

LPA REF: 22/01703/FUL

**STATEMENT OF COMMON GROUND ON HIGHWAY MATTERS
BETWEEN MR JEREMY P. HURLSTONE OF THE HURLSTONE
PARTNERSHIP LIMITED (ON BEHALF OF THE APPELLANTS) AND DR
JON FINNEY OF CAMBRIDGESHIRE COUNTY COUNCIL (AS HIGHWAY
AUTHORITY)**

IN TERMS OF HIGHWAY MATTERS IT IS AGREED BETWEEN THE
PARTIES THAT:-

1. The proposed development would be served by an existing access to Twentypence Road, which has served the Appeal Site for decades.
2. Accident Data: Over the last five years there have been three personal injury accidents with the vicinity (approximately 100m) of the access. These consist of two slight and one fatal incident.

Based on the Crashmap evidence, which is derived from data held by Cambridgeshire County Council, the fatal incident occurred 85m to the south of the Appeal Site access and involved a single vehicle where a driver travelling southbound collided the parapet of the bridge to Engine Drain, immediately to the south of the Long Drove junction, resulting in fatal injuries to the passenger. This unfortunate and regrettable accident occurred in August 2019.

The nearest accident to the site access was in July 2020, when a single vehicle heading south crashed approximately 30m to the north of the Appeal Site access when negotiating the right-hand bend, resulting in serious injury.

In September 2023 at the junction with Long Drove to the south of the Appeal Site access, a slight injury accident has been recorded, this involved a light goods vehicle (3.5 tonnes maximum gross weight or under) which was in the process of turning left when its front collided with the offside of a vehicle travelling along the road.

All the above incidents occurred in the hours of daylight when weather conditions were fine and dry, which indicates they probably occurred as a result of driver error, rather than any specific defect in the road alignment.

3. At the planning application stage, the Highway Authority raised concerns regarding the impact of the proposed development on highway safety due to potential delays to through-traffic travelling along Twentypence Road and a visibility provision below its default 215m requirement for a 60 mph road, which had not been justified with empirical traffic survey and speed data. The Highway Authority's comments made to the Planning Authority on 10th June 2022 stated clearly that if empirical data were submitted that interpolation of the inter vehicle visibility splays would be acceptable.

4. Data from ATC counters to the north and south of the Appeal Site access confirmed approach speeds of 46.3 mph southbound (from ATC Site 1) and 54.6 mph northbound (from ATC Site 3). Speed data at Site 2, near the access itself, revealed speeds of 47.9 mph northbound and 46.8 mph southbound, which demonstrates the speeds are variable and not constant in the vicinity of the Appeal Site and its visibility splays. From the perspective of the Highway Authority the data gathered at Site 2 (the site access) provide the most robust results for determining the required inter vehicle visibility splays.
5. The ATC data were collected between 9th January and 15th January 2023. The Council has advised this is during the winter maintenance period in Cambridgeshire, and while the overnight temperatures fell close to freezing, no gritting runs were called during this period. Given this fact it is agreed the speeds at which motor vehicles traversed the road are representative.
6. Daily traffic flows varied between 1959 and 5194 vehicles across the three count sites, with averages of 4149, 4184 and 4157 vehicles at Sites 1 to 3 respectively.
7. Based on the DMRB parameters for stopping (2 seconds perception/reaction time and 0.375g deceleration rate) for speeds above 60 kph as detailed in MfS2 Table 10.1, the calculated stopping distances are 99.623m to the right (north) and 129.788m to the left (south). The Highway Authority will accept the data collected from site 2 only, as it considers the others are too distant to be applicable. Whilst Mr. Hurlstone disagrees, the impact of the difference between the southbound speeds on the required visibility splay lengths is not significant on the outcome of the review. Using an 85% speed of 46.6mph (74.99kph) the SSD to the north of the site access increases to 100.640m. As the northbound speed at Site 2 is less than at Site 3, the splay to the left (south) calculated from Site 2 data (47.9 mph) reduces to 105.146m.
8. The visibility splays measured on-site from the 2.4m set-back extend 127.1m to the right /north along the roadside edge of the opposing fence, but in practical terms extend 146m within the Highway Boundary due to the local topography, and 503.5m to the left / south. As a result, they exceed the distances calculated from the relevant directional speeds at all ATC sites.
9. Capacity assessments undertaken at the access reveal a maximum Ratio of Flow to Capacity of 0.063 with maximum queues of 0.1 vehicles and inclusive delays of up to 0.18 minutes per vehicle, all of which occur on the outbound movement from the site, confirming capacity and delay is not a constraint in this case.
10. The information and plans provided within Mr. Hurlstone's Proof of Evidence and its Appendices demonstrate that visibility at the Appeal Site access is acceptable. Therefore, the proposed access will operate within the reasonable range of risks and hazards that a user of the highway should be prepared to encounter while traveling. Also, the impact of turning traffic at the access would not lead to significant delays to through-traffic travelling along Twenty Pence Road.

11. Having considered the foregoing, the additional information provided within the Proof of Evidence, satisfactory vehicular access has been demonstrated and confirmed. Therefore, reason for refusal 8 is not contested and may be considered withdrawn from the Appeal proceedings.

12. As a result of this agreement, unless specifically requested by the Inspector or Local Authority, it is not anticipated that either of the undersigned will attend the Inquiry to give further evidence on these matters.

Signed:

A solid black rectangular box used to redact the signature of J P Hurlstone.

J P Hurlstone

Date: 06 March 2025

Signed:

A solid black rectangular box used to redact the signature of J Finney.

J Finney

Date: