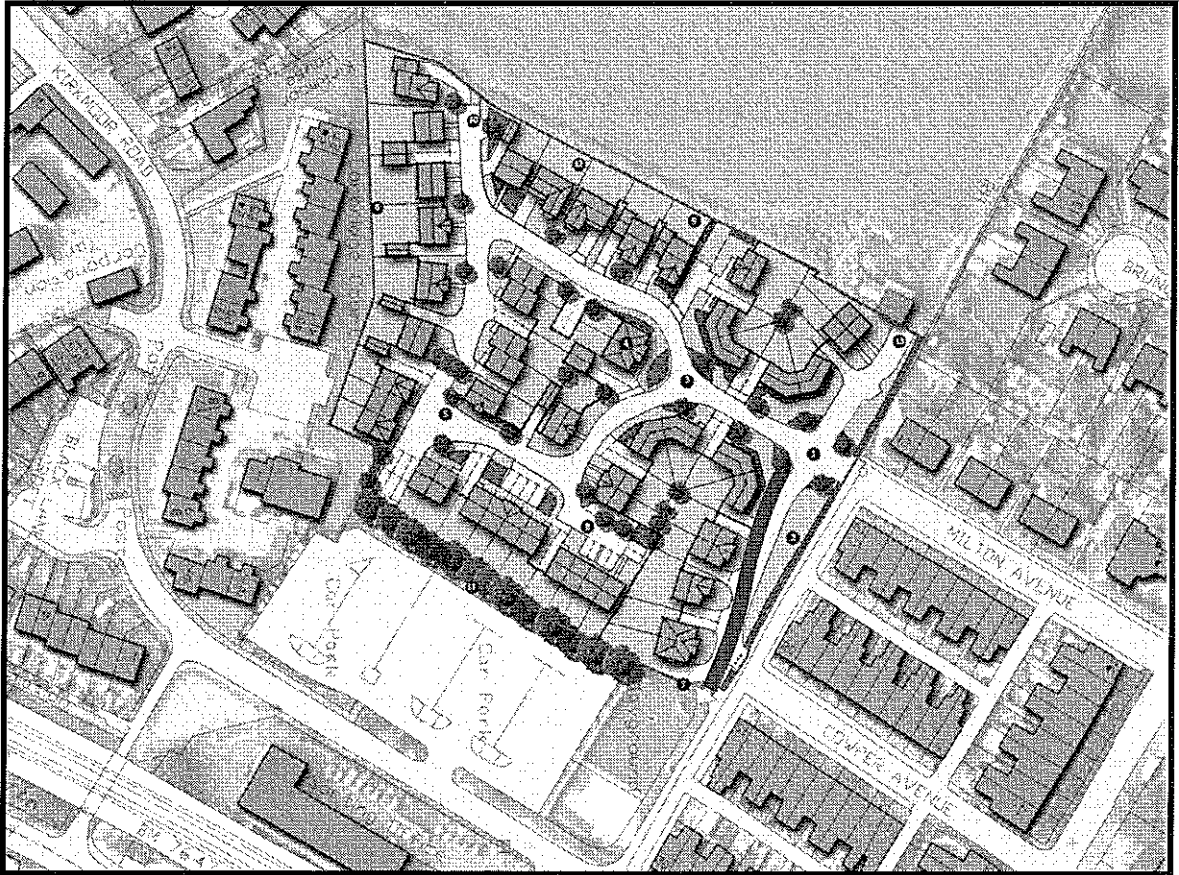
## 7. THE DEVELOPMENT PROPOSALS AND LAYOUT

### Development Proposals

It is proposed to provide approximately 50 residential units they will be accessed from Milton Avenue using a new link extending the street into the site.

### Layout

The site layout is illustrated on below (see architect drawing for full details) and included in the figures section and shows the primary vehicular access to the development will be via a normal priority junction.



