

Transport Note

- 1.1 Mayer Brown Limited has prepared this Transport Note for submission alongside a planning application that seeks outline planning permission to develop 275 residential dwellings on land off the B6243 (Preston Road) on the southern edge of Longridge in Lancashire.
- 1.2 The development site lies within Ribble Valley Borough Council's (RVBC's) area of control with Lancashire County Council (LCC) acting as the local highway authority.

Development Site History

- 1.3 An application was previously submitted at the site that sought outline planning permission for the erection of up to 305 residential dwellings, alongside a small neighbourhood centre to serve the development and associated access (planning reference 3/2015/0393).
- 1.4 Mayer Brown produced a Transport Assessment (TA) dated February 2015, which was submitted alongside the application to assess the salient transport and highway elements of the scheme.
- 1.5 In January 2016 application 3/2015/0393 was refused based upon a number of reasons, including a number of highways/transport elements. An appeal has been submitted in relation to the above.
- 1.6 In advance of the appeal various liaison has been undertaken with LCC to address highway/transport concerns which formed part of the refusal reasons. Consequently, a TA Addendum, dated June 2016 was issued to LCC and which looked to address these concerns.
- 1.7 The TA Addendum content included updates to the access strategy/arrangements and base line traffic flows in line with comments received from LCC in addition to drawings outlining off-site improvement works details within the TA and updated/extended traffic impact assessments requested by LCC.
- 1.8 Following submission of the TA Addendum a number of minor amendments were made to the access arrangements following further LCC comments, which in turn were considered acceptable to LCC as in principle drawings, subject to minor changes at the s278 stage.
- 1.9 Although current proposals are subject to a separate application, due to the similarity and crossover between these developments it is considered suitable to reference the TA and Addendum submitted alongside application 3/2015/0393 as appropriate.

Existing Site

- 1.10 The TA submitted alongside the previous application included a detailed review of the highway network and associated base traffic flows alongside a review of accident data and site accessibility. This baseline review/assessment and its conclusions are considered to be still relevant and appropriate for the current proposals and as such have been summarised herein.

Highway Network

- The B6243 (Preston Road) is a key link between Longridge and Preston (through Grimsargh) providing access to a number of residential settlements and areas of employment along the route.
- Preston Road is generally straight/wide and has a 40mph speed limit in the vicinity of the site, reducing to 30mph in more residential/built-up areas.
- In the vicinity of the site a footway is provided along the western side of Preston Road only with street lighting provided at regular intervals.
- Access to the site is currently provided from Preston Road via two field access gates.
- Access is provided to Junction 31a of the M6 motorway, approximately 6km to the south west of the site along the B6243 Preston Road, providing access towards Preston, Chorley, Bolton, Wigan and Manchester.

Accident Data Review

- No specific accident clusters were identified on the local highway network whilst accident number at key junctions was not considered to be high compared to traffic volumes and existing infrastructure is in place to cater for all road users, including pedestrians and cyclists.
- No highway geometry or maintenance issues were identified/highlighted with no specific area identified where intervention would be required.

Accessibility

- Local footways facilitate pedestrian movements from the site into the centre of Longridge and also Grimsargh, and consequently link the site to the surrounding residential areas and local services.
- There are a number of Public Rights of Way (PRoW) linkages adjacent to the site to the west, namely FP-107, FP-104, FP-103.

- Within the local area there are a range of facilities within appropriate walking distances suggested in the Institution of Highways and Transportation document '*Guidelines for Providing for Journeys on Foot*' (2000).
- Based on a 5km cycling catchment area, Longridge and Grimsargh are within suitable cycling distance, connecting the site to residential areas, services and employment opportunities within these locations. A number of on-carriageway cycle routes and low speed residential roads provide cycle linkages in and around the local area.
- Existing bus stops on Preston Road consist of a flag and pole, although no timetable, shelter, seating, raised kerbing or bus stop road markings are provided. Bus services operating between Longridge and Preston stop in the vicinity of the site with a daytime frequency of around 6 services every hour, with services still operating on evenings, Sundays and bank holidays, albeit on a reduced frequency;
- The site offers opportunities to access existing amenities/facilities and public transport, based on nationally recommended guidelines

Proposed Development

- 1.11 Current development proposals seek to provide up to 275 residential dwellings with a small, local neighbourhood centre (to serve the development). As the application is outline at this stage, the detailed mix and type of housing is still to be confirmed. An indicative site layout is presented in **Appendix A**.

