

Proposed Residential Development (520 units) and new primary school, Land East of Chipping Lane, Longridge. LCC Transport Assessment Comments on submitted TA by Vectos

These notes are based on the Transport Assessment (TA) dated August 2014 and associated documentation submitted by Vectos in relation to the proposed development of 520 dwellings which incorporates the relocation of Longridge Cricket Club and a new primary school. 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 main vehicular 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 VN30277-200), 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 main access junction) and a right turn ghost island for traffic turning right in to the proposed development from Chipping Lane.

The plan detail should include the full visibility splay at the secondary access and the access point to the cricket club/field. See point 3.1.5

The drawing also omits details of the "area of footway which will replace the verge area" at the northbound stop (see point 4.3.2). The drawing should include continuous footway provision to the bus stop hard standing.

3.1.4 The TA proposes an extension to the 30mph speed limit on Chipping Lane north of the existing cricket club. The potential "Gateway Feature" arrangement, as indicated on Plan 5 of the TA (Drawing VN30277-201), includes gateway signing, a 30mph roundel on the carriageway and minor narrowing of the carriageway. It would be preferable to provide red bar markings.

3.1.5 The secondary access, due to its proximity to the "main" access, does not have a real function (an emergency access would suffice) and while there is no objection to the secondary access LCC have to question its inclusion. If it is to be retained I would seek to utilise it to provide a direct access route to the primary school and for access to the cricket club. The existing cricket club access is not of a good standard and any application should include an upgraded access and also the closure of the field gate approximately 20m north of the cricket club access.

3.1.7 As access is included at this stage, drawings should be provided for the pedestrian/cycle connections to Thornfield Avenue, Redwood Drive and Willow Park Lane.

4 Access by a Choice of Mode of Transport

4.2.1 Having reviewed the Accessibility Questionnaire provided in Appendix 2 of the TA, LCC do not agree with the scoring. The application site achieves a low level of accessibility, with a score of 20. (See point 4.3.6 & 4.3.7)

4.3.1 Please confirm that the proposed pedestrian and cyclist connections between the site and the local surrounding area, as indicated on Plan 6, can be achieved without the acquisition of third party land.

With regard to the pedestrian/cycle path that is intended to link the site to the Sainsbury's food store, 3m width and lighting will be acceptable for the route. As discussed in respect of the full application for 106 dwellings (3/2014/0438), please confirm Sainsbury's have agreed to the connection.

All pedestrian and cycle links will be subject to appropriate conditions to guarantee delivery.

4.3.2 The closest bus stops to the proposed main access junction are located on Chipping Lane adjacent to the existing Alston Arms public house. These bus stops are within an acceptable walking distance for the majority of the western proportion of the application site. The TA states "As part of the development proposals a footpath connection to this location from the site will be provided. The bus stop for services heading in to Longridge town centre will be upgraded to quality bus standards and the bus stop for services heading north out of Longridge will be upgraded by providing an area of footway which will replace the verge area where the existing bus stop is located." The south bound bus stop upgrade is acceptable but there are no details of the "area of footway which replace the verge area" at the northbound stop. This should be indicated on a drawing. It is expected that the upgrading of the stops on Chipping Lane will be delivered through a S278 agreement.

4.3.3 There is an existing bus stop located on Calder Avenue. The TA proposes to provide links from the site to enable pedestrians to gain access to this bus stop along Redwood Drive, Ash Lane and Willows Park Lane.

To reduce the walking distance between the north eastern section of the application site, please consider the opportunity to provide a new bus stop on Willows Park Lane close to its junction with Chaigley Road. This would intercept the No.4 Longridge to Preston bus service.

4.3.6 The submitted walk catchment (Plan 9) is misleading as it is projected from the boundary of the site. The catchment should be taken from the centre of the site.

4.3.7 Further to 4.3.6, for clarity, indicative walk distances to amenities should also be provided from extremes of the site. The walking distances should not be "as the crow flies", but should be practical/direct/attractive routes, e.g. the test is would it be attractive route to a vulnerable user on a dark wet winter night? If not the route is also unlikely to be a practical/safe route for young children to school/local facilities etc. It is typical to include minimum, maximum and averages to take account of site layout and supporting provision. The completion of the attached table would assist in identifying distances to local amenities.

4.3.8 The TA states that the proposed primary school will provide approximately 210 school places. Paragraph 5.7.5 of the TA indicates that the proposed residential development will require approximately 190 school places. Although a primary school within the application site would be expected to predominantly serve the residential element of the site, schooling in Lancashire is very much based on religious character and it is important that access to the primary school caters for journeys that will be made both internal and external to the application site. With regard to

segregation of religious denominations of schooling it is important that residents can access (by sustainable means) off site schools that cater for the majority of faiths.

5 Traffic Impact Assessment

5.7.3 LCC derived trip rates from a traffic survey that was conducted at College Close, located to the south-west of Longridge:

	Arrival	Departure
AM	0.213	0.489
PM	0.574	0.383

To reflect the rural nature of the application site LCC would expect higher trip rates than those presented in the TA, with the trip rates from the full application for 106 dwellings being used as a minimum.

