

PEAR TREE LANE, EUXTON

APPLICATION NO: 19/00654/OUTMAJ

APPEAL REF: APP/D2320/W/20/3247136

HIGHWAYS STATEMENT OF COMMON GROUND WITH LANCASHIRE COUNTY COUNCIL

1. This Statement of Common Ground (SoCG) sets out the highways/transportation matters relating to the local highway network that are agreed between the Appellant, Gladman Developments Limited, and the local highway authority Lancashire County Council (LCC).

2. Existing Conditions

2.1 Local highway network: The description included in the Transport Assessment (TA) report ref 1318/3/D is agreed as being representative of the existing arrangements/facilities for the:

- Local highway network,
- Pedestrian facilities,
- Cycle facilities,
- Public transport infrastructure.

3. Current Accessibility to Jobs, Shops & Services

3.1 The information in Chapter 5 and Figure 3 of the TA report ref 1318/3/D about the existing amenities/facilities in Euxton and the surrounding area are agreed. This includes the 400m, 800m, 1200m, 1600m and 2000m walk isochrones for the Appeal Site.

4. Existing Pedestrian Facilities

4.1 The existing pedestrian footpaths and Public Rights of Way (PROW) shown in Figure 4 of TA report ref 1318/3/D Chapter 5 are agreed.

5. Existing Cycle Facilities

5.1 The 2000m and 5000m cycle distances for the Site shown on Figure 5 are agreed. The existing cycle routes on Figure 6 are also agreed.

6. Existing Public Transport

6.1 The existing public transport infrastructure is described in the TA report ref 1318/3/D Chapter 6.

6.2 The two nearest bus stops to the Appeal Site are on Euxton Lane and are within 600m. There are also bus stops on Wigan Lane with 600m of the Appeal Site centroid. It is agreed that these bus stops are outside of the recommended desirable distance of 400m, but are considered to be within an acceptable distance of the Appeal Site.

6.3 The 109 bus service calls at the stops on Euxton Lane and Wigan Road that are within 600m of the Appeal Site. It is operated by Stagecoach and currently has an hourly service Monday to Saturday and on Sundays. Prior to the Covid19 outbreak, the 109 bus service operated with a 30 minute frequency Monday-Saturday during the day, with an hourly service in the evening and on Sundays.

6.2 Chapter 6 of TA report 1318/3/D also includes a summary of the walk/cycle distances to Euxton Balshaw Lane and Buckshaw Parkway rail stations and the facilities and train services. These are also agreed as being a reasonable estimate of these distances.

7. Sustainability

- 7.1 It is agreed that, whilst most amenities and services are beyond the desirable 400m walk distance suggested by the CIHT publication 'Providing for Journeys on Foot' (2000), the location of the Appeal Site is sustainable and has access to a range of amenities and public transport infrastructure which will meet the everyday needs of residents of the Appeal Site.

8. Study Network of Junctions

- 8.1 The extent of the junctions examined within the TA report is agreed and comprises:

Ref	Junction	Control
SJ1A	Site/School Lane (proposed)	priority control,
SJ1B	Site/School Lane (proposed)	priority control,
SJ2	Wigan Road/School Lane	traffic signals,
SJ3	Wigan Road/Euxton Lane	traffic signals,
SJ4	Wigan Road/Dawson Lane	traffic signals,
SJ5	Euxton Lane/Pear Tree Lane	priority,
SJ6	Euxton Lane/Buckshaw Village	traffic signals,
SJ7	Euxton Lane/West Way	roundabout,
SJ8	Euxton Lane/Hospital	traffic signals,
SJ9	Euxton Lane/A6 Preston Road	signalled roundabout,
SJ10	A6 Preston Road/A674	signalled roundabout,
SJ11	M61 J8	signalled roundabout,
SJ12	West Way/Southport Road	roundabout,
SJ13	Wigan Road/Balshaw Lane	mini-roundabout,
SJ14	Wigan Road/Dawber's Lane	mini-roundabout.

9. Traffic Data

- 9.1 The following are agreed:

- Traffic count data included in the TA report ref 1318/3/D,
- That the agreed count data in the TA report are suitable for the purposes of junction assessment in the TA,
- The times when the traffic impact of the appeal development is greatest are the weekday AM & PM peak hours. Identified in the TA as follows:
SJ1-3 & 5-6: 0800-0900 1645-1745,
SJ4: 0730-0830 1630-1730,
SJ8-11: 0745-0845 1700-1800,
SJ7 & 12-14: 0800-0900 1630-1730.

10. Accident Records

- 10.1 The 5 year accident data summarised in Chapter 3 of TA report 1318/3/D was based on data used to support the previous application (16/00489/OUTMAJ). This was due to the Lancashire

Constabulary not providing new accident data in time to be included in the planning application.

10.2 The latest 5 year accident data available on Crashmap has been reviewed and is summarised in Technical File Note 4, Appendix A.

10.3 It is also agreed that there is no requirement for accident mitigation works (or a study to investigate the potential mitigation) to be undertaken as part of the Appeal development.

11. Access Arrangements

11.1 The Appeal Site access arrangements are indicated on Drg No 1318/09/G. This indicates the formation of 2No priority-controlled T-junctions on School Lane. The Appeal Site access arrangements are agreed and will be subject to a full detailed design at the reserved matters stage. It is also agreed that a combined Stage 1 & 2 Road Safety Audit (RSA) can be undertaken at the reserved matter stage to determine an appropriate detailed design.

11.2 It is agreed that that the proposed access arrangements indicated on Drg No 1318/09/G are an acceptable means of providing access to the Appeal Site.

12. School Lane/Pear Tree Lane Improvement Scheme

12.1 Measures are proposed to improve pedestrian facilities on School Lane and Pear Tree Lane. These are presented on Drg No 1318/09/G and these include:

- Extension of the 20mph speed limit eastward along School Lane to the junction with Pear Tree Lane and introduction of a 20mph speed limit on Pear Tree Lane between the junction with Euxton Lane and the junction with School Lane. The implementation of the 20mph speed limit including its associated Traffic Regulation Order will be included in the overall s278 works, the total cost of which are to be borne by the appellant, therefore no separate s106 contribution will be required for the speed limit scheme.
- Introduction of footway within the Site to the south of and parallel with School Lane. The exact details of the footway within the Appeal Site land will be agreed at the reserved matters stage.
- Introduction of shared footway/cycle link between Site access and the Rowland Homes internal road/footway network to the north of the site.
- Introduction of footway on Pear Tree Lane where achievable (refer Drg No 1318/09/G),
- Introduction of street lighting on School Lane and Pear Tree Lane (in the approximate positions indicated on Drg No 1318/09/G).
- Introduction of traffic calming measures on Pear Tree Lane. Details to be agreed with LCC.
- Introduction of traffic calming measures on School Lane between the Appeal Site access (southern) and the A49 Wigan Road. Details to be agreed with LCC.

12.2 The above works are agreed. It is also agreed that a combined Stage 1 & 2 Road Safety Audit (RSA) can be undertaken at the reserved matter stage to determine an appropriate detailed design.

13. Assessment Year

13.1 The TA adopts an assessment year of 2025 for the analysis and modelling of Appeal development traffic impact. TEMPRO NTM growth factors have been applied to the traffic count data to estimate the 2025 traffic flows. The growthed traffic count data is presented on TA Figure C2, Appendix C and is agreed.

14. Committed Development

- 14.1 The estimate of the AM and PM traffic generated by committed developments is presented in Figure C10, Appendix C of TA report 1318/3/D and is agreed. Figure C11, Appendix C presents the agreed estimate of the AM and PM peak hour 2025 Base traffic flows at the TA study junctions.

15. Diverted Traffic

- 15.1 The estimate of the diverted traffic through the Site is presented on Figure C12, Appendix C and is agreed as being a reasonable assumption.

16. Distribution/Assignment of Development Generated Traffic

- 16.1 The % distribution and assignment of the traffic generated by the proposed development is indicated on Figure C13, Appendix C of this SoCG. It is agreed that the % distribution on Figure C13, Appendix C provides a reasonable basis for assessing the traffic impact of the proposed development on the TA network of study junctions.

17. Generated Traffic

- 17.1 The estimates of AM & PM peak hour development generated traffic adopted within the TA report ref 1318/3/D are agreed as a suitable basis for the analysis of the Appeal development traffic impact at the TA study junctions. Figure C14, Appendix C presents the agreed estimate of the traffic generated by the Appeal development in the AM and PM peak hours at the TA study junctions. Figure C15, Appendix C presents the agreed estimate of the AM and PM peak hour 2025 With Development traffic flows at the TA study junctions.
- 17.2 It is also agreed that the Appeal Development will not significantly increase vehicular traffic on the section of Pear Tree Lane to the south of School Lane.

18. Junction Modelling

- 18.1 It was determined that junction modelling was required at TA study junctions SJ1A, SJ1B, SJ2 and SJ5, based on the impact of the development at these junctions. This is agreed with LCC.
- 18.2 The results of the revised modelling of SJ1A, SJ1B, SJ2 and SJ5 are presented in Tables 2-6 of TA report 1318/3/D. The modelling results are agreed for SJ1A, SJ1B and SJ5.
- 18.3 Drg No 1318/23/A indicates proposed improvements at the Euxton Lane/Pear Tree Lane junction (SJ5)
- 18.4 With respect to SJ2, it is agreed that the model input parameters (ie junction geometry, signal information etc) are acceptable. However, it is agreed that based on the queue validation results the LINSIG model is likely to be slightly over estimating junction performance.
- 18.5 It is agreed that the Appeal development will introduce Microprocessor Optimised Vehicle Actuation (MOVA) at SJ2 (Wigan Road/School Lane traffic signals) and that this will fully mitigate the impact of the Appeal Development at this junction.

19. Highway Improvements

- 19.1 The Appeal Development includes highway improvements as follows:
- Extension of the 20mph speed limit eastward along School Lane to the junction with Pear Tree Lane and introduction of a 20mph speed limit on Pear Tree Lane between the junction with Euxton Lane and the junction with School Lane. The implementation of the 20mph speed limit including its associated Traffic Regulation Order will be included in the overall s278 works, the total cost of which are to be borne by the appellant, therefore no separate s106 contribution will be required for the speed limit scheme.

- Introduction of footway on the south side of School Lane along the northern Site frontage and to Pear Tree Lane. The exact details of the footway within the Appeal Site land will be agreed at the reserved matters stage.
- Introduction of footway on Pear Tree Lane where achievable (refer Drg No 1318/09/G),
- Introduction of street lighting on School Lane and Pear Tree Lane (in the approximate positions indicated on Drg No 1318/09/G).
- Introduction of traffic calming measures on Pear Tree Lane. Details to be agreed with LCC.
- Introduction of traffic calming measures on School Lane between the southern Appeal Site access and the A49 Wigan Road. Details to be agreed with LCC. Works to be undertaken via S278 Agreement.
- Improvement works at Euxton Lane/Pear Tree Lane junction (SJ5) as indicated on Drg No 1318/23/A. Works to be undertaken via S278 Agreement.
- Introduction of MOVA at A49/School Lane traffic signal junction (SJ2). Works to be undertaken via S278 Agreement.
- The upgrade of 2No bus stops in the vicinity of the Appeal Site to quality disability compliant standards. Works to be undertaken via a S278 Agreement.

19.2 It is agreed that, subject to the implementation of the improvements set out above, the cumulative impact of the Appeal Development on road network is not severe, as defined by paragraph 109 of the National Planning Policy Framework.

20. Travel Plan

20.1 The appellant's Travel Plan (TP) proposals set out in the TP report ref 1318/4/D are agreed in principle. It is also agreed that the Appellant will make a financial contribution of £12,000 via a S106 agreement to enable LCC to:

- Appraise Travel Plan(s) submitted to the Planning Authority and provide constructive feedback,
- Oversee the progression from Framework to Full Travel Plan in line with agreed timescales,
- Monitor the development of, implementation and review of the Travel Plan for a period of up to 5 years.