Access Arrangement

- 1.12 All general vehicular traffic will access the site from Preston Road via new priority junction arrangements. An entrance to/from Water Meadows will also be provided, although this would be restricted for use by emergency vehicles (if required), pedestrians and cyclists only, providing convenient access for local residents wishing to utilise facilities and open space within the development site and access PRoW linkages and playing fields to the west.
- 1.13 The proposed access junctions onto Preston Road have been developed in line with local design guidance and Design Manual for Roads and Bridges (DMRB) standards, including 10m kerb radii, ghosted right turn lanes, flare for two vehicles to exit the site and a pedestrian crossing island over the site access junction arms.
- 1.14 2m wide footways into the site are provided on either side of each site access, although the most southern footway has been widened to 3m to enable use as a shared surface by pedestrian and cyclists. The 3m footway has been continued along Preston Road, ending opposite Pinfold Lane where a dropped kerb will be provided.

- 1.15 The vehicular access arrangements are shown in drawing **X/JWPCLongridge.1/01 Rev E**, which also illustrates 2.4m x 90m visibility splays and associated hedgerow to be removed/replanted to the rear of the splay.

[B6243 Preston Road Speed Limit](#)

- 1.16 The existing 30mph speed limit will be extended past the site frontage, approximately 120m south of the southern site access, to ensure that traffic has slowed by the time it reaches the site entrance. The proposed limit of extension is shown in drawing **X/JWPCLongridge.1/01 Rev E**.

[Internal Arrangement](#)

- 1.17 As the development is an outline application, looking to obtain planning approval for the development in principal and associated access from the local highway network, it does not include any specific details in relation to the internal arrangement.
- 1.18 The internal arrangement, including parking provision, vehicle manoeuvring (refuse and emergency vehicles) would be subject to subsequent reserved matters application(s).

[Bus Stop Improvements](#)

- 1.19 New bus stops will be provided on Preston Road as part of the development proposals with raised kerbs, shelters, timetable information and bus stop markings provided, in addition to new sections of footway/crossing points as required to provide convenient access to the new bus stops. Bus stop proposals are shown in drawing **X/JWPCLongridge.1/03 Rev B**.
- 1.20 Swept path analysis for a Transit-type van passing the bus stops is shown in drawing **X/JWPCLongridge.1/04 Rev B**, demonstrating that cars and such vehicles will be able to pass a stopped bus without coming into conflict with vehicles using the ghosted right turn lane and despite the provision of the crossing island.

[Preston Road / Whittingham Lane Junction Improvements](#)

- 1.21 In line with the previously submitted development, current proposals include alterations to white lining at the Preston Road / Whittingham Lane junction, to allow a right turning car to wait in a widened lane without blocking through traffic, which in turn will improve junction capacity. These improvement works along with tracking of a large goods vehicle are shown on drawing **JWPCLong.1/02**.

Site Accessibility Improvement Contributions

- 1.22 In addition, the developer is open to paying reasonable financial contributions to improve the site accessibility. Previous liaison with LCC has indicated that this could include:
- Funding towards the Longridge – Grimsargh – Ribblesdale - Preston City Centre public transport priority corridor;
 - Travel Plan assistance by LCC, providing advice and guidance on Travel Plan development and implementation;
 - Contribution towards local cycle route provision, such as cycle route along the old Preston to Longridge railway and the Longridge Loop;
 - Public Realm Improvements in Longridge Town Centre, providing widened footways, improved uncontrolled crossings and bus stop upgrades to improve linkage and accessibility to schools/work/services.

Development Trip Generation

- 1.23 Within the TA predicted trip generation was calculated based on trip rates derived from the TRICS database, with available TRICS sites filtered to provide a comparable assessment to that proposed. The LCC consultation response following review of the TA indicated that trip generation set out in the TA was acceptable
- 1.24 Trip rates have been extracted from the TA and detailed in **Table 1.1**, alongside predicted trip generation during the weekday morning and evening peaks for the current development proposals.

275 dwellings	Weekday AM (08:00 – 09:00)			Weekday PM (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.16	0.44	0.60	0.42	0.25	0.67
Trip Generation	44	121	165	116	69	185

Table 1.1: Trip Generation – 275 Dwellings

- 1.25 **Table 1.1** indicates that the current development proposals are predicted to generate around 165 vehicular movements during the weekday morning peak, consisting of arrivals and departures and 185 movements during the weekday evening peak across both access points.
- 1.26 In relation to the previously submitted application, this equates to a reduction of 11 and 24 vehicles during the weekday morning and evening peak respectively.