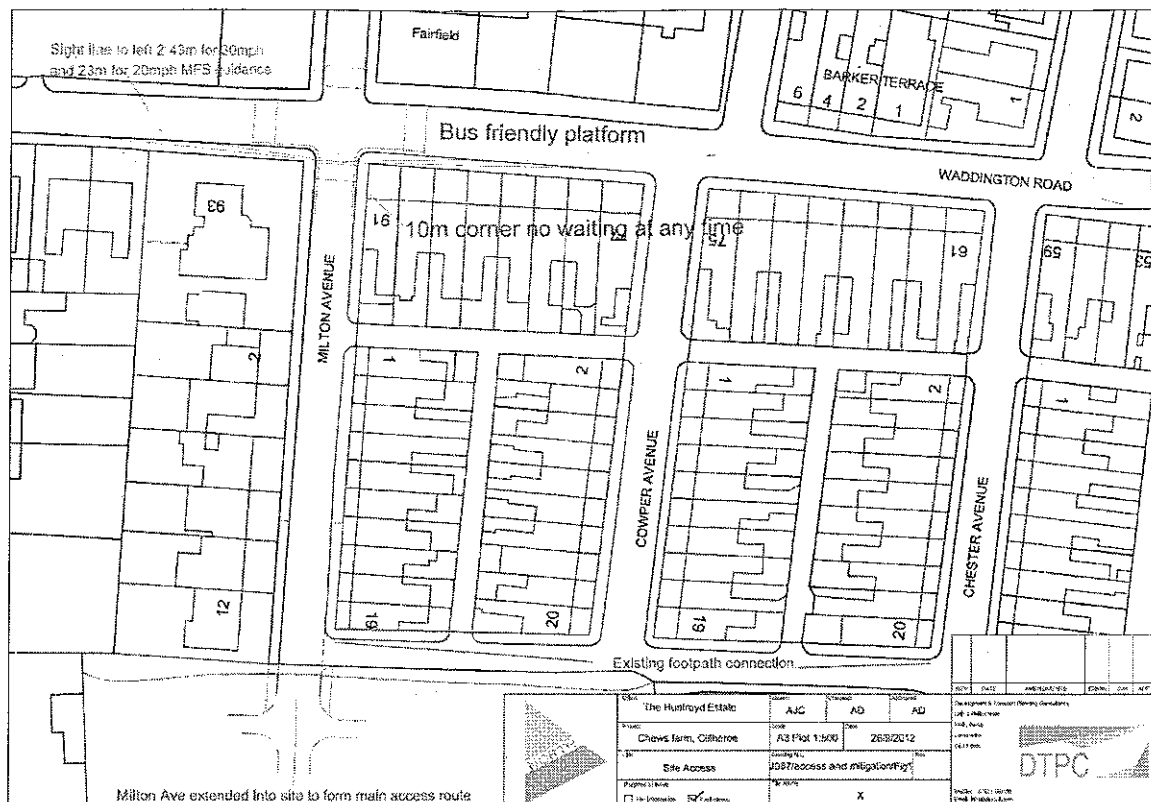
PLAN

The layout is in the form of a cul de sac connected by a footpath link shown in red above to the rear passage to ensure good external walking connections are provided to the town centre

Although the capacity assessments show that the site has no issues and the location is highly sustainable it is proposed to provide some mitigation measure which will enhance the local area and assist existing residents in the area to travel by car and non car modes

Overleaf are abstracts of the full mitigation set out in the figures section for reference.

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The existing site lines can be occasionally constrained by parked cars as such corner protection measures are proposed in order to ensure compliance with the highways code, it is not felt that they are dependent on the scheme but more to rationalise the exiting parking situation.

To assist in the reinforcement of the new 20mph zone a bus friendly platform is suggested again not needed for the scheme but one for wider community benefit that the scheme would derive some benefit from

## 8. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

### Introduction

The site is exceptionally well located for non car modes to be used and the car based trips minimised, national guidance suggests a detailed assessment is not required. However, LCC have requested the junctions towards the town centre to be assessed.

In September 2011, DTPC submitted a Transport Assessment (in support of an application for 50 residential dwellings located off Milton Avenue in Clitheroe

The network agreed with the Highway Authority to be assessed included the following junctions:

- Milton Road / B6478 / Eastham Road Priority Crossroad Junction;
- B6478 / Chester Avenue / Park Avenue Staggered Right Left Junction; and
- B6478 / Railway View Road Priority T Junction.

The Transport Assessment demonstrated that the study network junction could accommodate the proposed development regardless of the testing scenarios being utilised. Appendix A contains table extracts from the Transport Assessment detailing the PICADY capacity results for the study network junctions

In January 2012 the Highway Authority responded to the above work undertaken stating that *"I have, as the Highway Authority (SIC), no objections in principle to this proposal on highway grounds"*. The response then details a number of points which need to be undertaken i.e. improvements and contributions which would be resolved *"under Reserved Matters should permission be granted at this Outline stage"*. Chapter 2 contains the November correspondence referred to above.

A query was raised in May 2012 as to the validity of the July 2011 surveys used in the original Transport Assessment, i.e. did they represent normal background traffic flow level given the proximity of the surveys to the school holidays. The planning committee on the 24/5/2012 deferred their decision to approve the planning application until clarification on the impact of the traffic surveys could be established.

New traffic count surveys were undertaken at the Milton Road / B6478 / Eastham Road priority crossroad junction and the B6478 / Railway View Road priority T junction on 29 May 2012. It should be noted that this month was agreed with the Highway Authority as being a neutral month. Shortly after this an Addendum report was prepared and sent to the Highway Authority. This Addendum report concluded that the differences within 2011 and 2012 surveys are synonymous with expected daily variations and that these changes are de minimus in terms of their effect on the capacity assessments undertaken thus far. The Highway Authority responded to the submitted Addendum report and concluded that:

*"I am, as the Highway Authority (SIC), satisfied that the level of anticipated traffic generated by the proposed development at Waddow View and accessed via Milton Avenue will not be significant in terms of the existing junction capacity. This is also true in respect of the available capacity of the main through route, B6478 Waddington Road, where there is no evidence of any detrimental impact on its safe and efficient operation."*

Chapter 2 contains the correspondence in relation to the review of the traffic survey information.

The above notwithstanding a reassessment of the study network junctions has been undertaken utilising both the 2011 and 2012 traffic surveys, i.e. a combination of the highest traffic movements from each survey, for robustness. The proposed 50 residential dwellings have also been used in the assessments below.

### Traffic Surveys

Table 1 below summarises the survey undertaken on the study network. Irrespective of year, the peak hours of operation were found to be 0800 hours to 0900 hours and 1645 hours to 1745 hours. The survey data is contained in Appendix B.

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| Junction Surveyed                                                     | Date of Survey |             |
|-----------------------------------------------------------------------|----------------|-------------|
|                                                                       | 20 July 2011   | 29 May 2012 |
| Milton Road / B6478 / Eastham Road<br>Priority Crossroad Junction     | ✓              | ✓           |
| B6478 / Chester Avenue / Park Avenue<br>Staggered Right Left Junction | ✓              | x           |
| B6478 / Railway View Road Priority T<br>Junction                      | ✓              | ✓           |

**Table 1: Summary of Traffic Surveys**

Figure 1 details the 2011 surveyed vehicle movements across the network in the AM and PM Peaks whilst Figure 2 details the corresponding 2012 flows. It should be noted that for the B6478 / Chester Avenue / Park Avenue Staggered Right Left junction, the 2011 flows have been utilised on Figure 2 except for the main east west movement which has been derived using the preceding upstream link flow

Figure 3 details the maximum flows observed from the 2011 or 2012 surveyed flows. This figure will be the basis upon which the junction assessments below have been based upon

Utilising 2011 flows Figure 4 details the corresponding percentage of HGVs for the AM and PM peaks. These and subsequently derived traffic flows figures are contained in Appendix C

#### **Distribution of the Residential Traffic**

Figure 5 details the likely distribution of development traffic from the proposed development across the network which is based upon the combined traffic surveys as detailed in Figure 3

#### **Residential Trip Generation**

The residential trips have been based on trip rates derived from an existing residential development in Catterick Garrison, Richmondshire, North Yorkshire. Appendix D contains a plan showing the location of the residential development at Catterick Garrison, the survey data and a calculation sheet deriving the trip rates for this residential development. These trip rates have been used to derive the trips associated with the proposed development of 50 dwellings. Table 2 shows the trip rates and the trips for the proposed development.

| Peak Period | Trip Rate per Household |        | 50 Household Development Trip Generation |        |
|-------------|-------------------------|--------|------------------------------------------|--------|
|             | Arrive                  | Depart | Arrive                                   | Depart |
| AM          | 0.15                    | 0.50   | 8                                        | 25     |
| PM          | 0.44                    | 0.17   | 22                                       | 9      |

**Table 2: Residential Trip Rates and Development Trips**

As concerns were raised by third parties to the rates used the recent Henthorn inquiry documents have been reviewed for the agreed trips rates by the inspector, this are provided

| USE    | AM <sup>(2)</sup> |       |       | PM <sup>(3)</sup> |       |       |
|--------|-------------------|-------|-------|-------------------|-------|-------|
|        | ARR               | DEP   | 2-WAY | ARR               | ARR   | DEP   |
| Houses | 0.140             | 0.445 | 0.585 | 0.437             | 0.226 | 0.663 |

Notes:

- 1 Source: TRICS 2010(a).
- 2 AM Peak = 0800 – 0900
- 3 PM Peak = 1630 – 1730. TRICS data for 1700 – 1800
- 4 Units = ven/dwelling

The rates derived are directly comparable to those agreed to be used for the local area

Utilising Figure 5 and the development trips above, Figure 6 details the development trips distributed across the network.

### Traffic Growth

In order to assess the capacity of the junctions in a future year, i.e. 5 years post application year, growth rates for the weekday AM and PM Peaks have been obtained from the TEMPRO V6.2 program. TEMPRO utilises National Trip End Model (NTEM) 6.2 dataset and National Trip Model (NTM) Annual Forecasts (AF) 09. As of the 19 July 2011 the Department of Transport reaffirmed the use of the aforementioned dataset and AF09 in a circular email update.

Given that the base flows being used are a hybrid between 2011 and 2012 surveys and given the delay in approving the planning application, a six year growth rate i.e. 2011 to 2017 has been used to assess the future year of 2017 which is 5 years post appeal date, which is considered robust. Table 3 details the weekday AM and PM peak 2011 to 2016, 2012 to 2017 and 2011 to 2017 growth rates for Clitheroe, Ribble Valley, Lancashire and the wider area. The previous Transport Assessment utilised the 2011 to 2016 growth rates which are less than the 2011 to 2017 growth rates used in the assessment work below.

| Level Area |               | 2011 to 2016 |          | 2012 to 2017 |          | 2011 to 2017 |          |
|------------|---------------|--------------|----------|--------------|----------|--------------|----------|
|            |               | AM           | PM       | AM           | PM       | AM           | PM       |
| Region     | NW            | 1.034564     | 1.034564 | 1.044467     | 1.044567 | 1.049466     | 1.049665 |
| County     | Lancashire    | 1.028353     | 1.028649 | 1.039414     | 1.039814 | 1.043094     | 1.043592 |
| Authority  | Ribble Valley | 1.03412      | 1.035845 | 1.045518     | 1.047269 | 1.050512     | 1.052603 |
| 30UL2      | Clitheroe     | 1.03417      | 1.035895 | 1.045018     | 1.046819 | 1.050014     | 1.052105 |

**Table 3: TEMPRO Growth Rates**

Figure 7 shows the 2017 AM and PM base flows

### 2011/2012 and 2016 Base Traffic Flows Plus Development

Utilising the 2011/2012 base traffic flows in Figure 3, the 2017 base traffic flows in Figure 7 and the development trips shown in Figure 6, the following 2011/2012 and 2017 base traffic flows plus development figures have been derived:

- Figure 8 – 2011/2012 AM and PM Peak Base Traffic Flows Plus Development
- Figure 9 – 2017 AM and PM Peak Base Traffic Flows Plus Development

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## Traffic Analysis

The Transport Research Laboratory modelling software PICADY has been used to assess the operation of the priority junctions on the local highway network.

