



# DTPC

Report No. J1144/TS  
February 2020

**RESIDENTIAL DEVELOPMENT LAND OFF  
TOWN FARM, PENDLETON  
TRANSPORT STATEMENT**

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TOWN FARM, PENDLETON**

**TRANSPORT STATEMENT**

**CONTROLLED DOCUMENT**

<i>DTPC No:</i>		<b>J984/TS</b>	
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<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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# RESIDENTIAL DEVELOPMENT LAND OFF TOWN FARM, PENDLETON

## Transport Statement

### CONTENTS

	Page
<b>1. INTRODUCTION.....</b>	<b>2</b>
<b>2. NATIONAL AND LOCAL POLICY GUIDANCE.....</b>	<b>3</b>
National Planning Policy Framework .....	3
Manual for Streets .....	5
Summary .....	5
<b>3. SITE CONTEXT .....</b>	<b>6</b>
Local Highway network .....	6
Highway review .....	8
Safety review .....	12
Traffic flows .....	13
Traffic speeds.....	14
Summary .....	15
<b>4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE.....</b>	<b>16</b>
Walking and cycling .....	16
Travel by public transport.....	19
Summary .....	21
<b>5. THE DEVELOPMENT PROPOSALS AND ACCESS .....</b>	<b>22</b>
Development Proposals .....	22
Swept paths .....	24
Servicing.....	25
Impact during Construction .....	25
<b>6. SUMMARY .....</b>	<b>26</b>

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Appendices traffic and speed counts

## 1. INTRODUCTION

DTPC has been appointed by Mr J Fildes to prepare a Transport Statement to assess the highway access implications associated with the proposed planning submission for a residential development at land adjacent to Town Farm, Pendleton.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the site as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

## 2. NATIONAL AND LOCAL POLICY GUIDANCE

### National Planning Policy Framework

The NPPF 2019 has replaced the previous version and sets out the policy framework for sustainable development and supersedes the previous advice.

### 9 Promoting sustainable transport

Cross referencing the new paragraph to 2012 version below for ease of appreciation.

4. Promoting sustainable transport Paragraph 29 – 41	9. Promoting sustainable transport Paragraph 102 - 111
Paragraph 32	Paragraph 108
Paragraph 35	Paragraph 110
Paragraph 39	Paragraph 105
Paragraph 40	Paragraph 106

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.

104. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- e) provide for any large-scale transport facilities that need to be in the area, and the infrastructure and wider development required to support their operation, expansion and contribution

to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and  
f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

105. If setting local parking standards for residential and non-residential development, policies should consider:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