Traffic Impact

- 1.27 Traffic impact assessments included within the aforementioned TA Addendum assessed the predicted impact in 2014 and 2024 that 305 dwellings would have upon the operation of various key junctions on the local and strategic highway network.
- 1.28 Junction capacity modelling demonstrated that during the most robust scenario (2024 with development) the proposed site access junctions could accommodate predicted background and development traffic with minimal queuing or delay.
- 1.29 At other assessed junctions the traffic impact assessment indicated that proposals would have a minimal/marginal impact which was not considered to be severe. In addition, improvement works identified at the Preston Road/Whittingham Lane junction would result in a betterment in junction operation compared to the baseline scenario (without development).
- 1.30 The previous development TA and TA Addendum concluded that proposals were not predicted to have any adverse effect upon the operation of the local highway network. It follows that the current proposals, which result in a reduced level of trip generation compared to the previous development, are also predicted not to have any adverse effect upon the operation of the local highway network and are therefore compliant with paragraph 32 of the NPPF.

Conclusions

- 1.31 It is considered that development proposals provide appropriate access onto the local highway network in line with local/national guidance with appropriate off site infrastructure and financial contributions proposed in order to improve site accessibility.
- 1.32 Predicted trip generation associated with the proposals are considered to have a minimal impact upon the operation of the local highway network which is not considered to be severe and therefore not predicted to have any adverse effect upon the operation of the local highway network.
- 1.33 It is therefore concluded that there are no reasons why the development proposals should be refused on transport grounds, with proposals according with the principles of sustainable development set out within the National Planning Policy Framework.

