

Sharon Craig

From: Laura Eastwood
Sent: 17 November 2020 17:20
To: Planning
Subject: FW: Hawthorne Farm , Clitheroe -19/1104 Transport Statement Addendum 2

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Please can this email be put on the website, labelled highway comments
Thanks
Laura

From: Bloomer, David <David.Bloomer@lancashire.gov.uk>
Sent: 17 November 2020 13:56
To: Laura Eastwood <Laura.Eastwood@ribblevalley.gov.uk>
Subject: Hawthorne Farm , Clitheroe -19/1104 Transport Statement Addendum 2

Morning Laura,

Following on from my email yesterday concerning the internal layout of the above planning application , I have now reviewed the Transport Statement Addendum submitted by SCP in response to my initial comments on the application made in an email dated 20th December 2020 and followed by my formal response dated 5th February 2020. In my comments I was unable to support the findings of the Transport Statement submitted with the application as I felt that the impact of the development on the local road network had not been fully explored. It was my expectation that the traffic impact would be reviewed with fresh traffic surveys being undertaken. Unfortunately this process was delayed due to on-going road works in the area and latterly by global events. Taking in to account the periods of lockdown and suppressed travel demands that have resulted from homeworking it has not been possible to undertake fresh surveys . Whilst this is unfortunate , the delay in determining the application pending a normalisation of traffic patterns would not be acceptable consequently it has been agreed with the traffic consultant to utilise existing traffic data and apply the appropriate growth factors.

Turning to the Transport Statement , I will comment on the areas of interest as presented within the report.

Personal Injury Accidents – I am not aware of any further collisions occurring within the study area in the intervening period since the submission of the Transport Statement other than the collision previously highlighted at the junction of Waddington Road / Eastham Place . On this basis I would concur with the conclusion of the Addendum report in that the accident record does not represent a material concern in the context of the proposed development.

Proposed Access Arrangements - In my previous response I was concerned that the visibility splays had been presented on the face of the posted speed limit. I had asked that this be reviewed in light of the prevailing road speeds and that the 85th %ile of these speeds be used to determine the appropriate visibility splay. This has been done using speed survey data from 2018 and I am satisfied that the appropriate visibility splays of 45m in each direction for the recorded speeds of 31mph as shown on Dwg SCP/18448/F02 Rev A are achievable.

Servicing - The consultant has provided swept path details for the estate layout, however as discussed in my email yesterday, besides previously raising some concerns regarding the

formation of junction splays within the development, these concerns have yet to be acted upon and as a result of the possibility of changes being made to the estate road layout, the submitted swept path information is not acceptable

Sustainable Transport – The report refers to the provision of a zebra crossing being provided on Waddington Road as a consequence of the Waddow View development . Unfortunately whilst the highway authorities view was that the provision of a crossing facility was desirable, having further looked in to the matter and proceeding with the preliminary design process it was apparent that a suitable location for the crossing could not be found without inconveniencing local residents. Instead the proposal is to proceed with a kerbed footway build-out near to Chester Avenue which will assist pedestrian movements to the bus terminus / rail station. However along this route towards the bus interchange there is a short section of missing footway outside 27a Railway View Road This should be reconstructed as footway with allowances made for the existing vehicle access requirements to 27a.

The Statement commits to the provision of cycle storage facilities within the curtilage of each property although no further details are provided , similarly there is a commitment to providing EV charging points without further details being provided.

Committed Development – The consultant has incorporated the anticipated traffic flows from the Waddow View development as committed development , however it has been brought to my attention that the residential development off Chester Road should also be included . This site under application 3/2011/0892 is for 50 residential units and was approved at appeal. In view of this I would ask that the Arcady modelling of the Waddington Road / Railway View Road be re-run using the additional traffic input from the Chester Road application as committed development

Trip Generation (and Traffic Impact) – as mentioned previously , the highway authority were keen to appreciate the impact of the proposed development on the local highway network and most notably the junction of Railway View Road / Waddington Road which although currently a priority junction is due to be converted to a mini-roundabout as part of the offsite highway works required by the Waddow View development. New traffic counts were also requested to replace the factored 2012 traffic counts previously used , however for reasons already discussed this has not been possible and the consultant has resorted, with Highway Authority agreement , to using factored historical data to derive the baseline traffic flows. As part of this exercise , I also expressed a preference for the use of comparison counts at the junction of Hawthorne Place / Waddington Road to give an alternative approximation to the TRICS database in determining the trip rate and also trip distribution. In para 25 of the Addendum Report it is mentioned that Park Avenue with 75 dwellings has been used to derive the trip generation rate. No traffic count data is presented for Park Avenue. However using the traffic information provided in Traffic Figure 01 of report for the Hawthorne Place / Waddington Road / Cowper Avenue junction with 56 dwellings being served from Hawthorne Place, I have derived trip rates as follows

Am peak		pm peak		Traffic
Arrivals	departures	Arrivals	departures	
0.01	0.43	0.32	0.36	
Figure 01				
0.07	0.46	0.34	0.375	Traffic
c Figure 02				

In view of this discrepancy the traffic rate evaluation process should be checked with regards to which junction has been used to derive the trip rates / and trip distribution and if an error has occurred this should be followed through to the Arcady analysis of the Waddington Road / Railway View Road junction

Setting aside the query regarding the calculation of the trip rate and trip distribution figures for the proposed development and the omission of the Chester Road development site as a committed development– the results as presented when modelled for the proposed mini-roundabout at the Waddington Road / Railway View Road show that for the scenario of 2025 with committed development and proposed development flows added although the theoretical practical capacity (RFC > 0.85) is exceeded on 2 of the approach arms in the pm peak hour this is restricted to a 30minute window and whilst during this period delays may be encountered , the RFC threshold of 1.0 is not exceeded and on this basis and taking into account the NPPF document the negative impact of the proposed development on the local road network is not 'severe' enough to warrant a recommendation for refusal on highway grounds.

dave bloomer
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