5.9.7 Inglewhite Road/Chipping Lane

There is an anomaly within the modelling results in Appendix 8, 2025 Baseline Flows. The 1700-1800, A-C turning count should be 170 not 117.

5.9.14 – 5.9.21 Inglewhite Road/ Berry Lane

The ARCADY results indicate that the Berry Lane approach will operate close to capacity in the baseline year 2016 during both the AM and PM peak hours.

In the 2025 baseline scenario, the model indicates that Berry Lane would operate over capacity with considerable queue lengths in the peak periods. With reference to the statement that 'the ARCADY outputs are overestimating the predicted queues' (5.9.19), please confirm the level of queuing that has been observed during your traffic surveys.

Please also check the geometry for Berry Lane (Appendix 10) as the entry width of 5.40m appears generous.

5.9.27 – 5.9.33 Derby Road/Whittingham Road/Kestor Lane

According to the ARCADY results for the PM peak period, the Preston Road arm of the junction will operate close to capacity in the 2016 baseline scenario. The future year baseline scenario for 2025 indicates that Preston Road would operate above capacity and experience considerable queuing during the PM peak period. It would be beneficial to undertake queue length surveys to verify the baseline results.

5.9.34 – 5.9.41 Preston Road/Chapel Hill

During the AM peak period, the ARCADY baseline results indicate that the Preston Road southbound approach will be nearing capacity in 2016, and exceeding capacity in 2025 with considerable queuing.

During the PM peak period, the ARCADY results indicate that the Preston Road northbound approach would exceed capacity in 2016 with significant queuing. By 2025, the extent of queuing indicated in the model would be unmanageable.

LCC recommend that queue lengths are undertaken to validate the baseline model.

Each of the ARCADY models have been based on a flat profile, however LCC prefer the use of normal distribution unless supporting evidence can be provided.

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 Please note that garages as parking spaces must meet the minimum dimensions of 6mx3m for single garages.

6.5 Planning Contributions

6.5.1 A working group of the Lancashire Planning Officers Society (LPOS) produced a policy paper on Planning Obligations in Lancashire. The paper was the subject of consultation in September 2005 and in March 2006. The paper was published in its final form in June 2006 and adopted by LCC as Council policy on 2 November 2006. It forms the basis of this response and is a material planning consideration.

Using the methodology a developer contribution of £936,000 should be sought towards transport improvements, used to address the specific transport and accessibility issues relevant to the proposed development. The transport methodology is based on contributions calculated on accessibility scores. An accessibility score of 20 has been assessed for this site (where 1 = low accessibility and 30 = high accessibility). It should be noted where infrastructure to support sustainable transport is required on the highway as part of a section 278 agreement this could be discounted from the developer contribution.

The developer contributions will be used to deliver the following:

Preston - Longridge railway route - funding would be used to provide a cycle route along the old Preston to Longridge railway which is an aspiration of both LCC and Longridge Town Council.

The Longridge ~ Grimsargh ~ Ribbleton ~ Preston City Centre bus route - This is a public transport priority corridor, with traffic management solutions and other measures that follow a public realm approach to support sustainable transport movements and improve the operation of junctions and service reliability along this corridor. This contribution would be targeted at traffic management improvements through Grimsargh to reduce friction and improve service reliability.

A6 Broughton – Infrastructure improvements to address congestion on this corridor.

Longridge Loop – A new cycle/pedestrian route around/through the town to link/integrate all parts of the town and encourage the use of sustainable transport and public health.

Bus Service Improvements – Depending on the outcomes regarding bus service accessibility potential bus service frequency improvements and or, new or altered service routes.

Travel Plan Guidance - A contribution of £24,000 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).

Funding to support the measures and achieve the targets of the Full Travel Plan -
Travel Plan to include Funding to support the measures and achieve the targets of the Full Travel Plan. A number of potential measures are included for consideration as part of the interim Travel Plan. However, without a commitment to funding these measures they cannot be implemented and therefore the benefits of the Travel Plan will be overstated. The development of sustainable measures is a key to our agreement to development trip rates targets within the TA/TP, without these measures these rates are unlikely to be achieved. This contribution would be included in the planning contribution request above but ring fenced in any s106 for the developer to retain for use by the travel plan co-ordinator.

Notwithstanding necessary and appropriate sustainable transport service provisions and new infrastructure links/upgrades, LCC request that a sustainable transport contribution of £260 per unit is included in the S106 to deliver a range of necessary Personalised Travel Plan Measures as set out below:

- Public Transport Smartcards for households to encourage sustainable patterns from the outset of the development. (£110 towards bus fares)
- Provision of cycles and safety equipment for households (£150 cycle contribution)

LCC are satisfied that this request meets the requirements of the CIL regulations, and on balance, an overall package of measures is appropriate and necessary to minimise the impact of this proposal and support a sustainable development. Agreement of the targets to be set within the Full Travel Plan should be progressed as soon as possible to support this approach.

**Strategic Highways Planning
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01 December 2014