Author: RB

Checked by: NS

Date: October 2016

Revision: Final 01

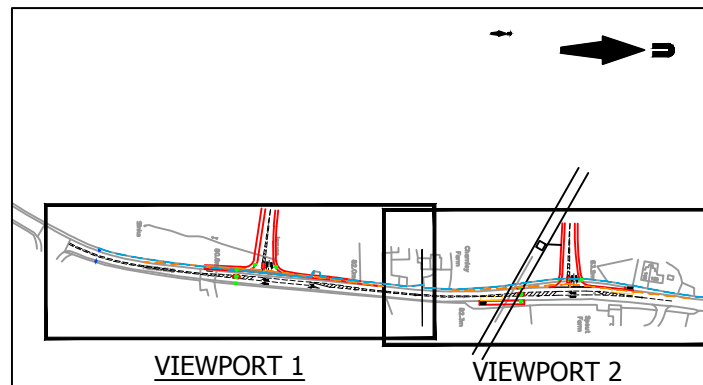
DRAWINGS

X/JWPCLongridge.1/01 Rev E – Potential Site Access

X/JWPCLongridge.1/03 Rev B – Bus Stop Relocation

X/JWPCLongridge.1/04 Rev B – Tracking around Bus Stop

JWPCLong.1/02 – Possible Junction Improvement

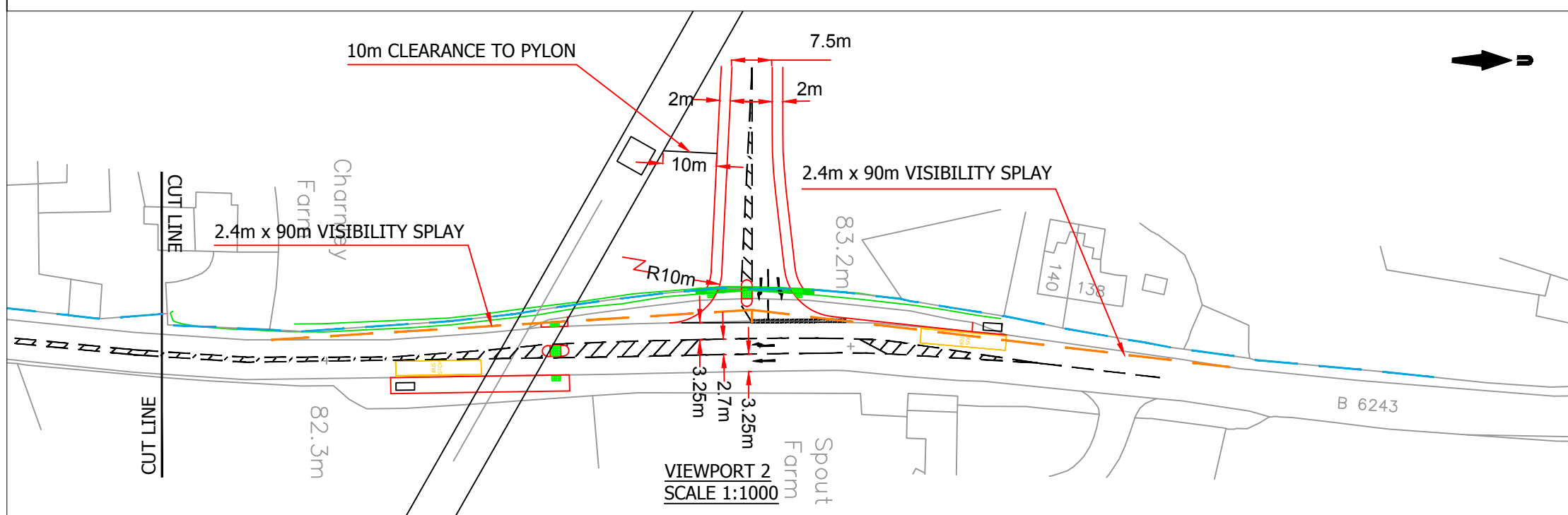
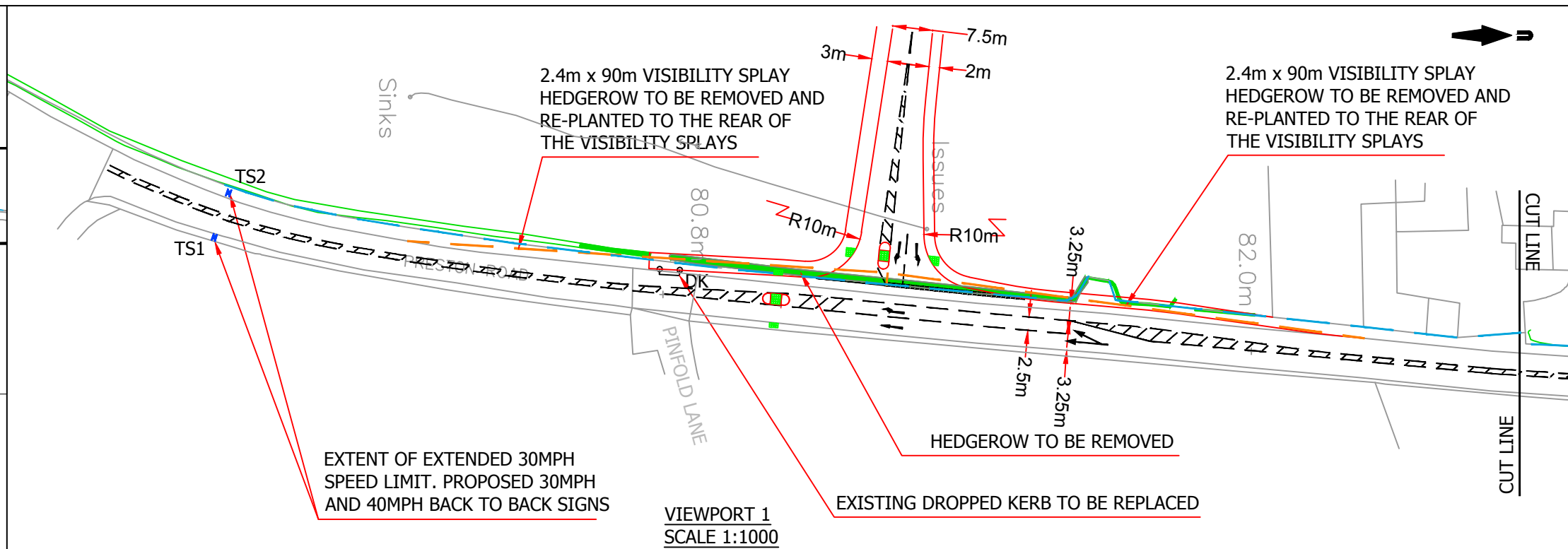