The full results for the PICADY analysis are presented in Appendix E

### Milton Avenue / B6478 / Eastham Street Crossroad Junction

Table 4 summarises the PICADY results for the Milton Avenue / B6478 / Eastham Street crossroad junction. Arm A is B6478 Clitheroe, Arm B is Milton Avenue, Arm C is B6478 Waddington and Arm D is Eastham Street

| Peak Period | Movement | 2011/2012 Base Flows |       | 2011/2012 Base plus Development Flows |       | 2017 Base Flows |       | 2017 Base plus Development Flows |       |
|-------------|----------|----------------------|-------|---------------------------------------|-------|-----------------|-------|----------------------------------|-------|
|             |          | Max RFC              | Queue | Max RFC                               | Queue | Max RFC         | Queue | Max RFC                          | Queue |
| AM          | B-ACD    | 0.011                | 0.01  | 0.067                                 | 0.07  | 0.012           | 0.01  | 0.067                            | 0.07  |
|             | A-BCD    | 0.214                | 0.29  | 0.214                                 | 0.29  | 0.225           | 0.31  | 0.225                            | 0.31  |
|             | D-ABC    | 0.191                | 0.23  | 0.191                                 | 0.23  | 0.202           | 0.25  | 0.202                            | 0.25  |
|             | C-ABD    | 0.002                | 0.00  | 0.006                                 | 0.01  | 0.002           | 0.00  | 0.006                            | 0.01  |
| PM          | B-ACD    | 0.016                | 0.02  | 0.035                                 | 0.04  | 0.016           | 0.02  | 0.036                            | 0.04  |
|             | A-BCD    | 0.218                | 0.31  | 0.218                                 | 0.31  | 0.231           | 0.34  | 0.231                            | 0.34  |
|             | D-ABC    | 0.163                | 0.19  | 0.163                                 | 0.19  | 0.171           | 0.20  | 0.171                            | 0.20  |
|             | C-ABD    | 0.000                | 0.00  | 0.000                                 | 0.00  | 0.000           | 0.00  | 0.000                            | 0.00  |

**Table 4: Milton Avenue / B6478 / Eastham Street Priority Crossroad Junction PICADY Results**

It can be seen from the table above that the priority crossroad junction operates well within capacity in both 2011/2012 and 2017 with base flows plus the proposed development trips

### B6478 / Chester Avenue / Park Avenue Staggered Crossroad Junction

Table 5 summarises the PICADY results for the staggered junction of B6478 / Chester Avenue / Park Avenue. Arm A is B6478 Clitheroe, Arm B is Chester Avenue, Arm C is B6478 Waddington and Arm D is Park Avenue

| Peak Period | Movement | 2011/2012 Base Flows |       | 2011/2012 Base plus Development Flows |       | 2017 Base Flows |       | 2017 Base plus Development Flows |       |
|-------------|----------|----------------------|-------|---------------------------------------|-------|-----------------|-------|----------------------------------|-------|
|             |          | Max RFC              | Queue | Max RFC                               | Queue | Max RFC         | Queue | Max RFC                          | Queue |
| AM          | B-ACD    | 0.050                | 0.05  | 0.050                                 | 0.05  | 0.054           | 0.06  | 0.055                            | 0.06  |
|             | A-BCD    | 0.006                | 0.01  | 0.006                                 | 0.01  | 0.006           | 0.01  | 0.006                            | 0.01  |
|             | D-ABC    | 0.038                | 0.04  | 0.038                                 | 0.04  | 0.040           | 0.04  | 0.041                            | 0.04  |
|             | C-ABD    | 0.037                | 0.04  | 0.037                                 | 0.04  | 0.039           | 0.04  | 0.039                            | 0.04  |
| PM          | B-ACD    | 0.061                | 0.07  | 0.062                                 | 0.07  | 0.067           | 0.07  | 0.068                            | 0.07  |
|             | A-BCD    | 0.035                | 0.04  | 0.035                                 | 0.04  | 0.037           | 0.04  | 0.037                            | 0.04  |
|             | D-ABC    | 0.046                | 0.05  | 0.046                                 | 0.05  | 0.048           | 0.05  | 0.048                            | 0.05  |
|             | C-ABD    | 0.039                | 0.04  | 0.039                                 | 0.04  | 0.041           | 0.04  | 0.042                            | 0.04  |

**Table 5: B6478 / Chester Avenue / Park Avenue Crossroad Junction PICADY Results**

It can be seen from the table above that the staggered crossroad junction operates well within capacity in both 2011/2012 and 2017 with base flows plus the proposed development trips.

