

Buckden, Silver Street, Development Application Number: 18/02753/OUT

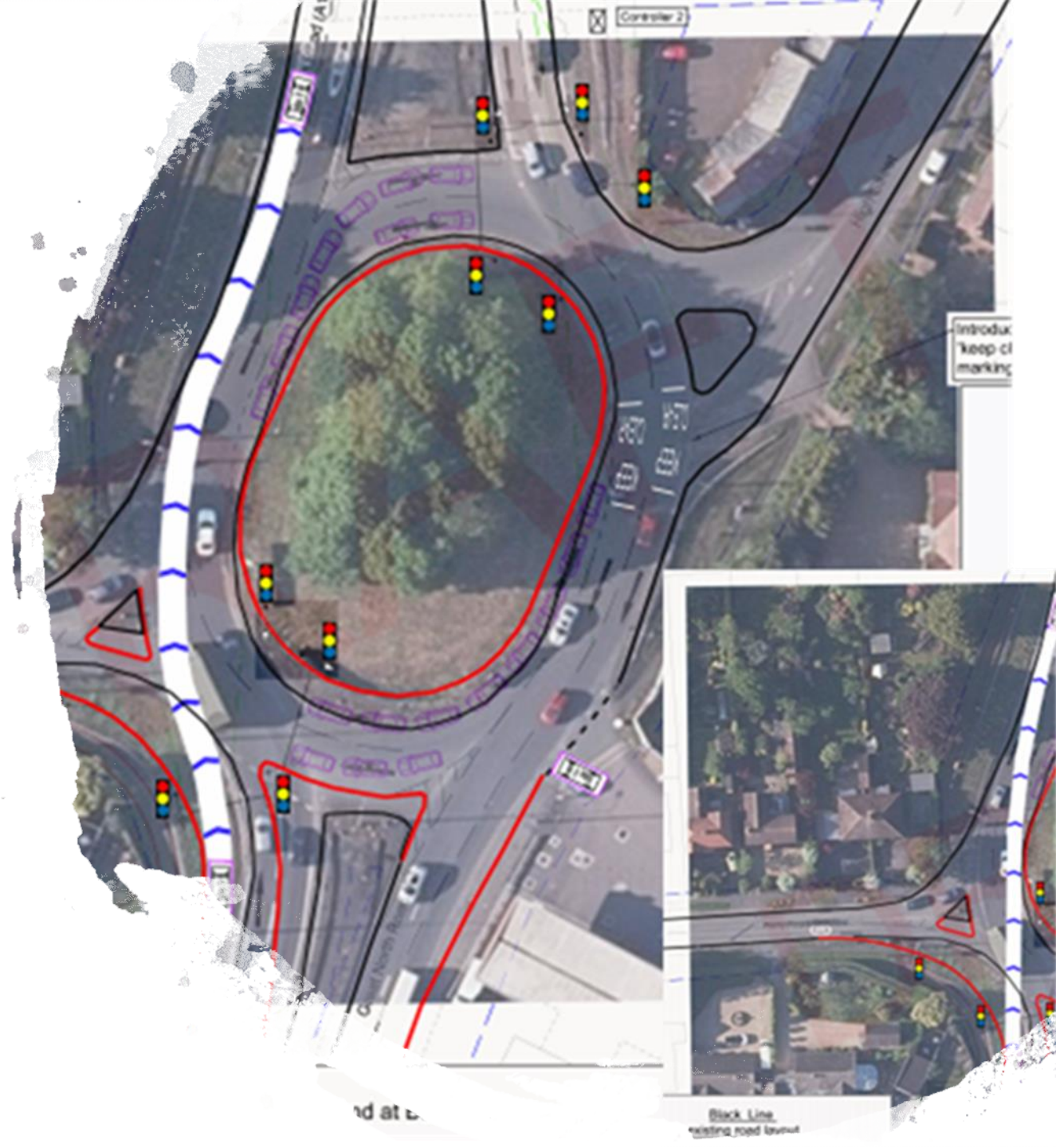
Buckden Parish Council (BPC) – Further Comments to HDC

December 2020



Executive Summary

- Buckden Parish Council (BPC) requests that Pell Frischmann be asked to enhance their VSSIM model to assess traffic to 2036 rather than 2026, as per the AECOM recommendations to Highways England, so that the extra 10 years of impact to the traffic on the A1 and Huntingdonshire local roads is modelled.
- There are safety 'pinch points' associated with entry from the Shell Garage, Perry Road and insufficient stacking. Reducing the size of the roundabout itself hasn't solved the stacking problem, but would further reduced the safety by increasing the speed of A1 vehicles using the roundabout.
- Realignment and flattening of the roundabout curves means that, when lights are at green, northbound traffic can pass through the roundabout at close to 50mph.
- BPC is concerned about the safety risk associated with cars attempting to leave the Shell garage in both a North and South direction on the A1. The new addition of Electric Charging Points is likely to increase the traffic levels visiting the garage, thus increasing safety concerns.
- BPC believe the capacity of the roundabout has been over-stated due to the use of 'standard car dimension', rather than Passenger Car Unit (PCU), as was used on all previous versions of the model.
- BPC are concerned about the viability of the Silver Street site and asks that HDC request an open book appraisal to show how the site will pay for its traffic works, Section 106 and CIL obligations prior to formal planning submission.