VIEWPORT 1

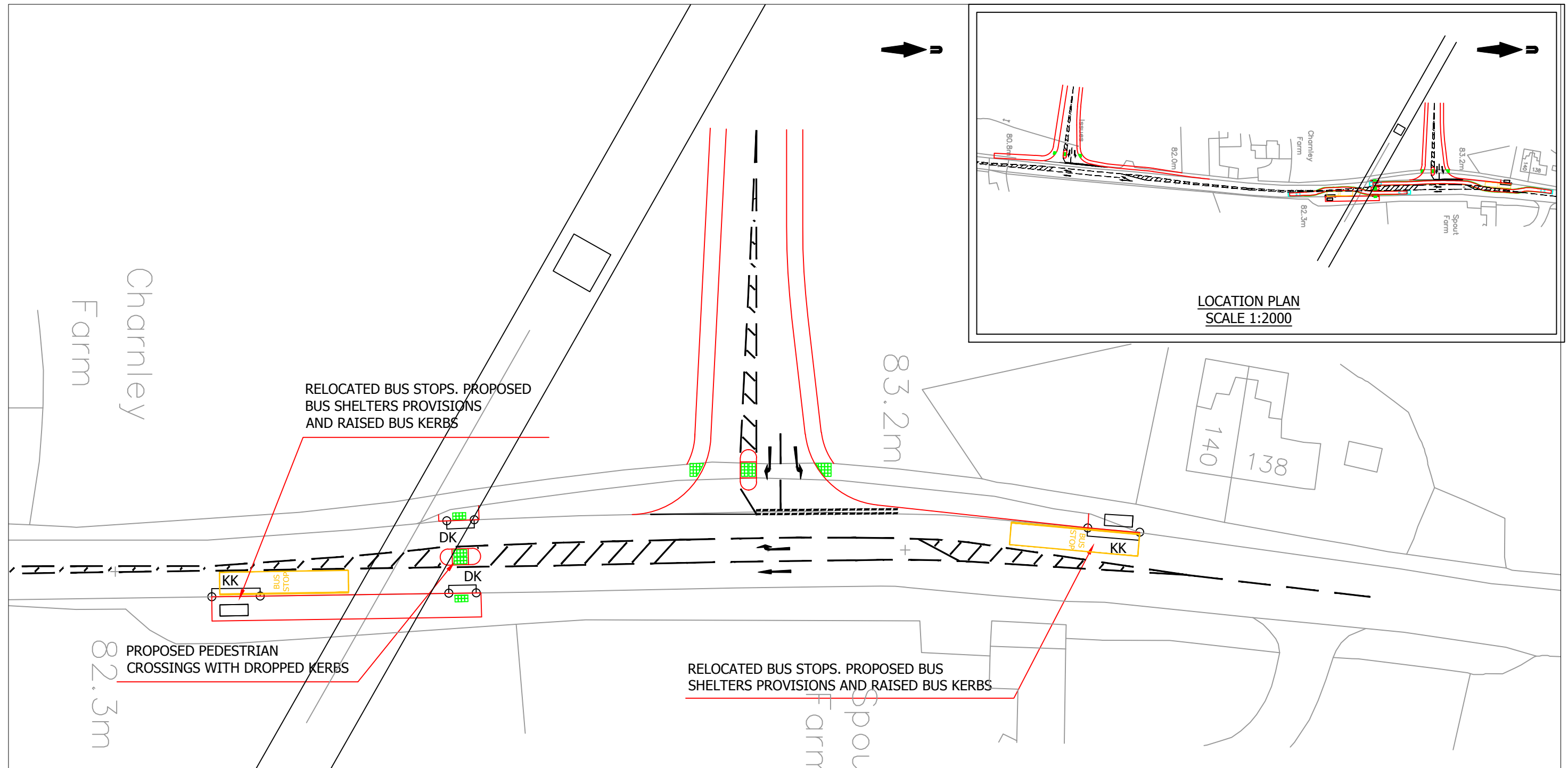
VIEWPORT 2

OVERVIEW PLAN
SCALE : NTS

KEY	
DK	PROPOSED DROPPED KERB
	PROPOSED TACTILE PAVING
TS1	PROPOSED TRAFFIC SIGN
	VISIBILITY SPLAY 2.4m X 90m
	HIGHWAY BOUNDARY
	HEDGEROW TO BE REMOVED



E	PEDESTRIAN REFUGE ADDED VP1	06.10.16	RB
D	HIGHLIGHTED AREA OF HEDGE TO BE REMOVED	08.07.16	HI
C	SECOND ACCESS RELOCATED	08.06.16	HI
B	SECOND ACCESS ADDED	16.05.16	HI
A	AMENDED AS PER LA COMMENTS	28.04.16	HI
rev.	amendment	date	chkd



