

Nicola Gunn

From: planning
To: John Macholc
Subject: RE: 1616: HENTHORN ROAD, CLITHEROE

From: Neil Lewis [mailto:N.Lewis@gladman.co.uk]
Sent: 20 November 2018 14:28
To: Robert Major; John Macholc
Subject: FW: 1616: HENTHORN ROAD, CLITHEROE

Good afternoon Robert,

As discussed, please find an email below in relation to the suggestion by Members that the rail service could potentially increase. Our highways consultants have found limited information on the suggested increased service but have given consideration to how this would impact on the level crossing should the service increase to every 30mins.

As discussed, at this stage this is submitted for your information to avoid any confusion but I am happy for the data to be shared with Members if you think this will assist.

Kind Regards

Neil

From: Dean Fisher
Sent: 15 November 2018 08:53
To: Neil Lewis
Subject: FW: 1616: HENTHORN ROAD, CLITHEROE

Dean Fisher | Project Manager
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From: Simon.Helme@ashleyhelme.co.uk <Simon.Helme@ashleyhelme.co.uk>
Sent: 14 November 2018 17:45
To: Dean Fisher <D.Fisher@gladman.co.uk>
Cc: Alexandra.Hunt@ashleyhelme.co.uk; aha@ashleyhelme.co.uk
Subject: 1616: HENTHORN ROAD, CLITHEROE

Dean

I write further to our recent telephone conversation. In accordance with your instructions, we have investigated the comment from Councillors regarding increased train services in Clitheroe. There is limited information on the topic but I set out below what we have found and the potential implications for the performance of Eshton Terrace.

Improvement Works

It is our understanding that improvement works have taken place on the Clitheroe-Manchester rail corridor on the section between Blackburn and Bolton. These improvement works have enabled a half hourly frequency of rail journeys from Blackburn towards Manchester.

Existing Situation

Currently, Northern Railway operates an hourly frequency rail service from Clitheroe to Rochdale. This service includes travel to destinations including Blackburn, Bolton, Salford and Manchester.

At present, Northern Railway also operates 2 trips on Sundays (one in each direction) from Preston to Carlisle. This service includes a stop in each direction at Clitheroe Rail Station. From December 2018, this service will change to 4 trips on Sundays (2 in each direction) from Preston to Hellifield. This service will include 2 stops in each direction at Clitheroe Rail Station.

Eshton Terrace

There is an existing level crossing on Eshton Terrace to the south west of Clitheroe Railway Station. All train services travelling between Clitheroe and Rochdale pass through this level crossing.

Ashley Helme Associates (AHA) commissioned a queue/barrier survey at the level crossing on 5 June 2018 between periods 0730-0930 and 1600-1815. The surveys recorded the following:

- Times when the level crossing barriers were closed,
- Times when the level crossing barriers opened,
- Length of time they were closed, and
- Length of queues that formed when the barriers were closed.

The level crossing barriers were down on 2no occasions during the AM peak hour (0800-0900). The barriers were down for an average of 1 minute 45 seconds in the AM peak hour. The maximum recorded queue on the eastbound approach was 19 vehicles, which occurred at 08:24:29. The maximum recorded queue on the westbound approach was 13 vehicles, which also occurred at 08:24:29.

The level crossing barriers were down on 3no occasions in the PM peak hour (1700-1800). The barriers were down for an average of 2 minutes 3 seconds in the PM peak hour (1700-1800). The maximum recorded queue on the eastbound approach was 18 vehicles, which occurred at 17:51:48. The maximum recorded queue on the westbound approach was 25 vehicles, which also occurred at 17:51:48.

Planned Improvements

Based on a review of Ribble Valley Borough Council Committee reports, it is understood that discussions have been held over the possibility of extending the half hourly rail services from Blackburn to Clitheroe.

It is our understanding that more evening services from Clitheroe towards Manchester could be introduced, however the frequency of this proposed service is currently unknown. Moreover, it is believed that discussions have taken place concerning additional services on the Hellifield line which would restore links from Clitheroe to Leeds and Lancaster, for example. However, due to economic implications, it is understood that it would take a significant amount of research and time before this comes into fruition.

Impact on Eshton Terrace

Based upon the AHA survey results, if a half hourly service was to be implemented between Clitheroe and Rochdale, the number of level crossing barriers closures could increase from 2 to 4 during the AM peak hour (0800-0900). In the PM peak hour (1700 – 1800) the number of level crossing barrier closures could increase from 3 to 5.

In the AM peak hour, the barriers were down for an average of 1 minute 45 seconds. With the implementation of a half hourly service from Clitheroe towards Manchester, during the AM peak period the barrier would be down for a

total of 7 minutes. This equates to 11.67% of the total AM peak hour. Or, in other words, Eshton Terrace would function as an unhindered highway for 88.33% of the peak hour.

In the PM peak hour, the barriers were down for an average 2 minutes 3 seconds. Therefore, with the introduction of the aforementioned half hourly service, during the PM peak period, the barrier will be down for a total of 10 minutes 15 seconds. This equates to 17.08% of the total PM peak hour. Or, in other words, Eshton Terrace would function as an unhindered highway for 82.92% of the peak hour.

This demonstrates that during both the AM peak hour and PM peak hours, the level crossing barriers will **not** affect traffic flow movement for over 80% of the peak hour. I am satisfied that this would not affect the overall performance of Eshton Terrace or the surrounding local highway network.

I hope the enclosed is useful.

Kind regards

Simon Helme

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