

### **Is the Highways Department completely satisfied with the safety aspects of The Moor given increase in volume of traffic and local factors and will any mitigation measures be put in place?**

The proposed development is expected to generate an additional 3 arrivals and 10 departures during the AM Peak, and 8 arrivals and 7 departures during the PM Peak. During the AM Peak if movements are spread evenly across the hour this would result in one vehicle leaving the site every 6 minutes and a vehicle arriving at the site every 20 minutes. While the PM Peak would result in 1 vehicle arriving on site every 7-8 minutes and a vehicle leaving from the site every 8-9 minutes. These traffic flow numbers do not cause any immediate concern to the County Council, however, It is unclear what the Parish means by 'local factors' and therefore clarification is sought.

It should be noted that the development can only be expected to mitigate their own impacts, it is not for the developer to resolve existing issues within the local area, only their own impacts.

### **Do the Highways Department accept the Developers Traffic Survey as an accurate reflection of traffic entering and existing The Moor?**

The survey of The Moor was undertaken using an automatic traffic counter, which records both northbound and southbound vehicular movements and vehicle speeds at a location just south of the proposed access to the site. This survey was undertaken by an independent survey company and therefore the County Council have no reason to question that the survey is anything but a true reflection of the traffic levels at this location on the highway. The survey showed the traffic flows at this point were 64 two-way movements in the AM Peak and 62 two-way movements in the PM Peak. With the 85th percentile speed being between 30 and 33 MPH. The applicant has not undertaken junction modelling at the site access junction/ The Moor, however the County Council considers that the increase in traffic volumes resulting from the proposed development compared to existing traffic flows at The Moor/ site access junction are unlikely to result in what could be considered to be a severe impact on the highway.

It should be recognised that this survey does not indicate the traffic numbers entering and exiting The Moor from the High Street.

### **Has the traffic generated from the approved development of 199 homes plus a 75 bed care home been included in the traffic count?**

The survey undertaken does not include this committed development because the survey only records trips that are actually taking place on the highway network at the survey location. It is unlikely that the committed development would result in increases in trips at the site access/ The Moor junction to result to result in a severe cumulative residual impact.

### **Has any recognition of the approved development of 64 homes at Victoria Heights been taken into account in the survey?**

The survey undertaken does not include this committed development because the survey only records trips that are actually taking place on the highway network at the survey location. . It is unlikely that the committed development would result in

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increases in trips at the site access/ The Moor junction to result to result in a severe cumulative residual impact.

### **Has the traffic in Moat Way been included in the survey?**

The survey only includes traffic movements at the survey location, which is just south of the proposed site access.

### **MPC remain concerned about the reduction in width of the road to 5m to achieve site lines and consider this to be dangerous given the current parking issues.**

The length where The Moor is proposed to be narrowed to 5m is within the immediate vicinity of the access to the development, the total length of carriageway affected by the narrowing is 36m (i.e. 18m on each side of the access), however, the narrowing does not occur abruptly so it is only over the last 15m (i.e. 7.5m either side of the access) or so that carriageway narrows to anything approaching 5m. A carriageway width of 5m is sufficient to enable two domestic cars to pass each other with ease and will allow two HCV's to pass each with care, however the likelihood of the latter occurring over such a short length is unlikely.

As vehicle should not park with 7m of an junction (i.e. a total length of 14m) so the potential disruption caused by cars parking near the access will be minimal as the narrowing that they will encounter will be no more than 200mm.

Traffic volumes are unlikely to be a safety concern for this width of road.

### **Has the volume of school buses been considered in the traffic survey?**

The school buses would only be recorded if they drove up to the section of The Moor at which the survey was located.