

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

RIBBLE VALLEY BOROUGH COUNCIL

**PROPOSED RE-DEVELOPMENT OF THE FORMER 'PUNCH BOWL' INN SITE,
LONGRIDGE ROAD, HURST GREEN NEAR WHALLEY BB7 9QP**

TRANSPORT STATEMENT

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1. Introduction

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for the proposed re-development of the former Punch Bowl Inn site on Longridge Road in Hurst Green near Whalley. The proposed re-development will provide a leisure development comprising 20 holiday lodges in the grounds of the former public house and 5 self-contained holiday units in the converted public house. There will also be a small café provided within the site.

1.2 The TS has been prepared in accordance with the 'Guidelines on Transport Assessment', by the Department for Transport (Ref. 1).

1.3 During the preparation of the TS, the following investigations have been carried out :

- an examination of the existing site and the local highway network,
- a review of the road safety records for the existing highway network,
- an examination of the proposed re-development plans,
- a comparison of the traffic generation for the permitted public house and restaurant use and the proposed leisure use and an assessment of the traffic impact on the existing highway network, and,
- consideration of the accessibility of the proposed residential development by sustainable transport – walking, cycling and public transport.

1.4 The following sections describe these investigations.

2. Site Location and Previous Use

- 2.1 The proposed development site is located at the former Punch Bowl Inn on Longridge Road in Hurst Green, approximately 6 kilometres north west of Whalley, as shown in Figure 1.
- 2.2 The former public house was built in the 18th Century and is a Grade II Listed Building with a floor area of approximately 7,500 sq.ft. (697 sq.m). The public house, and the associated restaurant, have been a popular venue for eating and refreshments and have generated a relatively high number of daily vehicle movements associated with customers, staff and deliveries to the premises. The former public house had an attractive beer garden and also hosted functions.
- 2.3 The former public house / restaurant has an access onto the B6243 Longridge Road and a car park for approximately 50 - 60 cars.

3. Existing Highway Network

- 3.1 As described in Section 2, the former public house is located on the B6243 Longridge Road, approximately 6 kilometres north west of Whalley in the Ribble Valley.
- 3.2 Longridge Road is a single carriageway road that connects Preston, Longridge and Clitheroe and passes through the village of Hurst Green near Whalley. The road has a carriageway width of 7.5 metres at the existing access to the site. Longridge Road has a 40 mph speed limit in the vicinity of the existing access to the site. There is a footway on the north side of the road, as shown in Photograph 1. The road is a bus route with bus services operating between Longridge and Clitheroe and bus stops located near the site.

- 3.3 The existing access to the site is located near a bend in Longridge Road which, partially, reduces the visibility to the right for drivers emerging from the access. The visibility to the right is measured as 38 metres at the driver's waiting position (2.4 metres from the edge of the carriageway). There is a traffic mirror sited opposite the access to increase the view to the right for drivers emerging from the access. The visibility to the left is of a good standard with over 150 metres available at the driver's waiting position (2.4 metres from the edge of the carriageway).
- 3.4 There are traffic signs and a 'SLOW' road marking located in advance of the bend and the access to the site, however, these are in a poor condition, as shown in Photograph 2.
- 3.5 An examination of the road safety records that are held on the Lancashire County Council website MARIO (Maps and Related Information Online), shows that there have been no recorded injury accidents on the B6243 Longridge Road, within 100 metres of the existing access to the public house, during the most recent 5 years that are displayed on the website on the 30.11.2015. The public house and restaurant were open for at least 12 months during the last 5 years with drivers using the access on a daily basis. Based on the recent road safety data, the existing access that serves the proposed development site does not have any significant road safety problems.

4. Proposed Re-Development

- 4.1 The proposed re-development scheme is shown on the Proposed Site Layout Plan by Bramley Pate & Partners (Architects). The proposed site layout shows 20 holiday lodges in the grounds of the former public house and 5 self-contained holiday units in the converted public house. A small café is also proposed.
- 4.2 The proposed holiday lodges and holiday units will be used for tourist and leisure trips to the Ribble Valley and will not be used as permanent residences.
- 4.3 The existing access onto Longridge Road will be utilised with a new traffic sign erected at the exit to warn drivers about the restricted visibility to the right as they emerge into Longridge Road ('Caution -- Restricted Visibility to the Right').
- 4.4 Parking spaces will be provided for each holiday lodge and additional parking spaces for visitors including to the café., as shown on the Proposed Site Layout Plan.

Proposed Re-development of the Former 'Punch Bowl' Inn Site, Hurst Green
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5. Traffic Impact of the Proposed Development

Traffic Generation

- 5.1 In order to estimate the traffic generation of the existing permitted use as a public house / restaurant, the Trip Rate Information Computer System (TRICS – Ref. 2), has been examined for the category of 'Hotel, Food and Drink – Pub/Restaurant'. Sites in England, excluding Greater London, have been chosen from the database. The resulting TRICS output is included in Appendix 1 and summarised below in Table 1 for a typical day. Table 2 shows the permitted daily traffic generation based on the floor area of the former pub / restaurant.

Time Period	Traffic Generation Rate (Vehicle Arrivals)	Traffic Generation Rate (Vehicle Arrivals)	Total Traffic Generation Rate (per 100 sq.m)
0800 – 2400 hrs.	30.488	29.190	59.678

Table 1 – Traffic Generation Rates for Pub/Restaurant
(per 100 sq.m Floor Area)

Time Period	Vehicles In	Vehicles Out	Total
0800 – 2400 hrs.	212	203	415

Table 2 – Existing Permitted Traffic Generation (697 sq.m Pub/Restaurant)

- 5.2 It can be seen from Table 2 that the existing pub/restaurant use could generate approximately 200 vehicle arrivals and 200 vehicle departures in a 16 hour period (0800 – 2400 hrs.).

- 5.3 The proposed development of 20 holiday cabins and 5 self-contained holiday units is expected to generate 1-2 return vehicle trips per day, on average, for each cabin or holiday unit, when occupied (unfortunately there is no TRICS category for holiday lodges, therefore, the traffic generation must be estimated from first principles). The proposed development will have, relatively, low levels of occupancy for many periods of the year and it is only expected to have a high level of occupancy during the school holiday periods i.e. above 75% occupancy. On this basis, the typical, upper, level of daily traffic generation will be :

$$\begin{aligned} &= 25 \text{ units} \times 0.75 \text{ (occupancy)} \times 2 \text{ return car trips} \\ &= 38 \text{ return car trips per day (76 two-way trips)} \end{aligned}$$

- 5.4 There would also be additional vehicle trips associated with the proposed café, estimated to be a maximum of 100 two-way trips per day on a busy day. On this basis the typical daily traffic generation for the proposed development will be 176 two-way trips. This is significantly lower than the permitted traffic generation for the pub/restaurant use that could generate 415 two-way trips (58% lower). Therefore, the proposed leisure development will have a lower traffic generating potential than the existing pub/restaurant use. This will be beneficial for highway safety on Longridge Road.

Highway Access

- 5.5 As described in paragraph 3.3, the visibility to the right at the existing access onto Longridge Road is, partially, obstructed by the bend in the road and the corner of the building. The visibility has been measured at 38 metres at the driver's waiting position (2.4 metres from the edge of the carriageway). The recommended standard of visibility for the design of a new junction in a 40 mph speed limit is 120 metres at the driver's waiting position (based on the Design Manual for Roads and Bridges, Ref. 3). However, the junction is an existing private access and will be lightly trafficked. Using the Manual for Streets (2, Ref. 4), the Stopping Sight Distance (SSD), for braking in an emergency, is as calculated below :

$$\text{Stopping Sight Distance (SSD)} = vt + v^2/2d$$

Where v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

For a 40 mph speed (17.8 m/s), and a driver reaction time of 0.67 seconds and a deceleration rate of 6.57 m/s², the SSD, in an emergency, is 36 metres. Therefore, the SSD at the existing access is satisfactory in the event of driver emerging from the access into the path of a car travelling west along Longridge Road.

6. Accessibility of the Proposed Development

- 6.1 The proposed development will be located on Longridge Road which is a bus route with bus stops located near the site. There is a bus stop in front of the premises for buses towards Longridge and Chipping and a bus stop approximately 200 metres west of the site for buses towards Whalley and Clitheroe. The bus services operating along Longridge Road are summarised in Table 3, below.

Bus Service	Route	Typical Frequency (Monday – Saturday)
5	Clitheroe – Whalley – Chipping – Longridge (both directions)	Approx. every 2 hours In each direction

Table 3: Bus Service Operating Along Longridge Road

- 6.2 The proposed leisure development will also be located within a reasonable cycling distance of Whalley where there are a wide range of shops and amenities. There is also a good network of public rights of way (PROW's), in the area for recreational walking including one adjacent to the site from Longridge Road.

7. Conclusions and Recommendation

- 7.1 This Transport Statement (TS), has been prepared to accompany the planning application for the proposed re-development of the former Punch Bowl Inn site at Hurst Green near Whalley in Ribbles Valley. The proposed re-development will provide 20 holiday cabins and 5 self-contained holiday units at the site.
- 7.2 The TS shows that the existing highway network that serves the site has a good road safety record, including the existing highway access, with no evidence of any significant highway safety problems.
- 7.3 The proposed re-development scheme will have a significantly lower traffic generating potential than the existing permitted use of the site as a pub/restaurant. This will be beneficial for the highway network. The existing access has good visibility to the left for drivers emerging into Longridge Road and a satisfactory level of Stopping Sight Distance (SSD), for a driver braking in an emergency whilst travelling towards Longridge. A new traffic sign will be provided, within the site, to warn drivers who are using the exit about the partially restricted visibility to the right on Longridge Road because of the bend and the building. The Highway Authority have also been requested to replace the warning signs on this section of Longridge Road that warn drivers about the bend and to 'Reduce Speed Now'.
- 7.4 The proposed development will be located on the existing Longridge – Clitheroe bus route with regular bus services to, and from, Longridge, Chipping, Whalley and Clitheroe. The site will also be within a reasonable cycling distance of Whalley where there are a wide range of shops and amenities. There is also an extensive Public Rights of Way (PROW), network in the area for recreational walking trips.
- 7.5 Overall, the proposed re-development scheme will not have a significant or adverse traffic impact on the local highway network and will be in a sustainable transport location. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

1. Guidance on Transport Assessment
 Department for Transport, 2007
 ISBN : 978 0 11 552856 9
2. Trip Rate Information Computer System (TRICS)
 JMP Consultants on behalf of the TRICS Consortium
3. The Design Manual for Roads and Bridges
 TD 42/95 – The Layout of Major/Minor Junctions
 Department for Transport
4. The Manual for Streets (2)
 The Chartered Institution of Highways and Transportation
 ISBN : 978 0 902933 43 9

Figure 1

Site Location Plan

Proposed Re-development of the Former 'Punch Bowl' Inn Site, Hurst Green
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Proposed Site Layout

Proposed Re-development of the Former 'Punch Bowl' Inn Site, Hurst Green
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Appendix 1

Traffic Generation Information