#### B6478 / Railway View Road Priority T junction

Table 6 summarises the PICADY results for the three arm priority T junction of B6478 / Railway View Road. Arm A is Railway View Road, Arm B is B6478 Waddington and Arm C is B6478 Clitheroe.

| Peak Period | Movement | 2011/2012 Base Flows |       | 2011/2012 Base plus Development Flows |       | 2017 Base Flows |       | 2017 Base plus Development Flows |       |
|-------------|----------|----------------------|-------|---------------------------------------|-------|-----------------|-------|----------------------------------|-------|
|             |          | Max RFC              | Queue | Max RFC                               | Queue | Max RFC         | Queue | Max RFC                          | Queue |
| AM          | B-C      | 0.604                | 1.49  | 0.638                                 | 1.71  | 0.65            | 1.8   | 0.685                            | 2.09  |
|             | B-ACD    | 0.282                | 0.39  | 0.307                                 | 0.43  | 0.323           | 0.47  | 0.355                            | 0.54  |
|             | C-AB     | 0.399                | 0.82  | 0.409                                 | 0.86  | 0.422           | 0.93  | 0.432                            | 0.97  |
| PM          | B-C      | 0.671                | 1.96  | 0.683                                 | 2.07  | 0.727           | 2.52  | 0.742                            | 2.7   |
|             | B-ACD    | 0.329                | 0.48  | 0.346                                 | 0.52  | 0.393           | 0.62  | 0.417                            | 0.69  |
|             | C-AB     | 0.577                | 1.91  | 0.61                                  | 2.23  | 0.615           | 2.32  | 0.649                            | 2.73  |

**Table 6: B6478/Railway View Road Three Arm Priority T junction PICADY Results**

It can be seen from the table above that the three arm priority T junction operates within capacity in both 2011/2012 and 2017 with base flows plus the proposed development trips

#### Assessment Summary

The network has been robustly assessed with and without the development and has been shown to operate with spare capacity at all junctions assessed across the network

#### Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted where appropriate to hours that would not cause undue disturbance to the local area.

#### Mode splits

In order to understand more fully the potential trip generation for all modes reference has been made to the 2001 census data.

| Travel to Work (KS15)                  |     | site, 50 units @ 2.2 per household | Clitheroe | Ribble Valley | North West | England |
|----------------------------------------|-----|------------------------------------|-----------|---------------|------------|---------|
| In employment                          | 110 | 3545                               | 26407     | 2900020       | 22441498   |         |
| Home                                   | 10  | 9.14                               | 12.97     | 8.36          | 9.16       |         |
| Underground, Metro, Light Rail or Tram | 0   | 0                                  | 0.03      | 0.55          | 3.16       |         |
| Train                                  | 1   | 1.07                               | 0.67      | 1.87          | 4.23       |         |
| Bus, Mini Bus or Coach                 | 2   | 1.61                               | 2.17      | 8.56          | 7.51       |         |
| Motorcycle, Scooter or Moped           | 1   | 1.07                               | 0.87      | 0.92          | 1.11       |         |
| Driving a Car or Van                   | 64  | 58.7                               | 64.46     | 58.43         | 54.92      |         |
| Passenger in a Car or Van              | 6   | 5.16                               | 5.65      | 7.5           | 6.11       |         |
| Taxi or Minicab                        | 0   | 0.2                                | 0.2       | 0.81          | 0.52       |         |
| Bicycle                                | 4   | 3.61                               | 1.98      | 2.27          | 2.83       |         |
| On foot                                | 21  | 19.32                              | 10.55     | 10.27         | 9.99       |         |
| Other                                  | 0   | 0.11                               | 0.46      | 0.46          | 0.46       |         |
|                                        | 109 | 99.99                              | 100.01    | 100           | 100        |         |

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This shows that the potential for walk is good and that this will most probably be combined a shared trip with Public Transport. Locally cycling is higher than the area level and would be likely to be maintained in level.

Clearly cars usage for driver and passengers is the highest trip generation as would be expected for such a location but it is lower than the wider council area

### **Summary**

The site has little or no impact on the surrounding network from a vehicular point of view.

Private house ownership has the potential for reduced car dependency if walking and public transport modes are accessible from day one.

## 9. REASONS FOR REFUSAL

### Introduction

The planning committee resolved:

The proposed development is considered contrary to Policy G1 of the Ribble Valley District wide Local Plan in that it would have an adverse impact on the operation of the highway network to the detriment of highway safety and to the general amenities of the area.

Further discussions on the common ground established the following.

#### **Statement of Common Ground**

**Our ref: DAL10/12**

**LPA ref: 3/2011/0892**

**PINS ref: APP/T2350/A/12/2181354**

Jane Dickman of Dickman Associates Ltd and Caroline James of Trevor Dawson & Co representing The Huntroyde Estate met with John Machole and Sarah Westwood of RVBC on 21.9.12 to discuss common ground in respect of this appeal.

The parties agreed that highway safety was the only matter in dispute and the LPA stand by all other matters in their report to committee. The report to committee accurately sets out the planning history, relevant policy context as well as those issues which are not in dispute as between the parties. The Council officers confirmed that 'amenity' referred to in the reason for refusal related to the highway safety issues only specifically congestion.

JD 24.9.12

### Noise

Irrespective of this for the transport aspect the normal reference to amenity also includes noise issues, as such an independent noise assessment has been undertaken and the following conclusions reached.

The model indicates that the most significant impacts occur at numbers 17 and 19 Milton Avenue i.e. the dwellings closest to the proposed site entrance. The predicted impact is 'minor' or negligible for the remainder of the dwellings considered. At 17 and 19 Milton Avenue the increase in noise level is just over 3 dB(A)  $L_{10(18\text{-hour})}$

Notwithstanding the predicted subjective impact, occupants of the affected dwellings on Milton Avenue would not qualify for any mitigation under the Noise Insulation Regulations as only two of the three conditions are predicted to be met.

Namely noise level in the design year has increased by at least 1.0 dB(A) compared to the baseline level and the noise from the new road contributes at least 1.0 dB(A). The third condition that has not been met is a minimum noise level of 68 dB(A)  $L_{10(18\text{-hour})}$

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This level is measured at a distance of 1m from the facade of the building. As CadnaA predicts a free-field noise level, a facade correction of +2.5 dB (as stated within CRTN) would need to be applied to the noise levels. Even with the facade correction applied, the 68 dB(A)  $L_{10(18\text{-hour})}$  qualification level would not be met.

The conclusion is that no issues arise from a noise point of view.

### Congestion

This area was not raised by the LHA or the officers as part of the submission review however in order to provide a complete picture queue surveys have been undertaken at the Waddington Road/Railway View Junction clearly the busiest road on the local network.

It is considered that if this road works then all the others along the route would do so as well, the results are shown below.

Queue Lengths, Clitheroe

DATE: THURSDAY 13th SEPTEMBER 2012

LOCATION: WADDINGTON ROAD / RAILWAY VIEW



TRANSPORT  
DATA COLLECTION

ARM: WADDINGTON ROAD

Max Queue Length in 5 min period

LANE 1

LIGHTS

HEAVIES

QUEUE LENGTH (M)

LIGHTS

HEAVIES

QUEUE LENGTH (M)

LIGHTS

HEAVIES

QUEUE LENGTH (M)

|      |   |   |    |       |   |   |    |       |   |   |    |
|------|---|---|----|-------|---|---|----|-------|---|---|----|
| 7:30 | 2 | 0 | 11 | 15:00 | 2 | 0 | 11 | 17:00 | 2 | 0 | 11 |
| 7:35 | 6 | 0 | 33 | 15:05 | 4 | 0 | 22 | 17:05 | 1 | 0 | 8  |
| 7:40 | 0 | 0 | 0  | 15:10 | 2 | 0 | 11 | 17:10 | 4 | 0 | 22 |
| 7:45 | 0 | 0 | 0  | 15:15 | 3 | 0 | 17 | 17:15 | 7 | 0 | 39 |
| 7:50 | 4 | 1 | 37 | 15:20 | 4 | 0 | 22 | 17:20 | 8 | 0 | 44 |
| 7:55 | 2 | 0 | 11 | 15:25 | 0 | 0 | 0  | 17:25 | 4 | 0 | 22 |
| 8:00 | 6 | 0 | 33 | 15:30 | 2 | 0 | 11 | 17:30 | 7 | 0 | 39 |
| 8:05 | 0 | 0 | 0  | 15:35 | 4 | 0 | 22 | 17:35 | 5 | 0 | 28 |
| 8:10 | 0 | 0 | 0  | 15:40 | 3 | 0 | 17 | 17:40 | 2 | 0 | 11 |
| 8:15 | 5 | 0 | 28 | 15:45 | 2 | 0 | 11 | 17:45 | 8 | 0 | 44 |
| 8:20 | 4 | 0 | 22 | 15:50 | 2 | 0 | 11 | 17:50 | 4 | 0 | 22 |
| 8:25 | 5 | 0 | 28 | 15:55 | 4 | 0 | 22 | 17:55 | 3 | 0 | 17 |
| 8:30 | 3 | 0 | 17 | 16:00 | 5 | 0 | 28 | 18:00 | 2 | 0 | 11 |
| 8:35 | 4 | 0 | 22 | 16:05 | 4 | 0 | 22 | 18:05 | 4 | 0 | 22 |
| 8:40 | 5 | 0 | 28 | 16:10 | 3 | 0 | 17 | 18:10 | 3 | 0 | 17 |
| 8:45 | 5 | 0 | 28 | 16:15 | 2 | 0 | 11 | 18:15 | 2 | 0 | 11 |
| 8:50 | 8 | 0 | 44 | 16:20 | 7 | 0 | 39 | 18:20 | 0 | 0 | 0  |
| 8:55 | 7 | 0 | 39 | 16:25 | 5 | 0 | 28 | 18:25 | 2 | 0 | 11 |
| 9:00 | 3 | 0 | 17 | 16:30 | 2 | 0 | 11 |       |   |   |    |
| 9:05 | 5 | 0 | 28 | 16:35 | 3 | 0 | 17 |       |   |   |    |
| 9:10 | 3 | 0 | 17 | 16:40 | 2 | 0 | 11 |       |   |   |    |
| 9:15 | 2 | 0 | 11 | 16:45 | 1 | 0 | 6  |       |   |   |    |
| 9:20 | 8 | 0 | 44 | 16:50 | 1 | 0 | 6  |       |   |   |    |
| 9:25 | 3 | 0 | 17 | 16:55 | 4 | 0 | 22 |       |   |   |    |

The observations indicated that the max delay was some 30 seconds per vehicle, this equates to a signal junction situation where the normal cycle time is between 60 and 120 seconds i.e. the junction has between a quarter or half of the delay that is accepted on a network.

The max queue was 8 cars/44m which is less than the distance back to the nearest junction i.e. no blocking back occurs.

