

G.H. Bullard & Associates LLP have been instructed to prepare an addendum to the Transport Statement that analyses further the traffic impact of the retained development on Rooks Street following a comprehensive traffic count undertaken over seven days in liaison with Cambridgeshire County Council.

John Doe

DESCRIPTION OF ROOKS STREET

Rooks Street is a single carriageway residential road serving approximately 165No. dwellings (both on Rooks Street itself and sub-roads).
The National TRICS database for private residential houses (Category 03-A) suggests the following trip rates in the table below. The number of trips for 165No. dwellings have also been calculated.

TRAFFIC VOLUME

According to the Automated Traffic Count (ATC), undertaken between the 2nd and 8th of June 2014, the weekday average for the total number of vehicles on Rooks Street is 699. This is approximately 72% of the estimated trips obtained from the national TRICS database. The weekday average AM peak hour is shown to be 67No. vehicles

Period	Arrivals		Departures		Totals	
	Rate	Trips	Rate	Trips	Rate	Trips
AM Peak Hour	0.109	18	0.554	91	0.663	109
PM Peak Hour	0.525	87	0.228	38	0.753	125
Daily	2.950	487	2.951	487	5.901	974

and the PM peak hour is also shown to be 67No. vehicles in both directions. This is approximately 61% and 54% respectively of the estimated trips for Rooks Street obtained from the national TRICS database. The amount of traffic movements on Rooks Street is therefore much in line with expected traffic movements for a residential street of this size.

TRAFFIC COMPOSITION

The aforementioned ATC demonstrates that the vast majority of vehicles on Rooks Street are the private motor car (88%) with the occasional LGV (6%). HGV traffic is minimal (<1%). The weekday average suggests 3No. two-way traffic movements for OGV1/OGV2/PSV on Rooks Street (per weekday). These occur between the hours of 0700 and 1900. The composition of this traffic is therefore in keeping with a residential street.

CAPACITY ANALYSIS

According to advice provided by the DfT in TA46/97, a single carriageway rural road has the capacity for 1,265 PCU per lane per hour. It is desirable to have a residual capacity of 75% on rural roads therefore the desirable capacity of Rooks Street would be 950 PCU per lane per hour. The ATC classification implies that the worst case peak hour (Tues, AM Peak Hour, Southbound), which recorded 61No. vehicles, can effectively be classed as 61 PCU per lane per hour. The volume of traffic on Rooks Street is therefore well within the desirable capacity of a single carriageway rural road (currently operating at 6.4% of the desirable capacity).

VEHICLE SPEED

The aforementioned ATC demonstrates that the average speed on Rooks Street (30 mph limit) is 19.5 mph with the 85th Percentile speed at 23.9 mph. Traffic is therefore not speeding up and down Rooks Street causing a detrimental impact on residents quality of life. Only 1.74% of all vehicles travel in excess of 30 mph. The highest recorded speed over the seven day period was 62.5 mph, which occurred at 1215 in the afternoon of Friday 6th June 2014. The average speed between 0700 and 1900 is 19.4 mph. This suggests there is no overriding correlation between vehicle speed and the operational hours of “The Maltings”.

PEDESTRIAN VOLUMES

According to the video survey, undertaken between the 2nd and 6th of June, the weekday average for the total number of pedestrians on Rooks Street in either direction is eight in the PM peak hour (1700-1800). The potential for conflicts with pedestrians would appear to be reasonably low. To back this up, no accidents have been shown as occurring on Rooks Street by the Cambridgeshire County Council accident records for the last five years.

IMPACT

This planning application is for retrospective planning permission for the retention of use of buildings to provide ten units of class B1(a) office and B8 storage. The ATC undertaken in June 2014 includes trips generated by the development under consideration. Rooks Street is currently operating:

- ☑ well under the desirable capacity of a single carriageway rural road;
- ☑ at volumes below the national average for a residential street of this size;
- ☑ with the vast majority (94%) of vehicles being either private motor cars (88%) or LGVs (6%);
- ☑ at average speeds below the prescribed speed limit;
- ☑ with little use of the footways by pedestrians; and
- ☑ with an excellent accident record over the last five years.

Planning advice recommends that reasons for objection must be given in writing, which show “demonstrable harm to interests of acknowledged importance”. Unpopularity is not grounds for refusal. The retained use is estimated to generate approximately 3.8% of the traffic on Rooks Street throughout the day, which is less than 5%, and is therefore not material. This addendum has demonstrated that retention of use will not cause issues on Rooks Street in regards to capacity, volume, composition, speed and/or safety.

It can therefore be summarised that, overall, the retained use is not likely to cause demonstrable highway harm to local residents.

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