APPLICATION FOR REBUILD OF PUNCH BOWL PUBLIC HOUSE, LONGRIDGE ROAD, HURST GREEN NEAR WHALLEY

HIGHWAY REPORT UPDATE

AMNI TRANSPORTATION

APPLICATION FOR REBUILD OF PUNCH BOWL PUBLIC HOUSE, LONGRIDGE ROAD, HURST GREEN NEAR WHALLEY

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DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
377-23-1	First Draft		1	JP	MP	3/3/2023
377-23-1	Second Draft		1	JP	MP	6/3/2023
377-23-1	Third Draft		1	JP	MP	6/3/2023
377-23-1	Final		1	JP	MP	15/3/2023

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HIGHWAY REPORT

1.0 Introduction and Background

1.1 This Highway Report has been produced to support an application for the rebuild of the Punch Bowl Public House, Longridge Road, Hurst Green near Whalley.

1.2 This Highway Report has been produced as an update to the earlier Highway Report submitted in 2021, planning application 3/2021/1118 refers.

1.3 The earlier Highway Report considered a number of factors including the highway safety record of the road network, the accessibility to the site by sustainable transport, the traffic impact of the development and the highway safety impact of the scheme. The earlier Highway Report was considered by Lancashire County Council. The Council's Committee Report on planning application 3/2021/1118 did not highlight any highway safety or road network issues associated with the Highway Report for the development.

1.4 The Council has requested that an updated Highway Report be produced. The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

2.1 The site is located on the south side of the B6243 Longridge Road in Hurst Green, as shown in Figure 1.

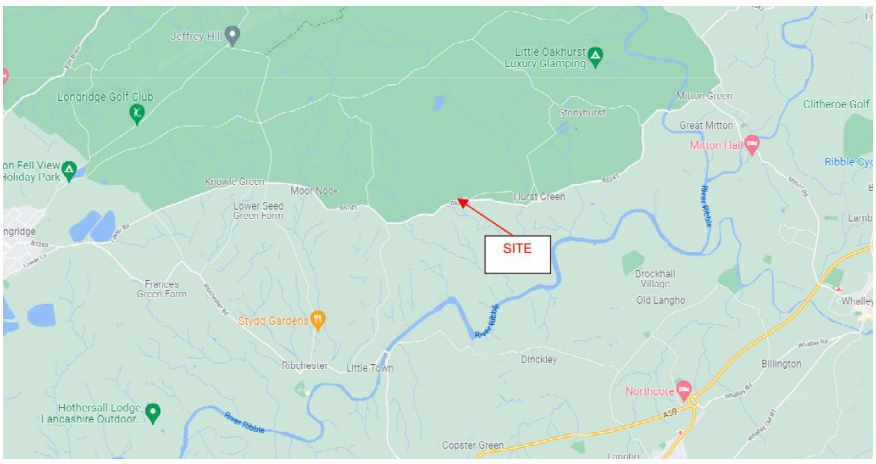


Figure 1 - Location of Development Site in the Context of the Local Road Network

2.2 The footprint of the former Public House building fronted directly onto the highway of Longridge Road with the car parking area to the rear. With the building abutting the highway, the footway space fronting the building was extremely narrow. The site access to the car parking had received strong representations from LCC Highways on the danger of it due to the sightlines from the access onto Longridge Road were substandard for a 40mph speed road.

3.0 Site Characteristics

3.1 Highway Safety

3.2 The highway safety record was examined in the earlier report and the analysis noted that there were no injury accidents in the vicinity of the site.

3.3 A further interrogation of the accident record has been undertaken to assess whether there has been any change in the highway safety record along the road. The LCC MARIO database was used to conduct the accident investigation over a 5 year period. The output from the accident investigation is shown in Figure 2 below.

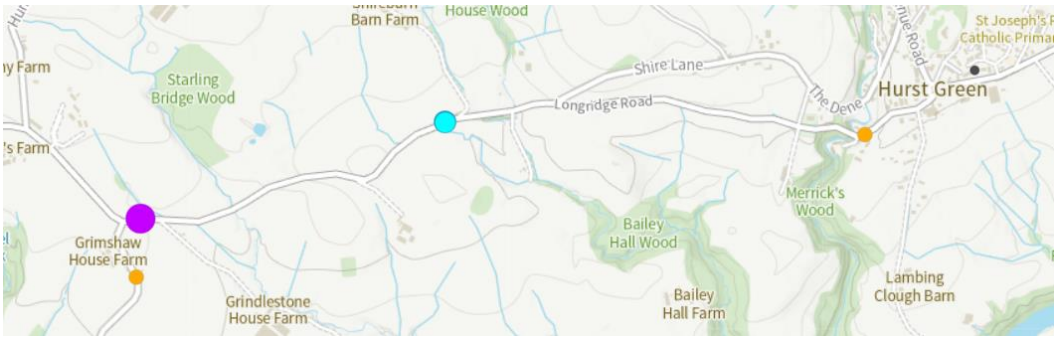


Figure 2 - Road Safety Record Investigation (LCC MARIO)

3.4 It is always unfortunate when there are injury accidents in the road network, however, the recent accident investigation revealed there to be no material change in the road safety record so this should not be a material concern.

