

## LAND OFF HENTHORN ROAD, CLITHEROE

Planning Inspectorate Ref: APP/T2350/A/11/2161186/NWF

LPA Ref: 3/2010/0719

### HIGHWAYS STATEMENT OF COMMON GROUND WITH RIBBLE VALLEY BOROUGH COUNCIL

1. This Statement of Common Ground sets out the highways/transportation matters relating to the local highway network and sustainable transport that are agreed between the appellant Gladman Developments and Ribble Valley Borough Council (RVBC).

#### 2. Existing Conditions

Local highway network: The description included in the Transport Assessment (TA) report ref 1222/3/B/TA (Core Doc 1.13) is agreed as being representative of the existing arrangements/facilities for the:

- Layout of the local highway network,
- Pedestrian facilities,
- Cycle facilities.

#### 3. Local Amenities

The information on Figure CAA/3/A about the location of existing amenities/facilities, including inter alia schools, shops (convenience stores), post office, pubs, restaurants/takeaways, leisure facilities and church is agreed.

#### 4. Existing Public Transport

The existing public transport infrastructure and provision is agreed. This includes inter alia:

- The location of existing 6no bus stops in the locale of the appeal site, as indicated on Figure CAA/3/A,
- The Table CAA/7 summary of the existing bus services calling at the 6no existing bus stops shown on Figure CAA/3/A,
- Existing bus services offer travel to a range of destinations including Clitheroe town centre, Blackburn, Bolton and Whalley. The bus services call at Clitheroe rail station,
- Clitheroe rail station within the town centre provides an hourly service to Manchester, via Blackburn, Preston and Bolton, and also local stops.

#### 5. Study Network of Junctions

The extent of the junctions which should be examined within the TA report is agreed. This comprises 17 junctions in total, referenced SJ1-SJ17 in the TA report ref 1222/3/B/TA.

## 6. **Traffic Surveys**

The following are agreed:

- Traffic count data included in the TA report ref 1222/3/B/TA,
- The times when the traffic impact of the appeal development is greatest are the weekday AM & PM peak hours. These are identified from analysis of the traffic count data to be 0800-0900 & 1700-1800 respectively,
- Video surveys at Henthorn Road/Thorn Street and Henthorn Road/Bawdlands for 48 hours commencing 00.00hours on 5 October 2011, and the resultant tabulated queue survey results in Tables CAA/1-4 & CAA/1A-4A,
- Waterman Boreham 15 November 2011 traffic count surveys at the junctions of Henthorn Road/Thorn Street, Woone Lane/Greenacre Street, A671 Whalley Rad/Primrose Road, tabulated in the Appendix of the evidence of Mr Gareth Davis,
- Waterman Boreham 15 November 2011 queue and delay surveys at the junctions of Henthorn Road/Thorn Street, Woone lane/Greenacre Street, A671 Whalley Rad/Primrose Road, tabulated in the Appendix of the evidence of Mr Gareth Davis,
- Waterman Boreham 15 November 2011 Clitheroe Level Crossing survey, tabulated in the Appendix of the evidence of Mr Gareth Davis,
- The Waterman Boreham surveys confirm that the AHA traffic count survey data are an appropriate representation of the AM & PM peak hour traffic conditions at the junctions of Henthorn Road/Thorn Street, Woone Lane/Greenacre Street, A671 Whalley Road/Primrose Road.

## 7. **Accident Records**

The personal injury accident records provided by the Lancashire Constabulary for what was the most recent 3 year period (2007 - 2009) of availability at the time of ordering the data. These data are summarised in Appendix D of the TA report ref 1222/3/B/TA and are agreed.

## 8. **Site Access Arrangements**

It is agreed that the means of vehicular access to the appeal development is as shown on AHA Drg No1222/03 Rev C, and this is agreed as acceptable, subject to detailed design as part of a S278 Agreement.

## 9. **Generated Traffic**

There is agreement of the source TRICS data of 8 sites adopted by AHA for establishing the average AM & PM peak hour trip generation rates in the TA report ref 1222/3/B/TA Table 2. For the avoidance of doubt, the agreement relates to the source data only, and the Council's highway witness will refer to a wider dataset.

## 10. **Committed Development**

The estimates of committed development peak hour generated traffic included in the TA report ref 1222/3/B/TA are agreed.

## 11. **Design Years**

The following are agreed for the TA analysis and modelling of development traffic impact:

- Year of development opening: 2016,
- Future design year: 2021,
- The DfT NRTF low growth factors adjusted by TEMPRO are used to factor the count data to the TA design years.

## 12. **Eshton Terrace Level Crossing**

The operation of the Eshton Terrace level crossing has been surveyed by AHA, on 3 March 2010 as reported in the TA report ref 1222/3/B/TA and subsequently on 8 & 11 July 2011. The survey data are agreed.