### **Considering development proposals**

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## **Manual for Streets**

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

## **Summary**

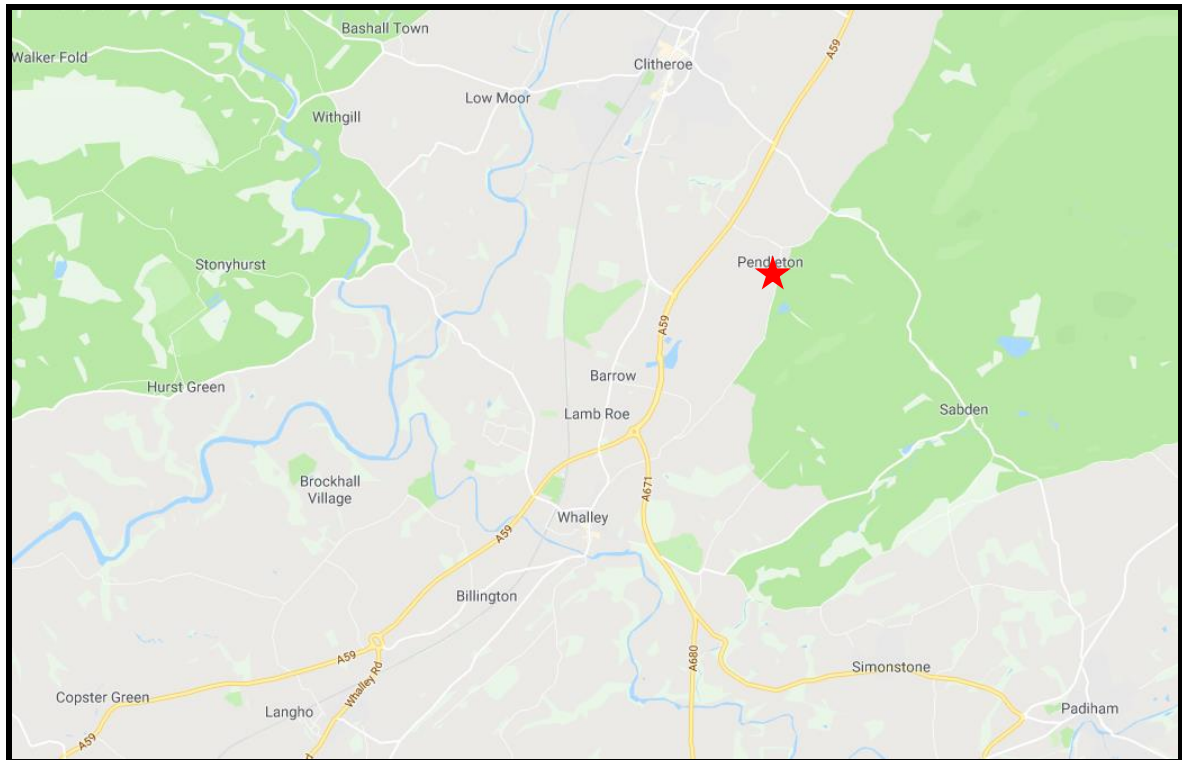
The overriding theme of national policy is that developments must have a safe access for all users. Local policy echoes the sustainability sentiment of national policy.

The following chapters of this report will show that the proposed land is compliant with local and national policy

