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## Technical Note

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**Date:** 28<sup>th</sup> October 2015  
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**Subject:** BDBC Local Plan Examination – SS3.11 and SS3.12  
 Discussions between the Local Highway Authority (LHA) and the Promotors

### Purpose of note

At the hearing session on 21<sup>st</sup> October Mr Henry of the South West Action Group (SWAG) requested evidence of the discussions between the LHA and the Promotors which led to the concept of at-grade pedestrian / cyclist crossing facilities within the new junctions on the A30 being supported. It is understood that the Inspector requested that this any available evidence be provided to the Examination. This note documents the discussions on this matter but should not be considered exhaustive.

### Chronological series of discussions

A summary of discussions between the LHA and the Promotors on the access arrangements and form of pedestrian access across A30 is as follows:

Date	Discussion
Pre 2015	Work with Golf Course site only
20 May 2015	Stakeholder workshop at BDBC involving Local Planning Authority (LPA) / LHA / Local Education Authority (LEA)
25 May 2015	Site visit involving parties from LPA / LHA
26 May 2015	Meeting between LHA / LEA
12 June 2015	Initial telephone conversation between Mark Phlicox (HCC) and James Bevis (i-Transport on behalf of Wates Developments);
12 June 2015	i-Transport email to HCC with initial thoughts on access including short technical note
22 June 2015	i-Transport issue of amended technical note to inform meeting on the 23rd of June
23 June 2015	Meeting between BDBC, HCC, Wates Developments, JW Planning (planning consultants to Wates developments), i-Transport, Boyer Planning (planning consultants to golf course) and Stuart Michael Associates (transport consultants to golf course);

17 July 2015	i-Transport/SMA meeting
17 July 2015	i-Transport email to HCC regarding traffic flow forecasts and status of hospital transport strategy
22 July 2015	HCC email re: traffic flows and hospital
23 July 2015	Further HCC email re: traffic flows
11 August 2015	i-Transport email issue of access options to HCC/BDBC and interim access note
12 August 2015	i-Transport email issue of working draft Agreed Transport Statement;
13 August 2015	Meeting between BDBC, HCC, Wates Developments, JW Planning, i-Transport, Boyer Planning and Stuart Michael Associates
21 August 2015	i-Transport issue updated Agreed Transport Statement'
4 September 2015	Exchange of emails regarding agreed position with HCC
25 September 2015	Pre-application scoping note produced by i-Transport
1 October 2015	Formal pre-application advice service requested

The sharing and provision of comprehensive infrastructure is integral to the SS3.11 and SS3.12 allocations. It is common ground between the LHA, LPA and the Promotors that *'any planning application on these sites will enable safe, healthy and sustainable routes to the school for all....'* This overarching requirement has been central to the above discussions which have been at a level that is more detailed than have taken place with the other draft allocations and greater than the LHA normally expect at this stage of the planning process.

### **Initial estimation of pedestrian demands**

A full Transport Assessment accompanying a planning application would normally establish the detailed forecast travel demands by mode but at this stage an initial pedestrian demand estimate identifies that the sites could generate the following pedestrian movements (based on TRICS):

- Golf Course = 1,200
- Hounsome Fields = 900
- Total = 2,100

From Table NTS0409 of the National Travel Survey circa 19% of all walk journeys are for education/escort education. On this basis, some robust analysis suggests:

- Golf Course to/from 3FE primary school = 19% x 1,200 = 228
- Other trips (e.g. shopping, personal business, leisure etc.) = 10% x 2,100 = 210
- Total = 438 using the new crossing per day