## 13. **Pedestrian & Cycle Improvements**

The off-Site pedestrian and cycle improvements have been agreed with LCC and comprise:

- Whalley Road: provision of Toucan measures at the upgraded signal controlled crossing on Whalley Road, close to Turner Street. This will assist in managing vehicle speeds and will be of specific benefit to both cyclists and pedestrians,
- Henthorn Road: provision of a zebra crossing on Henthorn Road, along the frontage with Henthorn Park to the north east of Siddow's Avenue. This will assist in managing vehicle speeds and will provide a safe pedestrian route to the various facilities within the town centre. This is indicated on AHA Drg No 1222/19,
- Local pedestrian infrastructure improvements: In order to maximise pedestrian access between the appeal site and the town centre, the provision of drop kerbs along the main pedestrian desire lines, improved surface materials and pedestrian signing to the town shall be reviewed,
- Henthorn Road: renewal of the existing junction measures. Although the provision of new red surfacing measures at a number of junctions along Henthorn Road was discussed with LCC, as indicated on AHA Drg No 1222/21, LCC has confirmed that, with the imminent introduction of the 20mph speed limit by LCC, these additional measures will not be required, only the renewal of existing junction measures,
- Woone Lane Scheme: upgrade Woone Lane to provide a more attractive and safer environment for pedestrians. Two alternative schemes are agreed as acceptable to LCC. These are presented on AHA Drg Nos 1222/20 (requires a TRO) and 1222/23/B (does not require a TRO),
- Pedestrian/Cycle Link between Appeal Site and Caravan Road: a 3.0m wide shared pedestrian/cycleway link between the appeal site and the Caravan Road. Thence there is an onward route available to Edisford Road, along the Caravan Road. It is further agreed that the timing for requiring this pedestrian link to the camping and caravan access to the west of the appeal site to be available is linked to the completion and occupation of the 51st dwelling.

All of the above measures, that improve the pedestrian accessibility of the appeal site, are also of wider public benefit.

#### 14. **Public Transport Improvements**

The public transport improvements have been agreed with LCC and comprise:

- To fully fund for 5 years of operation a bus service ('the bus service') based on the current C1 service, extended to serve the development, ie penetrating into the appeal site, with access via Henthorn Road,
- The details of the routing of the bus service will be determined by LCC, with the provisos that the service route must include the development's bus stop on every scheduled run, and that the route must operate between the appeal site and Clitheroe town centre including a stop at the rail station,
- The bus service will operate through the day and in the evenings on Monday to Saturday and additionally a Sunday service at reduced frequency,
- The bus service must be operating prior to occupation of the 51st dwelling,
- 100% of the farebox revenues from the bus service funded by the appellant are to be placed in a fund to be ring fenced and retained solely for the purpose of providing further funding for the bus service to continue to operate when the 5 years' funding provided by the appellant ends. For the avoidance of doubt, the appellant commits to retaining none of the farebox revenue,
- A bus stop is to be provided on the development's internal road network prior to the occupation of the 51st dwelling. This is to be to the LCC bus stop quality standard, and the location is to be agreed with LCC,
- The carriageway width of the internal road layout, that remains to be approved as reserved matters, must be adequate to accommodate the bus service along the length of development road that it is to be routed,
- In the interim period between the occupation of the 1st dwelling and until the occupation of the 51st dwelling, a temporary additional bus stop, of a flag and pole type, is to be introduced on Henthorn Road near to the appeal site access, the detailed location to be as required by LCC.

#### 15. **Travel Plan**

The appellant's Travel Plan (TP) proposals set out in the TP report ref 1222/4/A/TP (Core Doc 1.14), are agreed. It is further agreed that the developer makes a financial contribution for the purpose of LCC providing advice and guidance on Travel Plan development and implementation in line with 2.1.5.16 of the Planning Obligations in Lancashire Policy (September 2008).

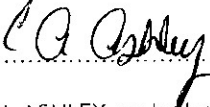
#### 16. **Primary Route Network**

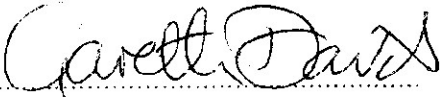
In relation to the reasons for refusal, the Council's highway witness will take the reference to the primary route network as being the A671 Whalley Road.

#### 17. **Traffic Models**

The geometry of the PICADY models prepared by Mr Davis for the Henthorn Road /Thorn Street, Eshton Terrace/Woone Lane, and Primrose Road/A671 priority control junctions is

agreed. The geometry of the ARCADY model prepared by Mr Davis for the roundabout of Woone Lane /Moor Lane is agreed.

Signed.....  
DR CAROL ASHLEY on behalf of the appellant  
Date..... 13-01-12

Signed.....  
MR GARETH DAVIS on behalf of RVBC  
Date..... 13/1/12