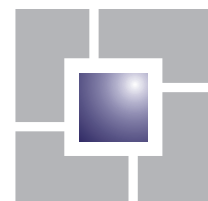


Ashe Farm, Land South of A49, Herefordshire

Transport Statement



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transport planning consultants

Ashe Farm, Land South of A49,
Herefordshire

Transport Statement

28th April 2021

SJT/RT/22286-01b Transport Statement

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1.0 INTRODUCTION

- 1.1.1 David Tucker Associates (DTA) have been commissioned by Agri Advisor to provide transport and highways advice for a proposed burial site at Ashe Farm, Land South of the A49, Hereford. The proposed site layout is attached at **Appendix A**.
- 1.1.2 Pre-application advice has been received from Herefordshire Council. The Council have requested more information *"concerning the operation of the site and expected traffic generation"*. Highways England has requested that information of the likely traffic impact of the proposed development on the A49 is assessed within this report and that *"queuing vehicles attending a ceremony or burial will not block back on to the A49."*
- 1.1.3 This Transport Statement (TS) has been prepared in accordance with the National Planning Policy Framework (NPPF). The NPPF document states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. This TS includes the following headings:
- Chapter 1: Introduction
 - Chapter 2: Existing Conditions
 - Chapter 3: Development Proposals
 - Chapter 4: Summary and Conclusions
- 1.1.4 This TS considers the traffic impact of the development proposals on the adjacent highway network. The forecast trip traffic generation of the site confirms that the site will generate a modest number of vehicular movements and would not result in a detrimental impact on the local highway network.



2.0 EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The site is located south of the A49, Much Birch, Hereford approximately 10.1km south of Hereford City Centre. The site is bound by Tump Lane to the north, Ashe Farm to the east and agricultural fields to the south and west. The location of the site as can be seen in **Figure 1**.

2.2 Local Highway Network

- 2.2.1 It is proposed for the site to be accessed off Tump Lane. Tump Lane is an unmarked single carriageway lane which measures approximately 5m in width. There is a footway on the northern side of the carriageway directly opposite the proposed access which leads to the A49 but does not lead down Tump Lane. The road is subject to a 40mph speed limit. Tump Lane forms the minor arm of a standard priority junction with the A49 to the north and with the A466 to the south.
- 2.2.2 The A49 is a single carriageway road which measures approximately 7.5m in width. The road is subject to a 40mph speed limit and there is a footway to the north of the carriageway. The A49 gives access to Hereford in the north and the A40 and Ross-on-Wye to the south. The A40 in turns gives access to the M50 motorway.

2.3 Existing Traffic Flows

- 2.3.1 An Automatic Traffic Count (ATC) was undertaken along Tump Lane between Saturday 1st August 2020 and Friday 7th August 2020. A further survey was undertaken in April 2021 at the request of the Council and the results are summarised below in **Table 1 and 2**.

Table 1 - Summary of ATC Data – August 2020

Direction	5-day average	7-day average	Average 85 th %ile Speed	Average Mean Speed
Eastbound	421	394	24.9	20.8
Westbound	415	382	24.0	19.6

**Table 2** - Summary of ATC Data – April 2021

Direction	5-day average	7-day average	Average 85 th %ile Speed	Average Mean Speed
Eastbound	495	448	25.4	21.7
Westbound	481	430	24.0	19.6

2.3.2 The April survey shows slightly higher traffic flows but they remain very modest. Recorded speeds have not changed in any significant way.

2.4 Personal Injury Collision Data

2.4.1 Person Injury Collision (PIC) data has been obtained from Herefordshire County Council for the most recent five years (1st January 2015 to 22nd September 2020) along Tump Lane and the A49 in the vicinity of the proposed site. There have been 4 recorded accidents in the vicinity of the site; 2 'slight', 1 'serious' and 1 'fatal'. A summary of the PICs can be seen in **Appendix B**.