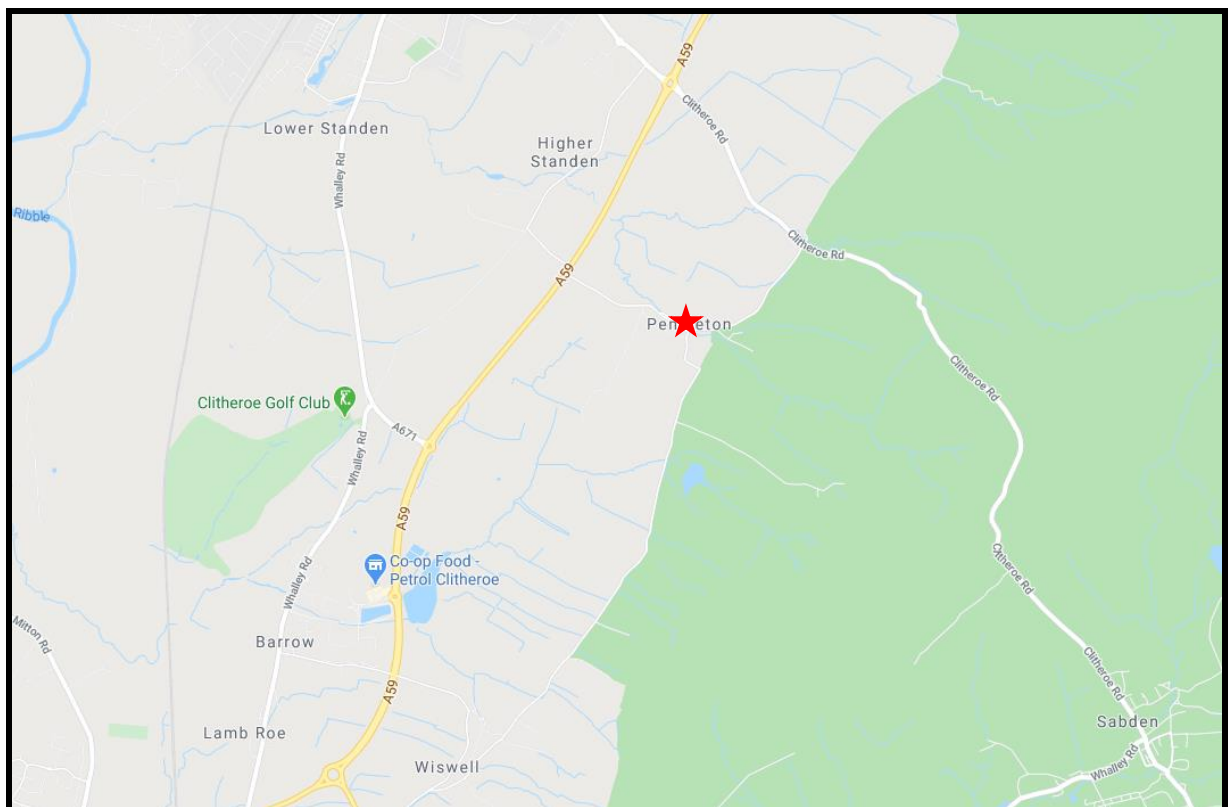
### 3. SITE CONTEXT

#### Local Highway network

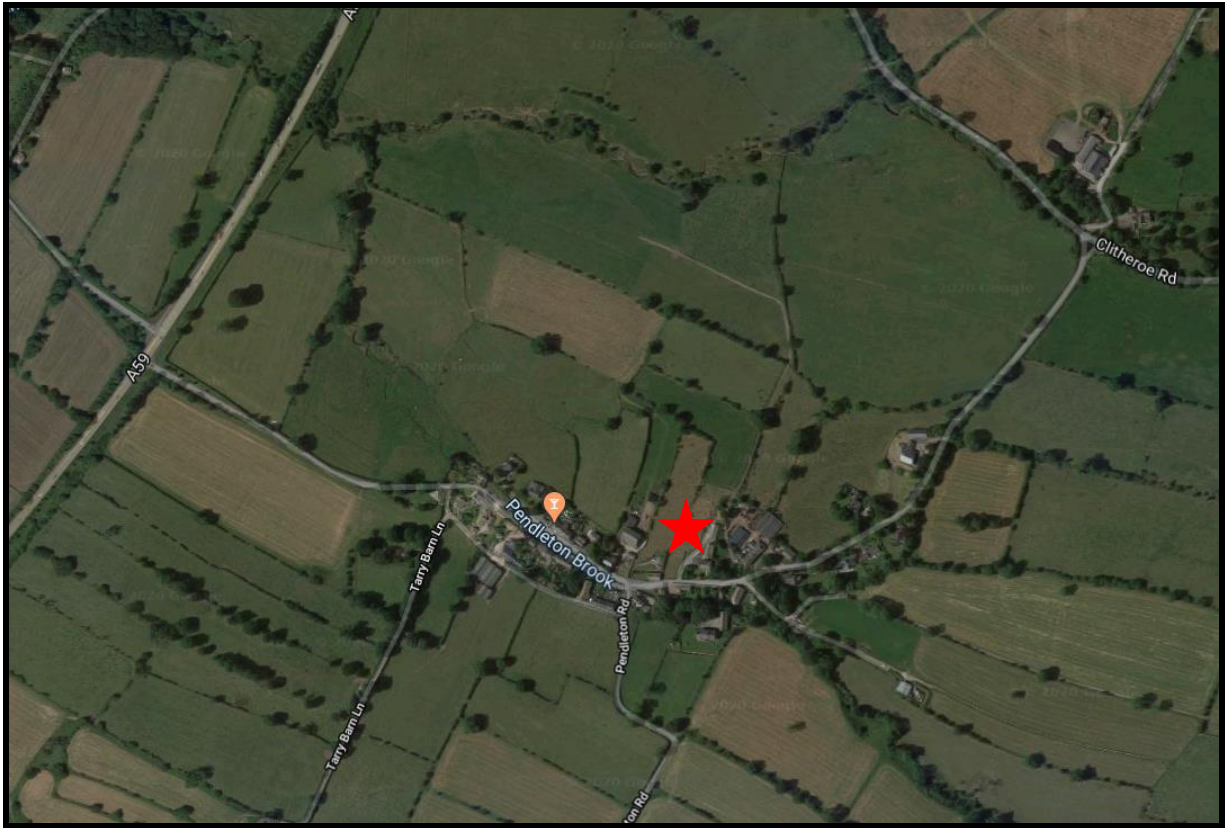
The development site is on Pendleton Road to the SW of the A59 corridor. The site is bound by farmland to the north, east and west; Pendleton Road to the south (with dwellings beyond).