The worst case situation only occurred once in a 5 minute period in the AM with an average queue of 4 vehicles and in the PM occurred twice in a 5 minute period with an average of 4.5 vehicles.

The survey shows that the junction does not suffer from flow breakdown as would be expected for a congested network and the queues are not considered significant for such a situation.

### **Safety**

The local network has no trends or local safety concerns that would require mitigation as part of a local safety scheme

The new 20 mph change has also improved the safety aspects of the local network.

The flows from the new development are low and would have little or no impact on the network.

There are pedestrian routes to the town centre that are along routes with low flows and have good crossing provision

The area locally has low speeds that are conducive to cycle uses

There are no impacts that would give rise to safety concerns

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## 10. SUMMARY

### Policy

The overriding theme of national policy is approval other than if the **residual impacts are deemed severe.**

That developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of deliverables.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is as sustainable, as required in local and national policy

**The assessment shows that the scheme clearly does not give rise to any issues that can be deemed severe and from a transport point of view be approved.**

### Local Highway Authority Assessment

The LHA have assessed the information submitted, undertaken their own assessment and as they are based locally have a thorough understanding of the local area. They conclude that they have no in principle objection to the scheme and that the scheme would have little or no impact on the road network and would not give rise to any safety issues

Subsequent to the assessment made the network has been the subject of a 20mph order that makes the area safer and the scheme would have reduced impacts over that previously assessed

### Existing network review

The assessment of the existing situation shows that the local network functions well within any capacity constraints, no inherent safety issues are present, indeed the area has a low accident record of less than 1 per year

Parking does occur as would be expected for an area with terraced properties but observations show that on a random inspection basis that there are gaps along the road to allow passing of vehicles or even accommodate additional parking as needed.

The only areas of concern are the abuse of the parking near junctions as set out in the highway code and the higher speeds recorded for a new 20 mph route although they are less than 30mph which for an urban area is still more than acceptable.

### Sustainability

The site is well located in relation to a wide range of local facilities including the Town Centre itself for the walking mode.

The site has easy access to the local network which is a 20mph area and thus safer for cyclist to use, the site has the ability to connect to the two wider cycle routes for work or leisure uses

It has easy access to bus service that connected it the wider area another employment and leisure opportunities

It is also in easy walk of the rail station and thus the much wider employment area of Preston, Blackburn and Burnley

**In summary, therefore, the application site can be considered as being highly accessible by public transport, walking and cycling in accordance with planning policy guidance.**

### **Assessment Summary**

The network has been robustly assessed with and without the development and has been shown to operate with spare capacity at all junctions assessed across the network.

The site has little or no impact on the surrounding network from a vehicular point of view

Private house ownership has the potential for reduced car dependency if walking and public transport modes are accessible from day one.

### **Mitigation**

Although the capacity assessments show that the site has no issues and the location is highly sustainable it is proposed to provide some mitigation measure which will enhance the local area and assist existing residents in the area to travel by car and non car modes.

The existing site lines can be occasionally constrained by parked cars as such corner protection measures are proposed in order to ensure compliance with the highways code, it is not felt that they are dependent on the scheme but more to rationalise the exiting parking situation.

To assist in the reinforcement of the new 20mph zone a bus friendly platform is suggested again not needed for the scheme but one for wider community benefit that the scheme would derive some benefit from

### **Noise**

Irrespective of this for the transport aspect the normal reference to amenity also includes noise issues, as such an independent noise assessment has been undertaken and the following conclusions reached.

The model indicates that the most significant impacts occur at numbers 17 and 19 Milton Avenue i.e. the dwellings closest to the proposed site entrance. The predicted impact is 'minor' or negligible for the remainder of the dwellings considered. At 17 and 19 Milton Avenue the increase in noise level is just over 3 dB(A)  $L_{10}(18\text{-hour})$

Notwithstanding the predicted subjective impact, occupants of the affected dwellings on Milton Avenue would not qualify for any mitigation under the Noise Insulation Regulations as only two of the three conditions are predicted to be met.

The conclusion is that no issues arise from a noise point of view

### **Congestion**

This area was not raised by the LHA or the officers as part of the submission review however in order to provide a complete picture queue surveys have been undertaken at the Waddington Road/Railway View junction clearly the busiest road on the local network

It is considered that if this road works then all the others along the route would do so as well, the results are shown below

The max queue was 8 cars/44m which is less than the distance back to the nearest junction i.e. no blocking back occurs

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The worst case situation only occurred once in a 5 minute period in the AM with an average queue of 4 vehicles and in the PM occurred twice in a 5 minute period with an average of 4.5 vehicles.

The observations indicated that the max delay was some 30 seconds per vehicle, this equates to a signal junction situation where the normal cycle time is between 60 and 120 seconds i.e. the junction has between a quarter or half of the delay that is accepted on a network.

There are no congestion issues on the local network

### **Safety**

The local network has no trends or local safety concerns that would require mitigation as part of a local safety scheme.

The new 20 mph change has also improved the safety aspects of the local network.

The flows from the new development are low and would have little or no impact on the network.

There are pedestrian routes to the town centre that are along routes with low flows and have good crossing provision.

The area locally has low speeds that are conducive to cycle uses.

There are no impacts that would give rise to safety concerns.