2.4.2 The first PIC occurred on Tump Lane and was classed as 'slight' in severity. It occurred when a vehicle was stolen from a farm by an unknown person. It was travelling south along Tump Lane when it lost control and skidded before colliding with a telegraph pole and a pedestrian on the opposite side of the road. The vehicle then rebounded back onto the road and collided with a second vehicle. The contributory factors were the driver of vehicle 1 losing control and executing a poor turn or manoeuvre.

2.4.3 The second PIC occurred on the A49 and was classed as 'fatal' in severity. Vehicle 1 was travelling along the A49 southbound. On the approach to Much Birch it overtook 4 HGVs, attempted to return to its correct side of the road but failed to do so and collided head on with oncoming vehicle 2 which on travelling north. The contributory factors were the driver of vehicle 1 driving aggressively, acting careless/ reckless, driving nervously/ uncertainly, executing a poor turn or manoeuvre, failing to look properly, and failing to judge other person's path/ speed.

2.4.4 The third PIC occurred on the A49 and was classed as 'slight' in severity. Vehicle 1 approached the junction with the A49 from Tumps Lane. Vehicle 2 is travelling northbound, vehicle 1 has pulled out and vehicle 2 has made contact with the rear



driver's side of vehicle 1 causing it to spin and stop on the opposite verge against a telegraph pole. The contributory factors were the driver of vehicle 1 failing to look properly and failing to judge the other person's path/ speed.

2.4.5 The fourth PIC occurred on Tump Lane and was classed as 'serious' in severity. Vehicle 2 is parked on the left side of the road and pulled out into the left side of the road and is hit from behind by vehicle 1. The contributory factors were the driver of vehicle 1 exceeding the speed limit and the driver of vehicle 2 failing to look properly.

2.4.6 Overall, it is considered that there are no existing road safety issues on the local road network that give rise to specific concern or warrant any intervention as part of the site proposals.

2.5 **Bus Provision**

2.5.1 The nearest bus stops to the site are located less than 100m north. These stops are serviced by the number 33. This bus routes between Ross-on-Wye and Hereford. It runs at an hourly frequency Monday to Saturday between 08:06 and 20:01. On Sundays the frequency reduces to bi-hourly between 10:10 and 16:10.



3.0 DEVELOPMENT PROPOSALS

- 3.1.1 The proposals are for a proposed natural burial site at Ashe Farm on land adjacent to the A49. The site area extends to 2.6 hectares; therefore, the site could have capacity for approximately 3,890 burials, or 3,000 burials plus 2,100 ashes plots. However, it is not anticipated that there will be more than 20-25 burials per year when the project gets up and running properly.
- 3.1.2 The access to the site will be taken from the existing access to Ashe Farm. The access will be widened to the west to make it 5m in width in order to allow for two cars to use the access simultaneously. Visibility splays of 2.4m x 28.8m to the west and 2.4m x 27.4m to the east can be achieved with the removal/ relocation of a wall currently located to the east of the access. The access improvement plans can be seen in **Drawing 22286-01a**.
- 3.1.3 A parking area with 40 car parking spaces, including 4 disabled spaces, will be located south of the current farm building.

4.0 PROPOSED TRAFFIC GENERATION AND IMPACT

4.1.1 The necessary information needed on trip generation cannot be gained through TRICS, as no similar sites exist on the database. Therefore, a first principles assessment has been adopted to establish the level of traffic that would be generated by the proposed cemetery.

4.1.2 This method is recognized by the Department for Transport document "Guidance on Transport Assessments" issued March 2007:

"Obtaining an accurate comparison is not always straightforward, especially for atypical developments. In these instances it is recommended that, unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development."

Ref Guidance on Transport Assessments para 4.59

4.1.3 The trip generation of the site has therefore been derived from using the traffic generation from another cemetery at Widney Manor Cemetery, Bentley Heath.

4.1.4 The TS for the Widney Manor Cemetery extension (DTA Ref. 11149-02 Transport Statement), included data from a survey was undertaken at the entrance to the roundabout. The peak hour traffic flows that accessed the site are summarised in **Table 2** below.

Table 5 Site access summary (taken from Widney Manor Cemetery TS)

AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
In	Out	Total	In	Out	Total
5	1	6	1	0	1

4.1.5 The Widney Manor Cemetery is a formal cemetery which is open to visitors 365 days of the year and has on site office with between 1 – 2 staff that would access the site on a daily basis. The burial rates for the Widney Manor Cemetery for the year in which the survey was undertaken were 147 for the year, this equates to 3 burials a week.



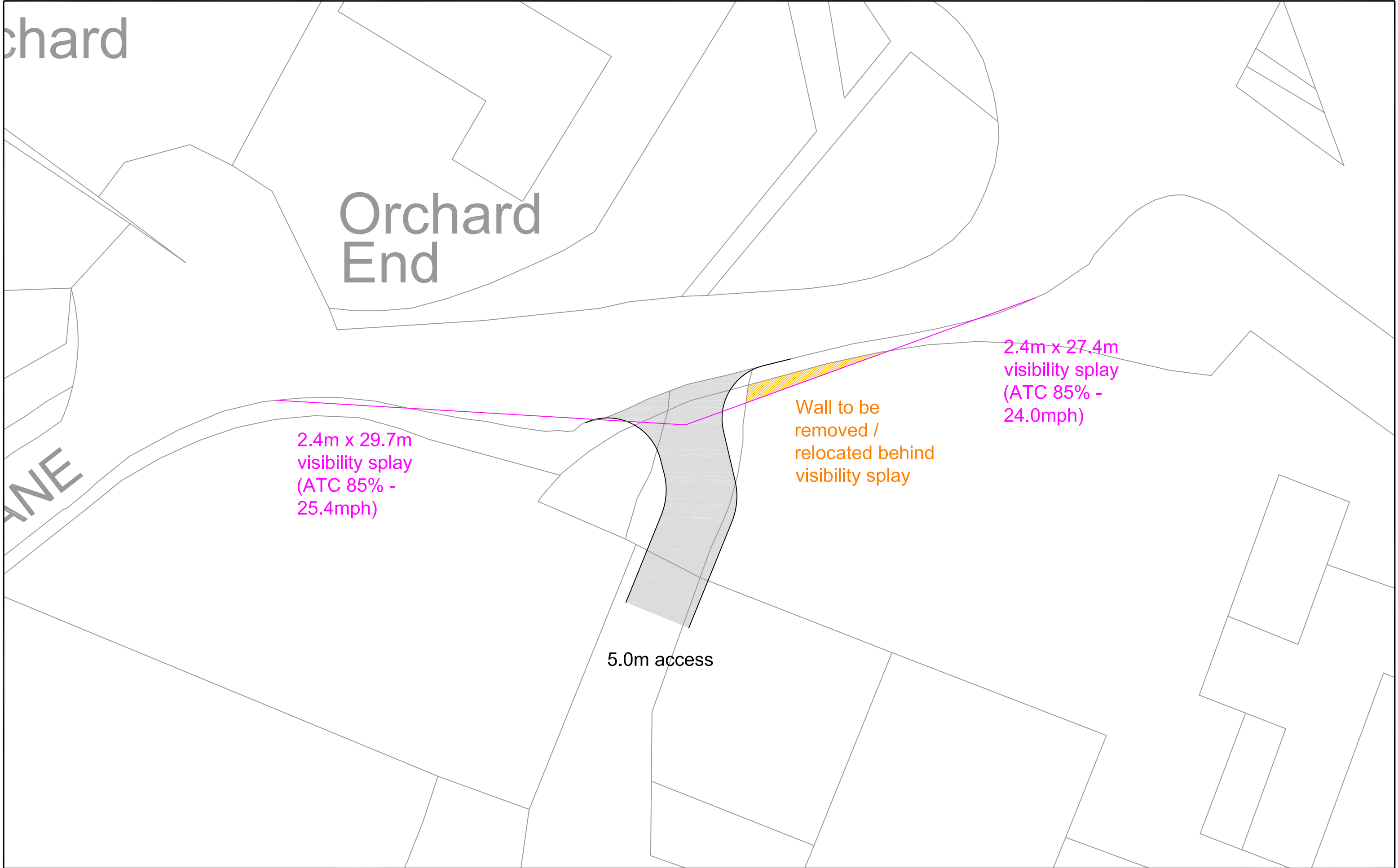
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- 4.1.6 It is therefore important to note that the traffic generation from the Widney Manor Cemetery would be considerably greater than the traffic generated by the proposed cemetery at Ashe Farm.
- 4.1.7 The Widney Manor Cemetery is an existing cemetery with existing graves, the significance of this would be that the cemetery would generate visitor trips from these existing graves. The Ashe Farm Cemetery has no existing graves and would therefore not generate the same traffic flows in terms of visitors to the same extent as at Widney Manor. The traffic flows at Widney Manor Cemetery also include the trips associated with the staff accessing the site.
- 4.1.8 In the event of a burial it is expected that up to 10 vehicles would arrive and depart from the Ashe Farm. With the expected 20-25 burials per year this number of movements would not cause a significant issue.
- 4.1.9 The traffic flows derived from the Widney Manor Cemetery TS would therefore be significantly greater than the flows expected at the proposed Ashe Farm Cemetery and would provide a robust assessment.



5.0 SUMMARY AND CONCLUSIONS

- 5.1.1 David Tucker Associates (DTA) have been commissioned by Agri Advisor to provide transport and highways advice for a proposed burial site at Ashe Farm, Land South of the A49, Hereford.
- 5.1.2 A review of collision data within the vicinity of the site has identified that there are no existing highway safety issues.
- 5.1.3 A review of the proposed access arrangements has been undertaken. Visibility splays of 2.4m x 28.8m are achievable to the west and 2.4m x 27.4m are achievable to the east with the removal/ relocation of a wall currently located to the east of the access.
- 5.1.4 This Transport Statement has demonstrated that the development is fully in accordance with both national and local policy and confirms that the impact of the development is not severe. On this basis it is concluded that there are no reasonable grounds for refusal on highway grounds.

Drawings

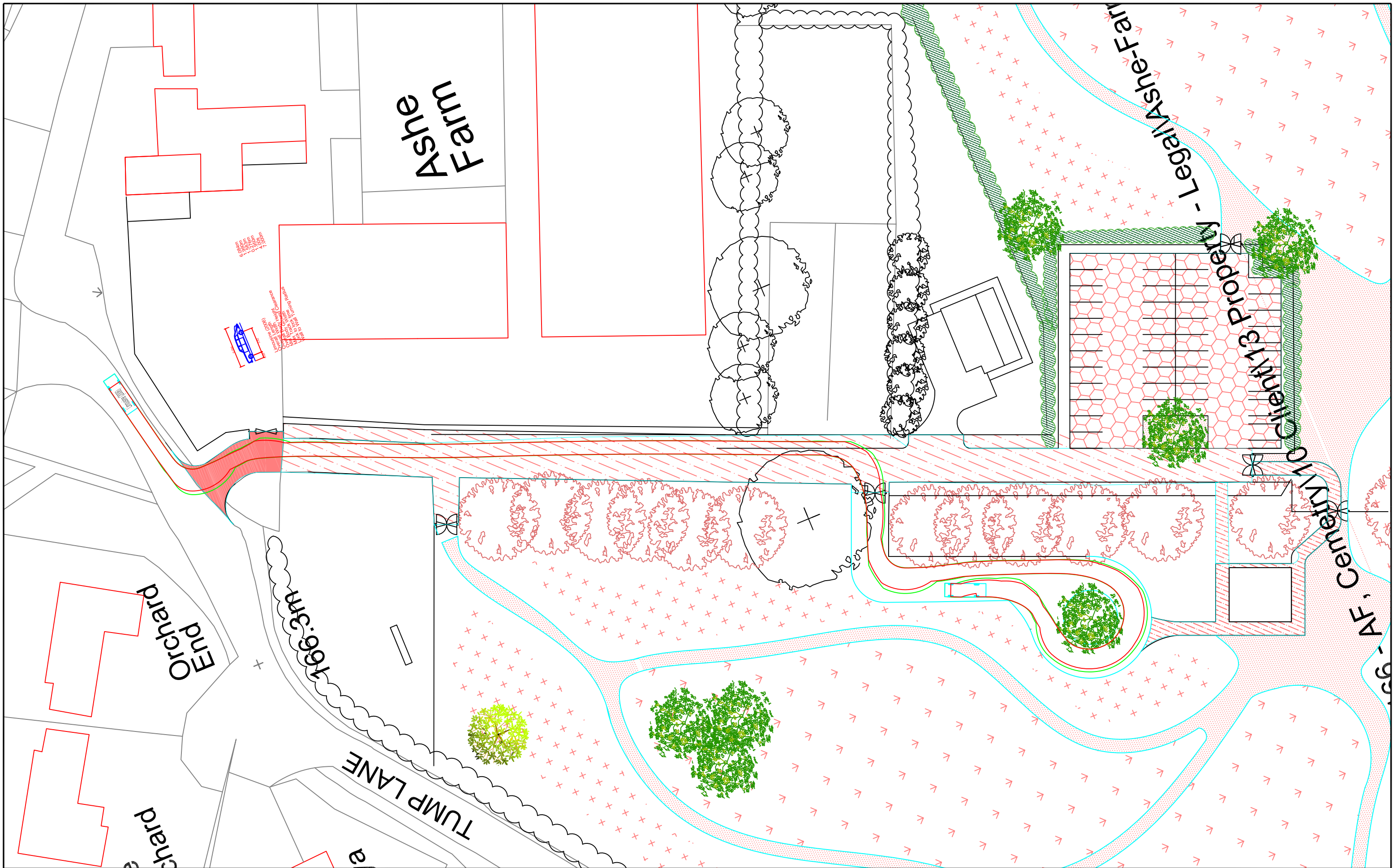


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JOB TITLE		CLIENT		
Ash Farm, Herefordshire		Agri Advisor		
DRAWING TITLE				
Access Improvements				
SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/250@A3	BP	Aug2020	22286-01	A



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JOB TITLE		Ashe Farm		CLIENT	
DRAWING TITLE					
Tracking Assessment					
SCALE	DRAWN BY	DATE	DRAWING No	REVISION	
1/500	BP	Apr 21	22286-04		

Appendix A
Proposed Site Layout

Appendix B
Personal Injury Collision Data

Contributory Factors Report Summary - DTA 22286 - A49 / Tump Lane Much Birch request area

Accidents Found Date Range: 21/08/2015 - 04/07/2019

Grid Coordinate Range: 349680,230457-350179,230942

Accident Date BETWEEN '01-Jan-2015' AND '22-Sep-2020'

Accident Severity

	2015	2016	2019	Total
Fatal	1	0	0	1
Serious	0	0	1	1
Slight	1	1	0	2
Total	2	1	1	4

Casualty Severity

	2015	2016	2019	Total
Fatal	1	0	0	1
Serious	1	0	1	2
Slight	2	2	0	4
Total	4	2	1	7

Casualty KSI

	2015	2016	2019	Total
Adult KSI	2	0	1	3
Slight	2	2	0	4
Total	4	2	1	7

DTA 22286 - A49 / Tump Lane Much Birch request area

Accident Date BETWEEN '01-Jan-2015' AND '22-Sep-2020'

Accident Date BETWEEN '01-Jan-2015' AND '22-Sep-2020'

Accident Reference:15E502882 Slight Tump Lane Much Birch,O/S 'Karinya', Accident 1 of 4

Friday 21/08/2015 19:18 Grid Coords 350093/230771 Daylight Daylight

Surface Wet/Damp Weather Fine without high winds

Contributory Factors

410 Loss of control (Driver/Rider - Error)
403 Poor turn or manoeuvre (Driver/Rider - Error)
901 Stolen vehicle (Special Codes)

Participant Confidence

Vehicle 001 Very likely
Vehicle 001 Very likely
Vehicle 001 Very likely

Did a police officer attend?

Yes

Accident Description

V1 was Stolen from a Farm in Herefordshire by Person Unknown.It was Trav Along Tump Lane Towards Wormelow,When it Lost Control,Skidded Before Coll/W Telegraph Pole and Ped on the Os of the Rd. V1 then Rebounded Back onto Rd Coll/W V2 . Dr/V1 Got out of Veh and Got into a Second Veh-Details Unknown

Vehicles

1 Car	Going ahead left hand bend	No skid	Not contacted	E to SW	Not traced Age -1
2 Car	Going ahead other	No skid	Negative	SW to E	Male Age 63

Casualties

1 Pedestrian Slight Vehicle no.1 Female 70

Accident Reference:15E504220 Fatal A49 Much Birch,100 Mt Nw the Pilgrim Hotel , Accident 2 of 4

Friday 06/11/2015 21:21 Grid Coords 349951/230942 Daylight Dark/no lights

Surface Wet/Damp Weather Fine without high winds

Contributory Factors

601 Aggressive driving (Driver/Rider - Behaviour)
602 Careless/Reckless (Driver/Rider - Behaviour)
603 Nervous/Uncertain (Driver/Rider - Behaviour)
403 Poor turn or manoeuvre (Driver/Rider - Error)
405 Failed to look properly (Driver/Rider - Error)
406 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant Confidence

Vehicle 001 Very likely
Vehicle 001 Very likely
Vehicle 001 Very likely
Vehicle 001 Very likely
Vehicle 001 Very likely
Vehicle 001 Very likely

Did a police officer attend?

Yes

Accident Description

Veh01 was Travelling Along A49 Hereford to Ross. on the Approach to the Village of Much Birch (National Speed Limit) it Overtook 4 Hgv's, Attempted to Return to its Correct Side of the Road but Failed to Do So and Collided Head on with Oncoming Veh02 which was Travelling on A49 from Fross to Hereford. Veh01 and Veh02 Collided Head on and Came to Rest on Ross Bound Carriageway. Substantial Front End Damage to both Vehicles.

Vehicles

1 Car	O/T moving vehicle on its O/S	No skid	Negative	NW to SE	Male Age 27
2 Car	Going ahead other	No skid	Not provided	SE to NW	Male Age 24

Casualties

1 Driver or Rider	Serious Vehicle no.1	Male 27
2 Driver or Rider	Fatal Vehicle no.2	Male 24
3 Passenger	Slight Vehicle no.1	Female 22

Accident Date BETWEEN '01-Jan-2015' AND '22-Sep-2020'

Accident Reference: 44364	Slight	AT MUCH BIRCH A49 TUMP LANE	Accident 3 of 4
Sunday 17/01/2016 11:06	Grid Coords 350179/230797	Daylight Daylight	
Surface Wet/Damp	Weather Fog or mist - if hazard		
Contributory Factors		Participant Confidence	Did a police officer attend?
402 Junction restart (Driver/Rider - Error)		Vehicle 001 Very likely	Yes
405 Failed to look properly (Driver/Rider - Error)		Vehicle 001 Very likely	
406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001 Very likely	
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)		Vehicle 001 Possible	