3.5 Public Transport Access

3.6 The earlier Highway Report considered the accessibility to the site by sustainable transport.

3.7 A review of the bus services operating along the B6243 Longridge Road has been undertaken to determine whether there has been any change. The LCC MARIO database was used to investigate the bus services operating along the road. The analysis revealed that bus service 5 operates at a one hour frequency during the weekday between Longridge and Chipping. The earlier Highway Report identified the number 5 bus service operating on a one hour frequency.

3.8 The recent investigations confirm there has been no change in the bus frequency and as such the site is confirmed to have no material change in the accessibility of the site by public transport. Figure 3 below shows the bus route operating along the B6243. **Appendix A** contains the timetable for bus service number 5.

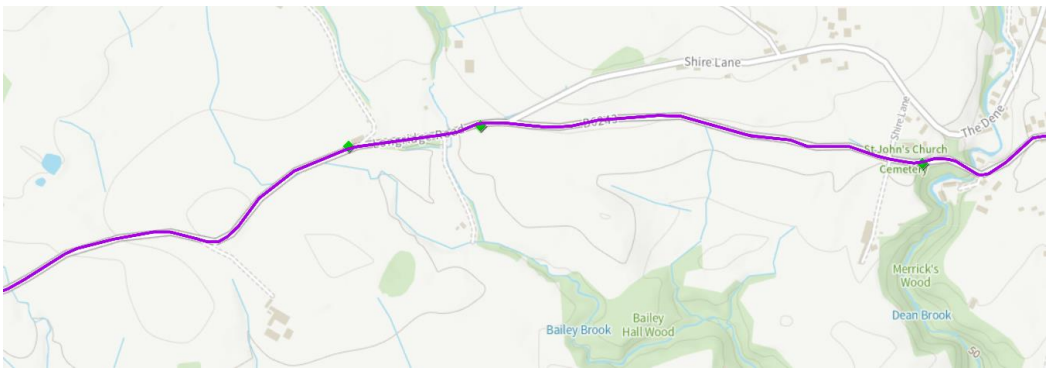


Figure 3 - Bus Route Along B6243 (LLC MARIO)

4.0 Development Proposals

4.1 The 2021 Highway Report related to a proposal to provide static caravan holiday park.

4.2 The current application is to re-build the Punch Bowl Public House. The application is seeking to rebuild the former public house on a footprint that is offset an equal distance from the kerb line along Longridge Road. By offsetting the building from Longridge Road, this will address a long standing concern of LCC Highways on the dangerous nature of the site access onto Longridge Road because of sub-standard visibility from the site access. Positioning the building an equal distance away from the kerb line of Longridge Road will improve the visibility.

5.0 Traffic Impact

5.1 The application to re-build the former public house on a different footprint will provide a highway safety benefit compared to the original position of the public house by improving visibility from the site access onto Longridge Road. The application to rebuild the former public house is not anticipated to result in any highway safety or highway capacity issues.

6.0 Summary and Conclusions

6.1 This Highway Report has been produced to support an application for the rebuild of the Punch Bowl Public House on a slightly different footprint. The investigations conducted in the review of the earlier Highway Report and the analysis undertaken in this Report do not identify material changes.

6.2 The Highway Report examined the road safety record in the in the vicinity of the proposed scheme and concluded that the road safety record should not be a material concern for the development.

6.3 The Highway Report examined the public transport accessibility of the site and confirmed that there has been no material change to the bus service operating along the B6243.

6.4 The application to re-build the former public house on a slightly amended footprint, an equal distance from Longridge Road, will provide a highway safety benefit by

improving visibility from the site access. LCC Highways had accepted this position in correspondence on other applications at the site. A further benefit of the build of the former public house on a different footprint compared to rebuilding on the original footprint will be that the construction of the building can take place without the need for a full closure of the B6243 Longridge Road. The application is not anticipated to result in any highway safety or highway capacity issues and should therefore be supported.

6.5 It is understood that Ribble Valley Council provide a time on the validity of reports supporting planning applications to 12 months. This report should be taken as valid for 12 months from the date of publication ie until 15 March 2024.

Appendix A

Bus Timetables

5 CLITHEROE - CHIPPING via Barrow Brook, Hurst Green (outbound)

Monday to Saturday | Sunday

View route | Switch direction | Print timetable

Monday to Saturday

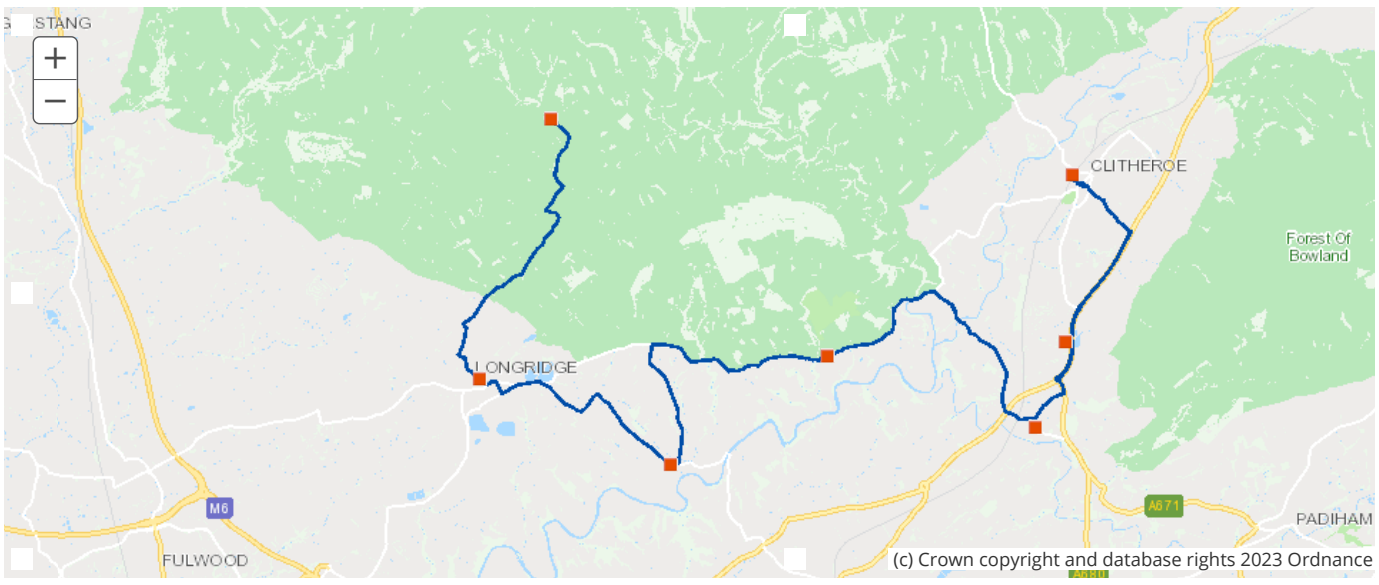
Operator	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*	*NWBT (Boomerang Travel Ltd T/A)*
Notes	*$*	*$*	*$*	*$*	*$*	*$*	*$*	*$*	*$*	*$*
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	06:25	07:23	08:28	09:28	10:28	12:28	13:28	14:28	15:58	17:23
BARROW,Business Village (by)	06:32	07:31	08:36	09:36	10:36	12:36	13:36	14:36	16:06	17:31
WHALLEY,Bus Station (Stand A)	06:39	07:38	08:43	09:43	10:43	12:43	13:43	14:43	16:13	17:38
HURST GREEN,Shireburn Arms (o/s)	06:51	07:52	08:57	09:57	10:57	12:57	13:57	14:57	16:27	17:52
RIBCHESTER,Black Bull (by)	07:01	08:03	09:08	10:08	11:08	13:08	14:08	15:08	16:38	18:03
LONGRIDGE,Post Office (opp)	07:08	08:11	09:16	10:16	11:16	13:16	14:16	15:16	16:46	18:11
CHIPPING,Kirklands Estate (by)	07:23	08:26	09:31	10:31	11:31	13:31	14:31	15:31	17:01	18:26

Key

- $ - Operated on behalf of Lancashire County Council

Please note that on a Bank Holiday most bus timetables operate to a 'Sunday' timetable. For further information or details of other holiday periods, please contact the bus operator or contact Traveline 0871 200 22 33 (calls cost 12p per minute plus your phone company's access charge).

Route



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