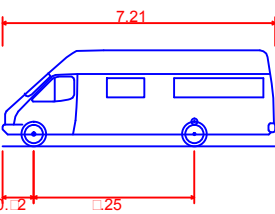
KEY

- KK PROPOSED BUS STOP KASSEL KERB
- DK PROPOSED DROPPED KERB
- PROPOSED TACTILE PAVING

B	SECOND ACCESS RELOCATED	15.06.16	HI
A	SECOND ACCESS ADDED	16.05.16	HI

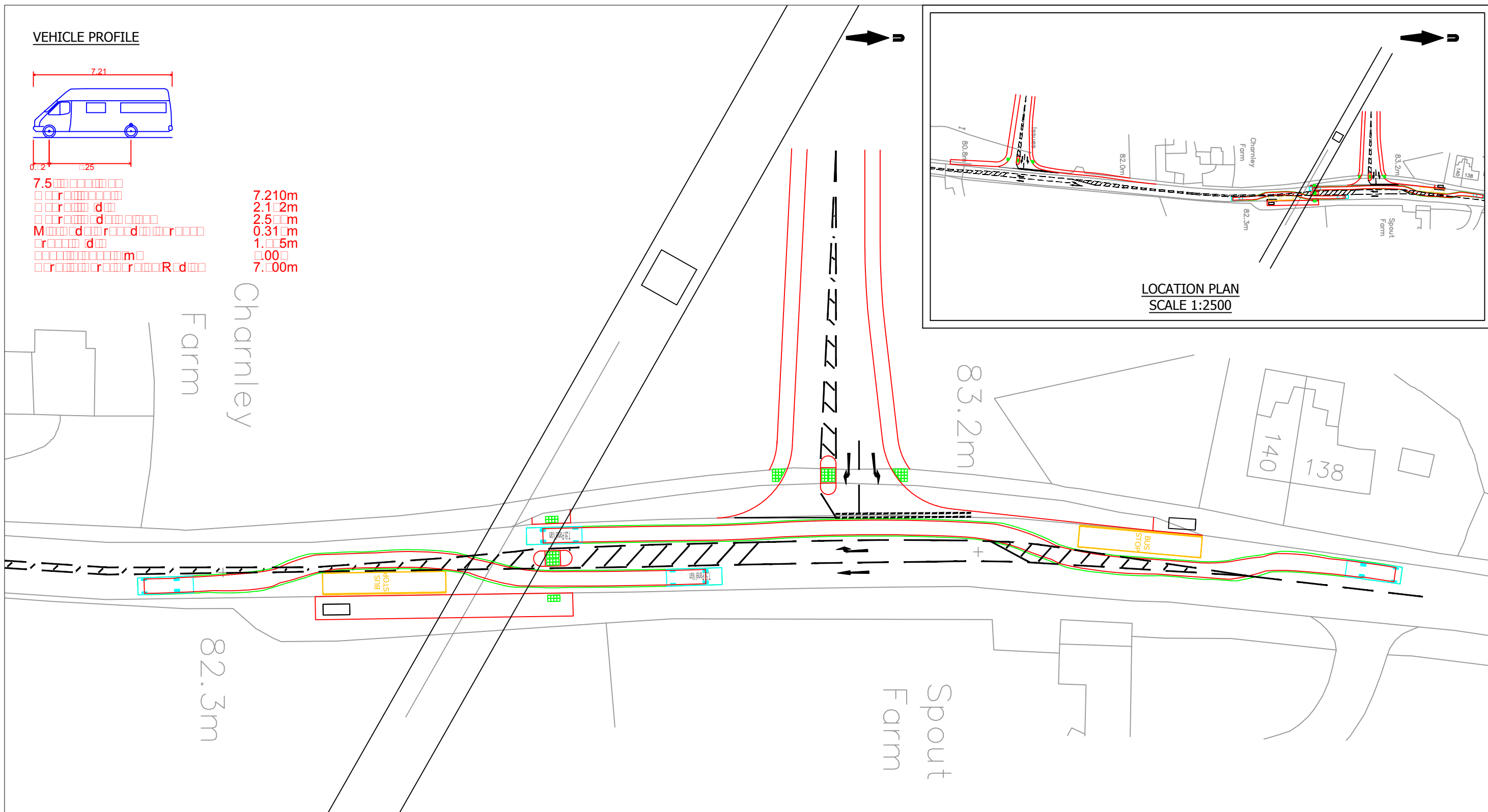
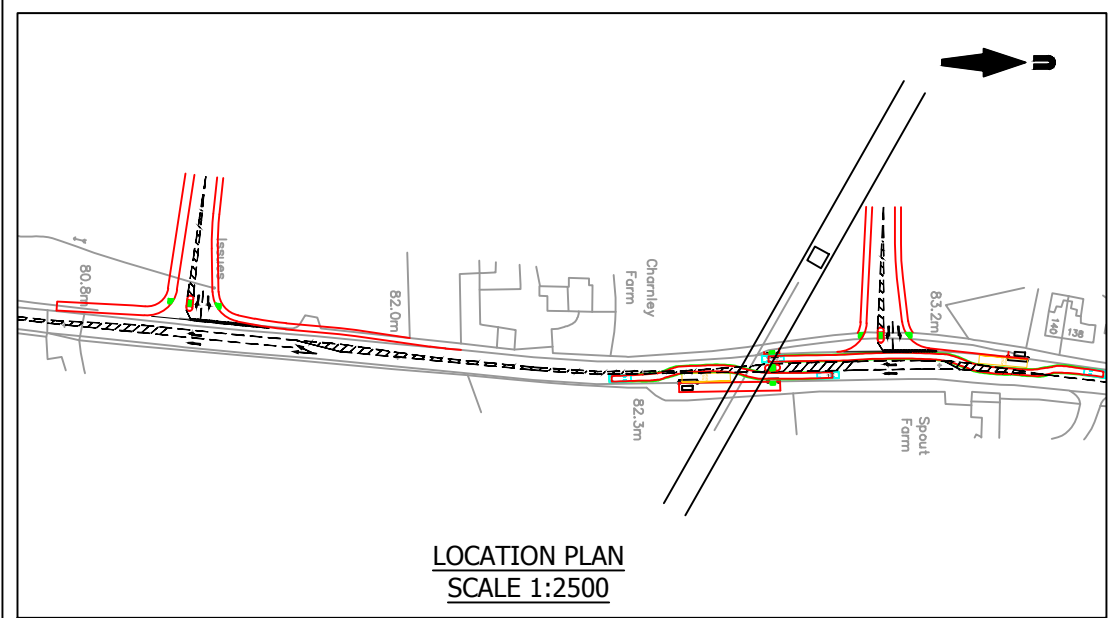
rev.	amendment	date	chkd
------	-----------	------	------

VEHICLE PROFILE



7.5
r
r d
r d
M d r d r
r d
m
r r r R d

7.210m
2.12m
2.5m
0.31m
1.5m
0.00
7.00m



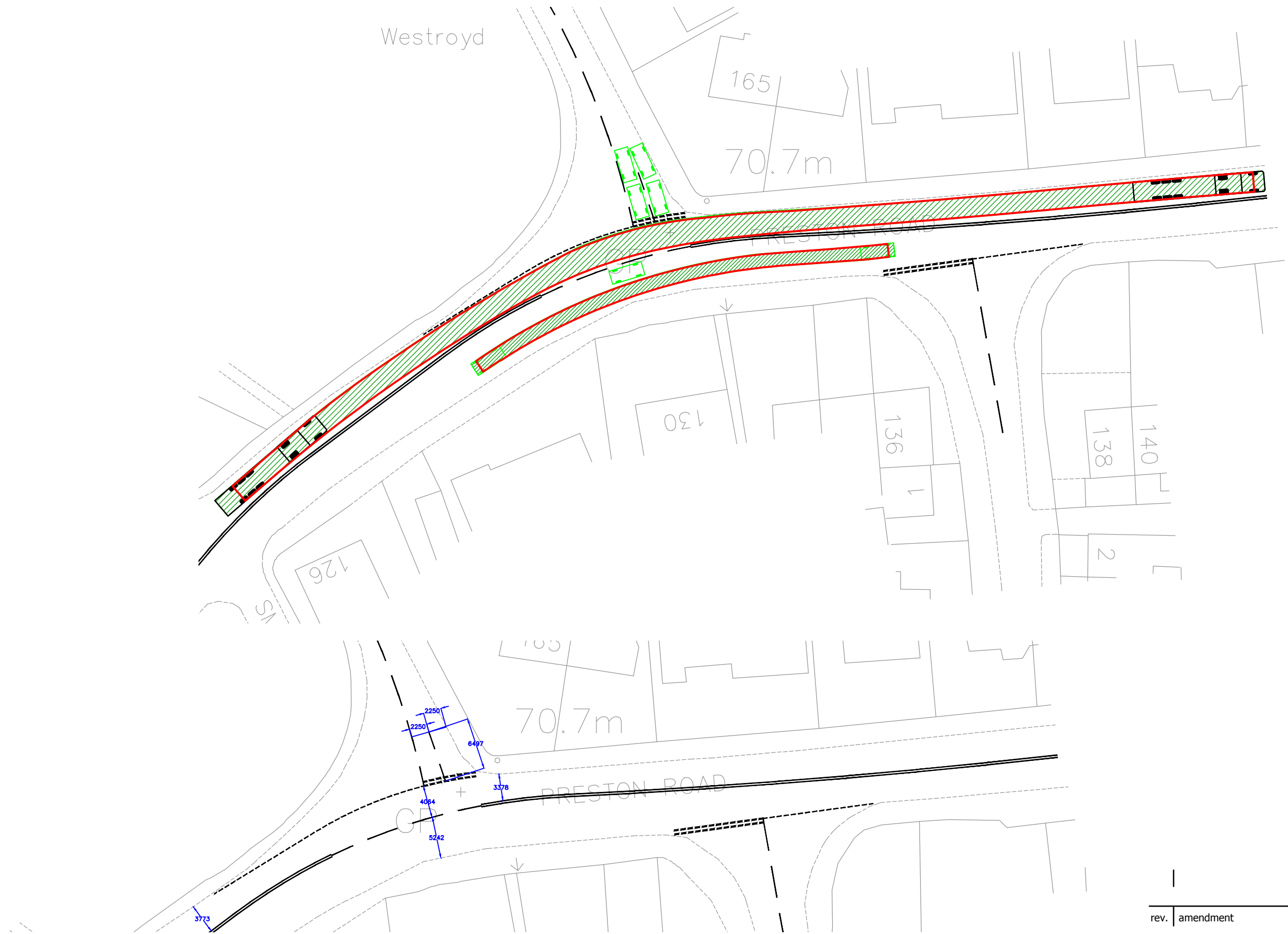
B	SECOND ACCESS RELOCATED	15.06.16	HI
A	SECOND ACCESS ADDED	16.05.16	HI
rev.	amendment	date	chkd