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Background

- Huntingdon District Council (HDC) have received further information on the Buckden, Silver Street Development - Application Number: 18/02753/OUT
- Buckden Parish Council have been asked to comment on the additional information supplied by HDC – Deadline: 21st December 2020
- BPC's response primarily will focus on the Transport Technical Note and A1 Roundabout Plans. Comments are based on the following recently submitted documents by Pell Frischmann:
 - Transport and Highways Microsimulation Modelling Technical Note, Version 3, dated August 2020
 - Roundabout diagrams: 101321-T-005, 101321-T-006, 101321-T-007, 101321-T-021
- Despite numerous requests to Highways England, BPC have still not been provided with the full supporting data, all AECOM Consultancy reports and detailed modelling. Hence, this response to HDC is likely to be incomplete and BPC reserve the right to report and identify further issues when full and complete data is provided.

Safety Concerns Identified (1)

- Realignment and flattening of the roundabout curves, particularly on the western, Perry Road side, means that, when lights are at green, northbound traffic can pass through the roundabout at close to 50mph (see illustration).
- This presents a major risk to traffic joining the roundabout from Perry Road where drivers, used to traffic approaching the junction at much lower speeds, misjudge the speed of the oncoming traffic, resulting in a serious, and potentially fatal, collision.



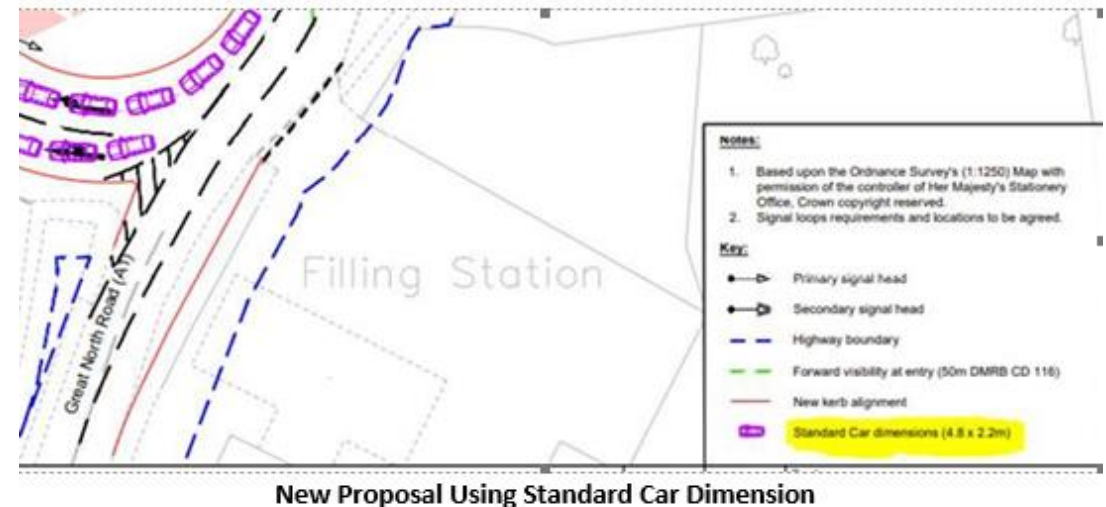
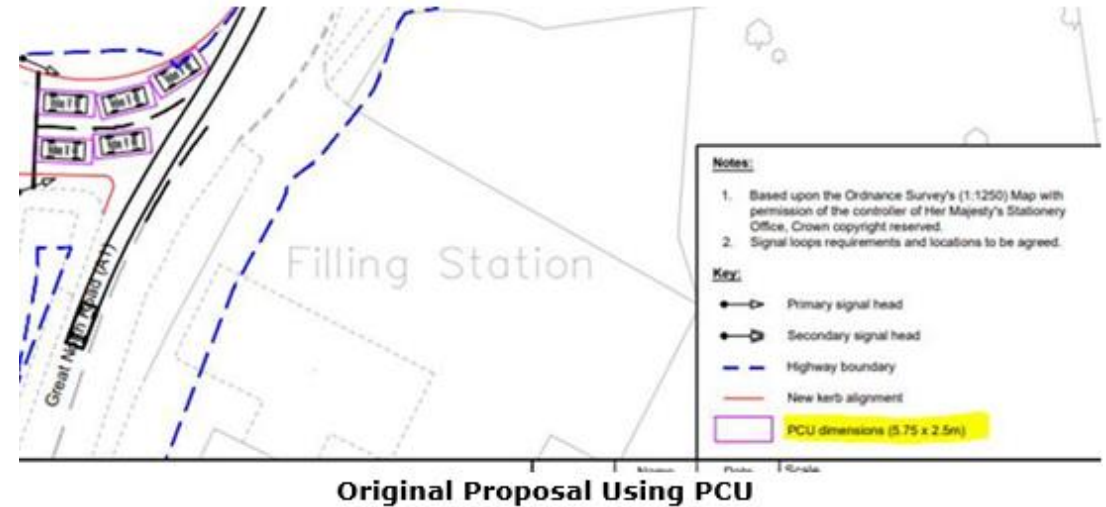
Safety Concerns Identified (2)