21. Summary of Transport Benefits/Improvements

21.1 The Appeal development proposals include works and financial contributions to improve the existing pedestrian and highway infrastructure in the vicinity of the Appeal Site. These include:

- Introduction of MOVA at A49/School Lane traffic signal junction (SJ2). Works to be undertaken via S278 Agreement.
- Improvement works along School Road, Pear Tree Lane and at the Euxton Lane/Pear Tree Lane junction. These improvements include localised widening, new footway and street lighting. Works to be undertaken via S278 Agreement.
- Introduction of pedestrian island on Euxton Lane in the location of the existing traffic island. Works to be undertaken via S278 Agreement.
- Traffic calming measures on Pear Tree land and School Lane. The exact measures are to be agreed with LCC at the reserved matters stage. Works to be undertaken via S278 Agreement.
- The upgrade of 2No bus stops in the vicinity of the Appeal Site to quality disability compliant standards. Works to be undertaken via a S278 Agreement.

- Production and implementation of a Travel Plan for the site. Financial contribution through a S106 agreement.

Signed:



Date: 27 May 2020

On behalf of the Appellant

Signed:




Date: 27 May 2020

On behalf of the Lancashire County Council

Appendix A: Technical File Note 4

TECHNICAL FILE NOTE 4					
Project	Pear Tree Lane, Euxton			Project No	1318
Contact		Originator	BDJ	Date	29/04/20



1.1 Accident History

1.1.1 AHA has reviewed the Crashmap data for the highway in the immediate vicinity of the Site and also the TA study junctions. The Crashmap accident data covers the period 2015-2019.

1.1.2 School Lane

1.1.2.1 There have been no recorded accidents on School Lane in the last five years.

1.1.3 Pear Tree Lane

1.1.3.1 There have been no recorded accidents on Pear Tree Lane in the last five years.

1.1.4 TA Study Junctions

1.1.4.1 The number of recorded accidents and the severity at each of the TA study junctions is summarised below. At the larger TA junctions that provide a route to/from the M61 (SJ6-11), accidents within circa 100m of the junction have been classed as a junction accident and included in the recorded accidents set out below.

Ref	No Accidents	Severity
SJ1A	0	N/A
SJ1B	0	N/A,
SJ2	0	N/A,
SJ3	4	3 slight, 1 serious,
SJ4	2	2 slight,
SJ5	0	N/A
SJ6	4	3 slight, 1 serious
SJ7	2	2 slight,
SJ8	3	2 slight, 1 serious,
SJ9	3	3 slight,
SJ10	3	3 slight,
SJ11	12	10 slight, 2 serious,
SJ12	1	1 slight,
SJ13	4	4 slight,
SJ14	1	1 serious.

1.1.4.2 There have been no recorded accidents at zero recorded accidents in the vicinity of SJ1A and SJ1B, SJ2 and SJ5.

1.1.5 SJ3: A49/Euxton Lane

1.1.5.1 There have been four recorded accidents in the vicinity of SJ3. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
0	2	2	0	0	4.

1.1.5.2 Two recorded accidents occurred in 2016 and two occurred in 2017. There are no recorded accidents in 2015, 2018 and 2019. Three of the recorded accidents are classified as slight and one is classified as serious. It is concluded that there is no evidence of a recurring accident problem at SJ3.

1.1.6 SJ4: A49/Dawson Lane

1.1.6.1 There have been two recorded accidents in the vicinity of SJ4. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
2	0	0	0	0	2.

1.1.6.2 There are two recorded accidents in 2015, with no further recorded accidents in the years 2016-2019. Both of the recorded accidents are classified as slight at SJ4. It is concluded that there is no evidence of a recurring accident problem at SJ4.

1.1.7 SJ6: Euxton Lane/Buckshaw Village

1.1.7.1 There have been four recorded accidents in the vicinity of SJ6. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
2	1	0	0	1	4.

1.1.7.2 There are two recorded accidents in 2015 and one recorded accident in 2016 and in 2019. There are no recorded accidents in the years 2017 and 2018. Three of the recorded accidents are classified as slight and one is classified as serious. It is concluded that there is no evidence of a recurring accident problem at SJ6.

1.1.8 SJ7: Euxton Lane/West Way

1.1.8.1 There have been two recorded accidents in the vicinity of SJ7. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
0	1	0	1	0	2.

1.1.8.2 There is a single recorded accident in 2016 and also in 2018. There are no recorded accidents in the years 2015, 2017 and 2019. Both of the recorded accidents are classified as slight. It is concluded that there is no evidence of a recurring accident problem at SJ7.

1.1.9 SJ8: Euxton Lane/Hospital

1.1.9.1 There have been three recorded accidents in the vicinity of SJ8. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
0	0	0	2	1	3.

1.1.9.2 There are two recorded accidents in 2018 and a single recorded accident in 2019. There are no recorded accidents in the years 2015-2017. Two of the recorded accidents are slight and one is classified as serious. It is concluded that there is no evidence of a recurring accident problem at SJ8.

1.1.10 SJ9: Euxton Lane/A6 Preston Road

1.1.10.1 There have been three recorded accidents in the vicinity of SJ9. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
1	0	1	1	0	3.

1.1.10.2 There is a single recorded accident in each of the years 2015, 2017 and 2018. There are no recorded accidents in the years 2016 and 2019. All three of the recorded accidents are classified as slight. It is concluded that there is no evidence of a recurring accident problem at SJ9.

1.1.11 SJ10: A6 Preston Road/A674

1.1.11.1 There have been three recorded accidents in the vicinity of SJ10. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
1	1	1	0	0	3.

1.1.11.2 There is a single recorded accident in each of the years 2015, 2016 and 2017. There are no recorded accidents in the years 2018 and 2019. All three of the recorded accidents are classified as slight. It is concluded that there is no evidence of a recurring accident problem at SJ10.

1.1.12 SJ11: M61 J8

1.1.12.1 There have been twelve recorded accidents in the vicinity of SJ11. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
2	2	4	4	0	12.

1.1.12.2 There are two recorded accidents in each of the years 2015 and 2016. There are four recorded accidents in each of the years 2017 and 2018. There are no recorded accidents in the year 2019. Ten of the accidents are classified as slight with two accidents classified as serious. The Crashmap data provides limited information with regard to the accident details. However, six of the recorded accidents involved only a single vehicle. This suggests that loss of control may have been a

contributory factor in these accidents. Excessive speed is also a common contributory factor in loss of control type accidents. However, the development impact at SJ11 is estimated to be +0.5% and +0.6% in the AM and PM peak hours respectively (refer TA report 1318/3/D). Therefore, it is considered that the traffic impact at SJ11 is not material and accident mitigation is not required.

1.1.13 SJ12: West Way/Southport Road

1.1.13.1 There is a single recorded accident in the vicinity of SJ12. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
0	0	0	1	0	1.

1.1.13.2 There is a single recorded accident in 2018, with no further recorded accidents in the years 2015-2017 and 2019. The recorded accident is classified as slight. It is concluded that there is no evidence of a recurring accident problem at SJ12.

1.1.14 SJ13: Wigan Road/Balshaw Lane

1.1.14.1 There are four recorded accidents in the vicinity of SJ13. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
0	1	2	1	0	4.

1.1.14.2 There is a single recorded accident in each of the years 2016 and 2018. There are two recorded accidents in 2017. All of the recorded accidents are classified as slight. It is concluded that there is no evidence of a recurring accident problem at SJ13.

1.1.15 SJ14: Wigan Road/Dawber's Lane

1.1.15.1 There is a single recorded accident in the vicinity of SJ14. A summary of the accidents by year is set out below:

2015	2016	2017	2018	2019	TOTAL
0	1	0	0	0	1.

1.1.15.2 There is a single recorded accident in 2016 and no further recorded accidents in 2015 and 2017-2019. The accident is classified as serious. It is concluded that there is no evidence of a recurring accident problem at SJ14.

1.1.16 Summary & Conclusions

1.1.16.1 AHA has reviewed the Crashmap data for the highway in the immediate vicinity of the Site and also the TA study junctions. The Crashmap accident data covers the period 2015-2019.

1.1.16.2 It is concluded that there is no requirement to undertake accident mitigation/remediation works at any of the TA study junctions as part of the proposed development.