m3
mayer brown
Mayer Brown Limited
Suite 4.3, 4 Carrwood Park, Selby Road, Leeds, LS15 4LG
Telephone 01133 854 697 Fax 01133 854 698
leedsoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
JWPC Limited
project
Proposed Residential Development, Longridge

title
TRACKING AROUND BUS STOP

scale @ A3	1:500	drawn by	RR	checked by	HI
date	September 2014	cad file	X/JWPCLongridge.1_04.dwg		
drawing number	X/JWPCLongridge.1/04	rev.	B		



rev.	amendment	date	chkd



Mayer Brown Limited
Suite 4.3, 4 Carrwood Park, Selby Road, Leeds, LS15 4LG
Telephone 01133 854 697 Fax 01133 854 698
leedsoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
JWPC LTD

project
PROPOSED RESIDENTIAL DEVELOPMENT,
LONGRIDGE

title
POSSIBLE JUNCTION IMPROVEMENT

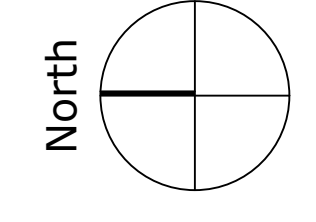
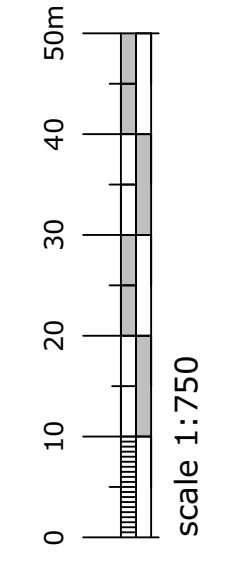
scale @ A3	1:500	drawn by	SO	checked by	PW
date	OCT 2014	cad file	jwpclong.1_02.dwg		
drawing number	JWPCLONG.1/02			rev.	

APPENDIX A: Proposed Site Layout



- 85 no. **Type A** 2 storey 3 bed 150sqm
42 no. **Type B** bungalow 2 bed 60sqm
36 no. **Type C** 2 storey 3 bed 96sqm
52 no. **Type D** 2 storey 2 bed 90sqm
53 no. **Type E** 3 storey 3 bed 135sqm
3 no. **Type F** 2 storey 5 bed 188sqm
4 no. **Type H** 2 storey 4 bed 170sqm
- total 275 no. houses**

- site boundary
- cycle links
- footpaths
- existing trees retained
- proposed trees/planting
- public open space/wildlife corridors



proposed residential development
Grimbaldeston Farm Longridge

campbelldriverpartnership
architects designers surveyors

client: grimbaldeston farm trustees/s+n forshaw

project: residential development
preston road longridge

sheet: indicative site layout

dwg no: 10.192	05	R
----------------	----	---

scale: 1:750 @ A0
date: 25.09.2014
drawn: cn

capricorn park
blackwater road
t: 01254 297700
f: 01254 297701
email: design@cdpartnership.co.uk

copyright in this drawing is vested in campbell driver partnership limited