

TfGM HFAS (Highways Analytical Forecasting Services) comments OCTOBER 2017

From: Riccardo Boncinelli Sent: 25/10/2017 09:54:47
To: Stephen Irvine
Subject: FW: 17/345 Land at Huddersfield Road Application PA/337930/15



Stephen,

Further comments from our HFAS unit on the proposed car park development:

Safety

There is no mention of the safety implications in the Transport Statement (TS). No provision is made for the residents to cross Huddersfield Road to the new residents car park.

Traffic Counts and Growth

The raw data for the traffic surveys is not provided so it is not possible to determine the accuracy of the figures in appendix E.

The growth factor is stated on figures 8 through 11 but no mention is made of where this figure is derived from to allow for checking.

To calculate the future assessment flows the following calculations have been done:

$(2015 \text{ flow} - \text{Existing school trips}) \times \text{Growth factor} + \text{Total future school trips} = \text{future assessment flows}$

Spot checks show that the calculations have been done correctly.

Due to the close proximity to proposed new Saddleworth High School on the former WH Shaw Paller works site a sensitivity test should be performed on the data to ensure that the impact of the two developments together is taken into consideration.

Junction assessments should be done on the junction of Huddersfield Road and Standedge Road/Wool Road, Wool Road and Dobcross New Road and Dobcross New Road and Woods Lane. HFAS note that said junctions have been assessed for in the Transport Assessment issued for the school development. The same should be done for the car park development.

Distribution

No indication is given of how the figures for the existing school distribution (Figure 3) or the Future pupil distribution (Figure 16) were obtained. This should be included in the TS.

Trip Generation

The future pupil and staff trip numbers given in Figures 17-21 have no source data referenced so it is not possible to determine if a sensible method was used. The TS should give the data source and raw data.

Traffic Impacts

The TS states that the proposed design would provide a balance solution for all users. However, there is no mention of the need to relocate the bus stops on both the north and southbound carriageway in the immediate vicinity of the carpark exit. The existing Southbound stop is currently located in what will become the carpark exit. The northbound stop is located in the section of Huddersfield Road that is proposed to become a single lane section of road. Buses stopping at this stop would completely block flow and could present a safety hazard if a green light is given to the southbound traffic whilst the bus, and vehicles trapped behind, are still in this section of road.

Regards,

Riccardo Boncinelli

Highways Impact (Highways Analytical Forecasting Services - HFAS)

Safety

Whilst TfGM agrees with the interpretation of the accident data supplied it is noted that the data is from 2012-2014. Data up to July 2017 is now available (though 2017 is provisional).

TfGM has safety concerns about the access road – provision is being put in place for a footway on the southern edge of the road but measures will need to be in place to ensure that pupils arriving on foot from the north will need to cross the road. There is no indication in the TA of how this is to be achieved safely. Also as the bridge over Diggle brook will not be widened there is possibility for conflict between pedestrians and buses, as well as cyclists and buses when going over the bridge.

Junctions

TfGM HFAS agrees with the need for junction assessments at the sites proposed. The TA does not include any diagrams showing the proposed junction layout at the junction between the access road and Huddersfield Road. A diagram showing the layout of the junction and the swept path of the largest bus/coach likely to be regularly servicing the school is needed. Whilst there are no concerns about the ability of buses and coaches being able to access the site due to the site being accessed by large vehicles for its previous use, it may be that the swept path of such vehicles will mean that the give way or stop line for those vehicles exiting the site may need to be back from the road and as such sight lines may not be suitable for a give way junction. Also, the junction needs to be able to accommodate a bus entering the site at the same time as another is leaving. It is not clear from the TA if this is possible with the current junction dimensions. This could have knock on effects onto the road network and cause queues.

Traffic

The Traffic counts were conducted in 2015, this is now a few years old and consideration should be given to using more up to date data. However, the growth factors applied and the future flows are satisfactory.

Parking provision is within the guidelines and is likely to be sufficient for staff and so not lead to on road parking issues.

Pupil home locations to determine likely walking catchment (Plan 5) areas are from 2007/2008. Whilst it is acknowledged that home locations will have changed and this is only indicative it is not clear if the school's catchment area is the same as in 2007/2008 school year.

There is a possibility that moving the school could cause a shift in the traffic flow, with traffic that was using Huddersfield Road now moving to the A670 Standedge Road and this having a knock on effect of moving more traffic onto the A62 Huddersfield Road which would increase congestion on the KRN.