Accident Description

V001 HAS APPROACHED JUNCTION WITH A49 FROM TRUMPS LANE, WEATHER IS MISTY BUT VISIBILITY IS REASONABLE. ROAD IS DAMP BUT NOT WET. V002 IS TRAVELLING FORM ROSS TOWARDS HEREFORD, V001 HAS PULLED OUT AND V002 HAS MADE CONTACT WITH THE REAR DRIVERS SIDE OF V001 CAUSING IT TO SPIN AND STOP ON THE OPPOSITE VERGE AGAINST A TELEGRAPH POLE. V002 HAS COME TO STOP ON THE OPPOSITE SIDE OF THE ROAD FACING UP THE ROAD IN THE WRONG DIRECTION.

Vehicles

1 Car	Turning right	No skid	Negative	SW to SE	Female Age 89
2 Car	Going ahead other	No skid	Negative	SE to NW	Female Age 33

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 89
2 Driver or Rider	Slight	Vehicle no.2	Female 33

Accident Reference: 858010	Serious	TUMP LANE NR WORMELOW TUMP OPP NO.43 TUMP LANE	Accident 4 of 4
Thursday 04/07/2019 09:55	Grid Coords 349680/230457	Daylight Daylight	
Surface Dry	Weather Fine without high winds		
Contributory Factors		Participant Confidence	Did a police officer attend?
306 Exceeding speed limit (Driver/Rider - Injudicious)		Vehicle 001 Very likely	Yes
405 Failed to look properly (Driver/Rider - Error)		Vehicle 002 Very likely	

Accident Description

V1 headed up Tump Lane . V2 has been parked on the left side of the road. V2 has pulled out into the left side of the road. V2 has pulled out into the road and been hit from behind by V1. No damage to V2 Minor scuff mark to bumper of V1 and airbag deployed. Independent witness stated V1 travelling in excess of speed limit.

Vehicles

1 Car	Going ahead other	No skid	Negative	SW to NE	Female Age 25
2 Car	Starting	No skid	Negative	SW to NE	Male Age 64

Casualties

1 Driver or Rider	Serious	Vehicle no.1	Female 25
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10038 MUCH BIRCH, HEREFORD									
AUGUST 2020									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 10038001	Tump Lane, Much Birch, Hereford - att to T/P OSGR - SO 50121 30788	Channel: Eastbound	Sat 01-Aug-20	Fri 07-Aug-20	30	2759	421	394	24.9
		Channel: Westbound	Sat 01-Aug-20	Fri 07-Aug-20		2672	415	382	24.0

10038		MUCH BIRCH, HEREFORD				
AUGUST 2020					Posted Speed Limit (PSL)	Average Mean Speed
Site	Location	Direction	Start Date	End Date		
Site No: 10038001	Tump Lane, Much Birch, Hereford - att to T/P OSGR - SO 50121 30788	Channel: Eastbound	Sat 01-Aug-20	Fri 07-Aug-20	30	20.8
		Channel: Westbound	Sat 01-Aug-20	Fri 07-Aug-20		19.6

10396 MUCH BIRCH									
APRIL 2021									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 10396001	Tump Lane, Much Birch att to T/Pole OSGR - SO 50125 30728	Channel: Eastbound	Mon 19-Apr-21	Sun 25-Apr-21	30	3137	495	448	25.4
		Channel: Westbound	Mon 19-Apr-21	Sun 25-Apr-21		3011	481	430	24.0

10396		MUCH BIRCH				
APRIL 2021						Posted Speed Limit (PSL)
Site	Location	Direction	Start Date	End Date		Average Mean Speed
Site No: 10396001	Tump Lane, Much Birch att to T/Pole OSGR - SO 50125 30728	Channel: Eastbound	Mon 19-Apr-21	Sun 25-Apr-21	30	21.7
		Channel: Westbound	Mon 19-Apr-21	Sun 25-Apr-21		19.6