

Proposed Residential Development, Land East of Chipping Lane, Longridge LCC Transport Assessment Comments on submitted TA by Vectos

These notes are based on the Transport Assessment (TA) and associated documentation submitted by Vectos in relation to the proposed development of 106 dwellings. These notes will follow the layout of the TA and will use the section titles and paragraph numbering from the TA.

3 Development Proposals

3.1.3 The proposed development "will form part of a wider overall residential proposal consisting of up to 500 dwellings". In the interest of the developer I suggest the site access needs to be adequate to support future movements associated with the extended build out of the full site.

3.1.4 Access to the development site is proposed via a new priority junction on Chipping Lane. The potential access arrangements have been presented on Plan 3 of the TA (Drawing VN30277-100), which comprise the widening of Chipping Lane to incorporate a single lane in each direction, transverse road markings, two pedestrian refuge islands (to the north and south of the access junction) and a right turn ghost island for traffic turning right in to the proposed development from Chipping Lane. **Please provide dimensions for the lanes, footway and refuge islands.**

3.1.5 The TA proposes an extension to the 30mph speed limit on Chipping Lane north of the existing cricket club. LCC recommend including gateway treatment with rumble strips to on the Chipping Lane southbound approach to the application site to appropriately manage vehicle speeds. **A plan with detail is required.**

3.1.6 The proposal for a new footway along the site frontage is welcomed however the route must be suitably lit and have a width of at least 3m to cater for joint pedestrian and cyclist use. This will provide a convenient connection from the site to Inglewhite Road, linking into existing pedestrian and cyclist routes. A plan with detail is required.

The TA lacks detail in respect of the pedestrian footpath that is intended to link the site to the Sainsbury's foodstore. Please provide further information specifying width, lighting, surfacing and suitability for mobility impaired users and cyclists. All pedestrian links must be safe, desirable routes. Please confirm whether Sainsbury's has been consulted regarding the point of entry into the car park to ensure that the pedestrian link can be guaranteed.

Are there any further opportunities that would provide direct pedestrian/cyclist connections from the site to Inglewhite Road, using land that is within the control of the applicant?

4 Access by a Choice of Mode of Transport

4.3.2 It is expected that the upgrading of the stops on Chipping Lane will be delivered through a S278 agreement, and will satisfy quality bus standards.

5 Traffic Impact Assessment

5.2.1 Please clarify the use of 2010 survey data for the roundabout junction of Inglewhite Road, when more recent 2013 survey data exists and is included in Appendix 4.

5.2.2 Please confirm the source of the 2010 count data, at this is not included within Appendix 4.

5.4.1 The TA has not considered all relevant committed developments. Details of committed developments should be obtained from the Local Planning Authorities, Ribble Valley Borough Council and Preston City Council. Both authorities will be able to provide details of developments that have been approved or accepted into the planning system, and advise on the current position of committed developments.

Please also provide the corresponding planning application numbers for ease of reference.

The analysis of the highway network operation may need to be repeated to incorporate committed developments that have not been included in the TA.

5.6.1 – 5.6.3 The 2001 Census data has been used to determine the distribution of trips generated by the proposed development, as the origin destination 2011 Census data is not yet available.

The principle of the distribution method presented in the TA is not unreasonable for the dispersion of development trips to the wider highway network. However, the distribution method omits detail in respect of connecting routes to the zones from the local highway network. The TA makes the assumption that there is one 'node' or route for each zone, for example, Inglewhite Road is the designated route for Zone 1 (Appendix 5) yet the majority of journeys to Zone 1 are most likely to be via the motorway network. The key routes to the motorway network from the application site are via Derby Road and B6244 Preston Road, or via Halfpenny Lane and Brabiner Lane. Therefore, LCC would expect a greater proportion of the proposed development traffic to travel along both Halfpenny Lane and B6244 Preston Road.

LCC recommend that further consideration is given to local routeing and adjustments are made to the distribution proportions presented in Figure 13 and Figure 14.

Please note that LCC requested at the scoping stage that the proposed distribution be submitted and agreed prior to junction modelling to reduce the risk of abortive work.

5.7.3 The vehicular trip rates have been calculated using the TRICS version 6.9.1 (2012), yet the trip multi-modal trip rates (Appendix 3) have been calculated using the current version of TRICS 7.1.1. The TRICS output in Appendix 6 is dated 2012, entitled 'Land to the south of Whittingham Road' and the generated trip rates are based on surveys with an average of 79 dwellings. With this, the trip rates presented in the TA are not considered to be representative of the proposed development and revised trip rates must be submitted. It is advisable to agree trip rates with LCC prior to any modelling to reduce the risk of abortive work.

5.9.1- 5.9.47 Whilst the extent of the study network and assessed junctions accords with LCC's requests made at the pre-application stage, LCC cannot complete a detailed review of the TA modelling until the above points (5.2.1, 5.2.2, 5.4.1, 5.6.1 – 5.6.3 and 5.7.3) are addressed.

Furthermore, the influences of changes to the highway layout, that are to be implemented with committed development, do not appear to have been included in the analysis of the highway network operation. For example, whilst the TA refers to

highway works in respect of the 'David Wilson Homes' scheme (5.9.29), the TA does not contain any scenario with the Stonebridge roundabout improvements as agreed in the Highways Statement of Common Ground for the development of the former Ridings Depot (06/2012/0101).

It is important to validate the modelling to observed flows and queue lengths for those junctions that are forecast to operate with limited capacity in the base year.

5.10.3 There is the assumption within the TA that an increase in demand for local bus services "can be accommodated by the current service provision". Please provide evidence to support this statement, such as bus patronage data.

6 Site Layout

6.4.1 The submitted planning application is for a proposed development comprising 16 two bed properties, 46 three bed properties and 44 four bedroom properties, with a total car parking provision of 196 spaces. However, the paragraph within the TA relating to car parking provision contains typographical errors. Please confirm that the figures in the table below accurately represent the proposals, and that the proposals comply with the LPA parking standards.

No. of Beds	No. Car Park Spaces per Dwelling	No. of Dwellings	Total
2	1	16	16
3	2	46	92
4	2	44	88
			196

Garages as parking spaces must meet the minimum dimensions of 6mx3m for single garages.

6.5.1 A financial contribution of £6,000 will be sought for the purpose of LCC providing advice and guidance on Travel Plan development and the implementation in line with 2.1.5.16 of the Planning Obligations in Lancashire Policy (September 2008).

In addition, developer contributions will be sought to deliver improvements to support the principles of the CLHTM to develop highway capacity at the A6/M55 interchange; and towards the Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route (as a public transport priority corridor, with measures that follow a public realm approach to support sustainable transport movements and improve the operation of junctions and service reliability along this corridor).

Strategic Highways Planning

Strategic Network Management LCC Environment Directorate 27 June 2014