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

## Figures

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# Waddow View Clitheroe

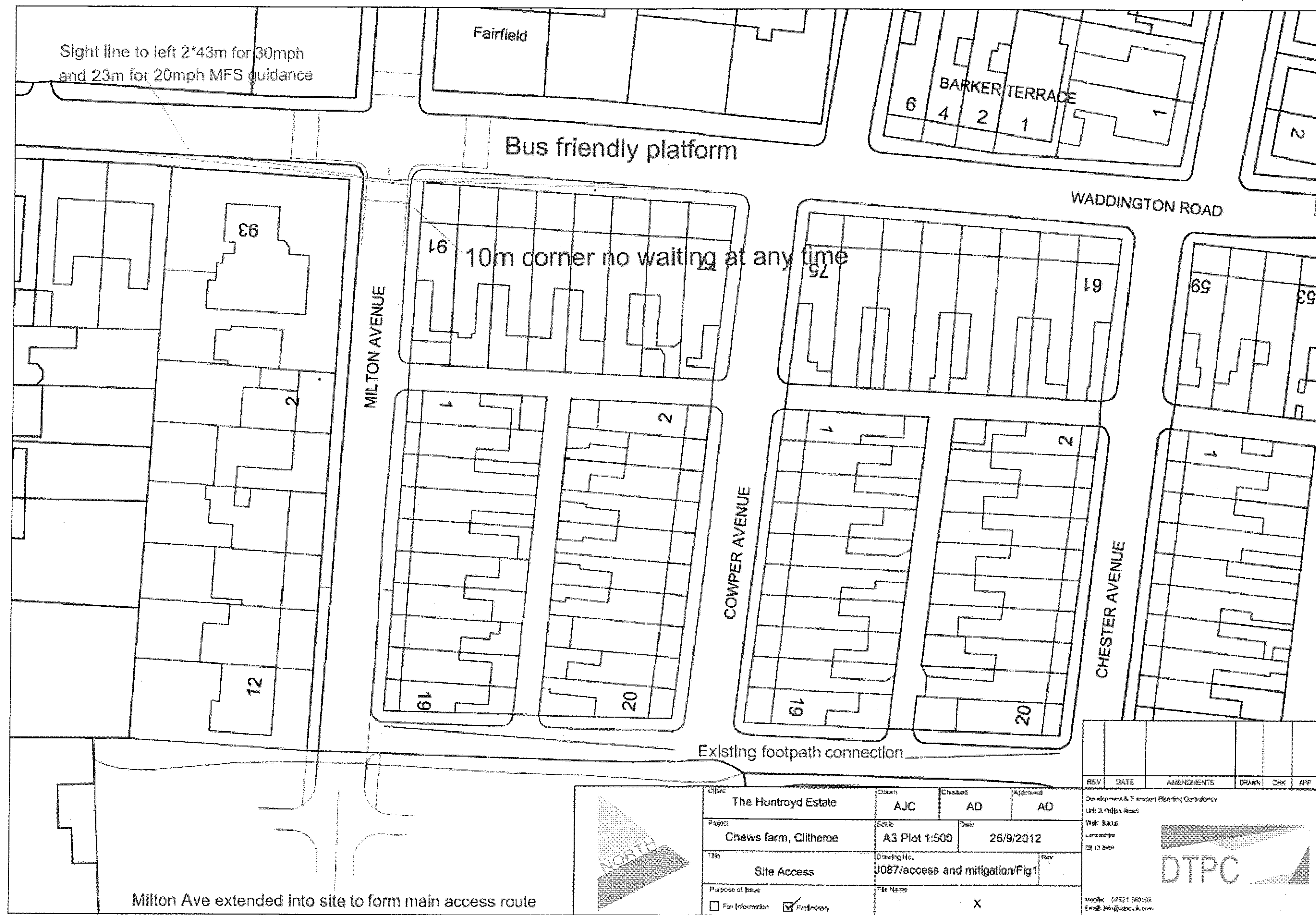


Key

- [illegible]

• Scale 1500 mm  
• Drawing No. 11-021-1001

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| REV                                                                                                        | DATE | AMENDMENTS | DRAWN | CHK | APP |
|------------------------------------------------------------------------------------------------------------|------|------------|-------|-----|-----|
|                                                                                                            |      |            |       |     |     |
| Development & Transport Planning Consultancy<br>Unit 3, Millers Road<br>West Basing<br>Lancing<br>BN15 2BN |      |            |       |     |     |
|                       |      |            |       |     |     |
| Mobile: 07521 960106<br>Email: info@dppl.co.uk                                                             |      |            |       |     |     |

|                                                                                             |                       |             |                                 |
|---------------------------------------------------------------------------------------------|-----------------------|-------------|---------------------------------|
| Client                                                                                      | The Huntroyd Estate   |             |                                 |
| Drawn                                                                                       | AJC                   | Checked     | AD                              |
| Project                                                                                     | Chews farm, Clitheroe |             |                                 |
| Scale                                                                                       | A3 Plot 1:500         | Date        | 26/9/2012                       |
| Title                                                                                       | Site Access           | Drawing No. | J087/access and mitigation/Fig1 |
| Purpose of Issue                                                                            | File Name             |             |                                 |
| <input type="checkbox"/> For Information<br><input checked="" type="checkbox"/> Preliminary | X                     |             |                                 |