- The Buckden High Street junction is a particular concern, due to poor visibility of approaching A1 southbound traffic. The status of the traffic lights, on the southbound A1, will not be visible to drivers wishing to join the roundabout from the High Street.
- In this scenario, if the lights are green, a vehicle, (particularly a slow-moving vehicle such as a school bus or lorry), could pull out onto the roundabout into the path of a car approaching the roundabout at 50 mph.
- Similar concerns exist on the southbound side for traffic exiting from the Shell service station. BPC is concerned about the safety risk associated with cars attempting to leave the Shell garage, heading both North and South on the A1. The new addition of Electric Charging Points is likely to increase the traffic levels visiting the garage, thus increasing the safety concerns.



Vehicle Sizes Understated in Modelling

- BPC believe the capacity of the roundabout has been overstated due to the use of 'standard car dimension', rather than PCU, as was used on all previous versions of the model.
- In earlier versions, Pell Frischmann (PF) used the standard planning unit "PCU" (Passenger Car Unit - 5.75 x 2.5 metres). In this version, without any explanation for the change, a 'standard car dimension' of 4.8 x 2.2 metres is being used by PF.
- Using the PCU suggests that traffic will back-up on the roundabout, thereby blocking access, and/or causing tailbacks on the A1 longer than modelled. This introduces an increased risk of collisions and must be considered as part of the hazard assessment.
- The use of unrecognised 'Standard Car Dimension', rather than PCU means that the stacking queues on Diagram 101321-T-021 are over-stated. E.g. the queue of 8 cars opposite the Buckden High Street junction would only be 5 vehicles if the PCU measurement was used.
- This highlights that it is essential to examine the report with the greatest care to ensure that it does not contain any other manipulations of data. There may be other inconsistencies / false parameterisations in the modelling. BPC would like this to be investigated and the model be re-run to ensure that the model has not been compromised in a way that falsely increases the capacity and reduces the safety of the roundabout.**



Insufficient Modelling

- Published information on the Silver Street and Mill Road planning applications, from Highways England consultants AECOM, that recommend Pell Frischmann and Highways England to model all future traffic flows until 2036, have been ignored.
- Due to a 10 year deficit in identifying Huntingdonshire potential traffic problems, BPC requests that Pell Frischmann enhance their model to assess traffic to 2036 rather than 2026 as per the AECOM recommendations

Silver Street Snip:

10. It is recommended that a 2036 review period assessment, in line with DfT Circular 02/2013 requirements, is undertaken within the TA.

Mill Road Report Snip:

7. The Huntingdonshire Local Plan, covering a period to 2036, has recently been submitted to the Planning Inspectorate and will shortly be subject to an Examination in Public. Whilst it has not yet been adopted it is recommended that a 'Review Period' forecast year of 2036 is assessed, in addition to the opening year assessment.

Architectural blueprints are shown in the background, featuring various technical drawings, dimensions, and annotations. The drawings are spread out on a light-colored surface, with some sheets partially overlapping others. The blueprints include detailed site plans, floor plans, and sections, with numerous numerical values and lines indicating measurements and structural elements.

Viability Issues

- BPC are concerned of the viability of the Silver Street site. It seems likely that the Church Commission owners will sell-on the site if their planning application is successful. BPC asks that HDC request an open book appraisal to show how, whilst paying for the Roundabout works, the site will pay for:
 - Their Section 106 obligations for the School
 - Expansion of the Doctors' Surgery to accommodate the increased numbers
 - Its Community Infrastructure Levy (CIL) obligations
 - The affordable housing percentage
 - The provision of required greenspace on site
 - The quality of housing required on the site
 - Any associated improvements to public transport
- It would be irresponsible of HDC Development Control to approve or recommend approval for a site that is inherently unviable.

What can residents do?

DEADLINE 21st DECEMBER 2020

Complain

Formally complain to Highways England that the Roundabout traffic, for safety reasons, needs to be modelled, not until 2026, but until 2036 as recommended by their own consultants (AECOM), ref: Buckden, Silver Street, Development Application Number: 18/02753/OUT via:

- Email: info@highwaysengland.co.uk.
- By phone on 0300 123 5000 (local rate call).
- Letter: Highways England, National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF

Send

Send HDC your comments and concerns about the safety or other aspects of the proposal, ref: Buckden, Silver Street, Development Application Number: 18/02753/OUT via:

- Letter: Planning Development Control, Huntingdonshire District Council, Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN
- Email: developmentcontrol@huntingdonshire.gov.uk