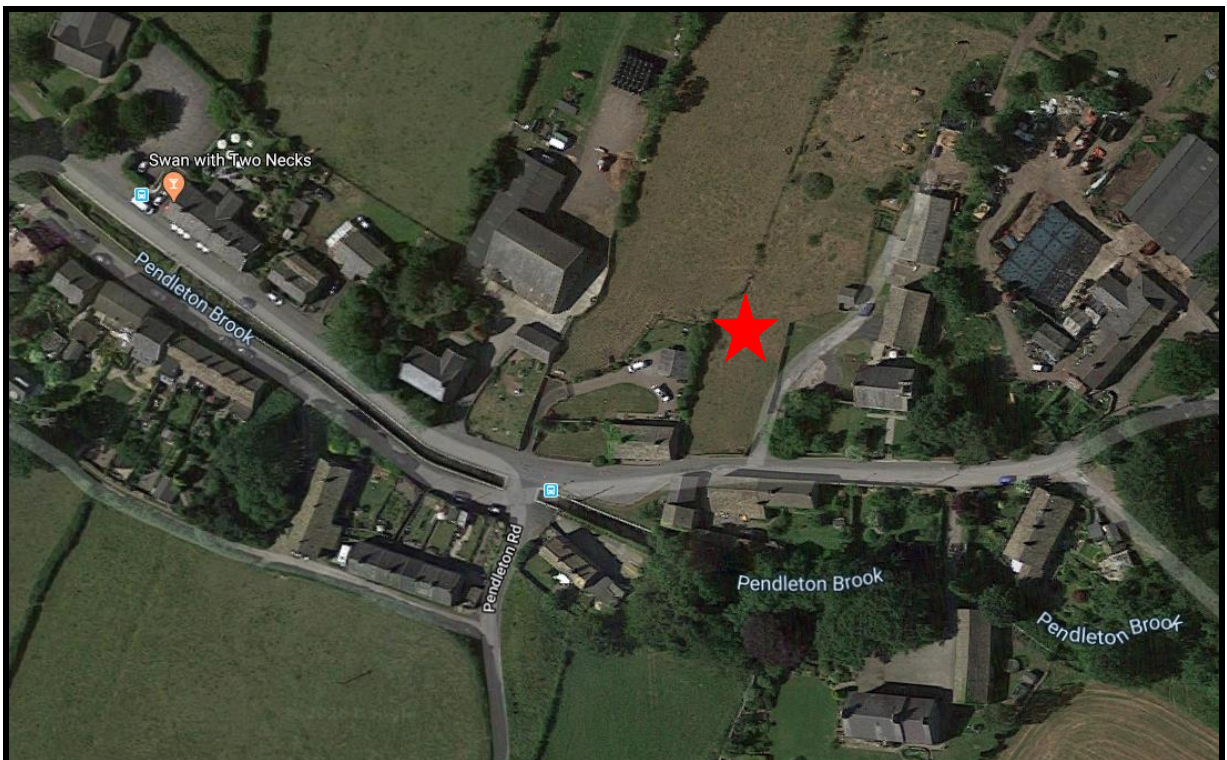
The wider setting is shown above and in the more local area below.







The local setting and detail view are shown above and below





## Highway review

Pendleton lies along Pendleton Road and connects from the A59 to the west and Clitheroe Road to the North East.

The A59 links to the wider area. The road through the village is subject a 30mph speed limit, and is street lit but has no footways.

The road splits and runs either side of the brook but it would appear that two-way traffic uses both carriageways.

The car park serves both the village hall and the public house.

The site's primary access for both vehicles and pedestrians is off Pendleton Road and takes the form of a simple improved priority junction.

The local road network is shown in detail below.



**West side of village view out to the speed limit change and back towards the village**



**View to west and east to road split**



**Community centre**



**View to PH and car park**



**View left and right from middle of village**





**View west and east as road bends to narrow section and site.**



**View west and east as road bends to narrow section and site at post box location.**



**View left and right from existing site access**





**View into site access**



**View to site and away on east side of junction**



**View to west and east at edge of green**





**View to and away at speed lit change at east side of village**

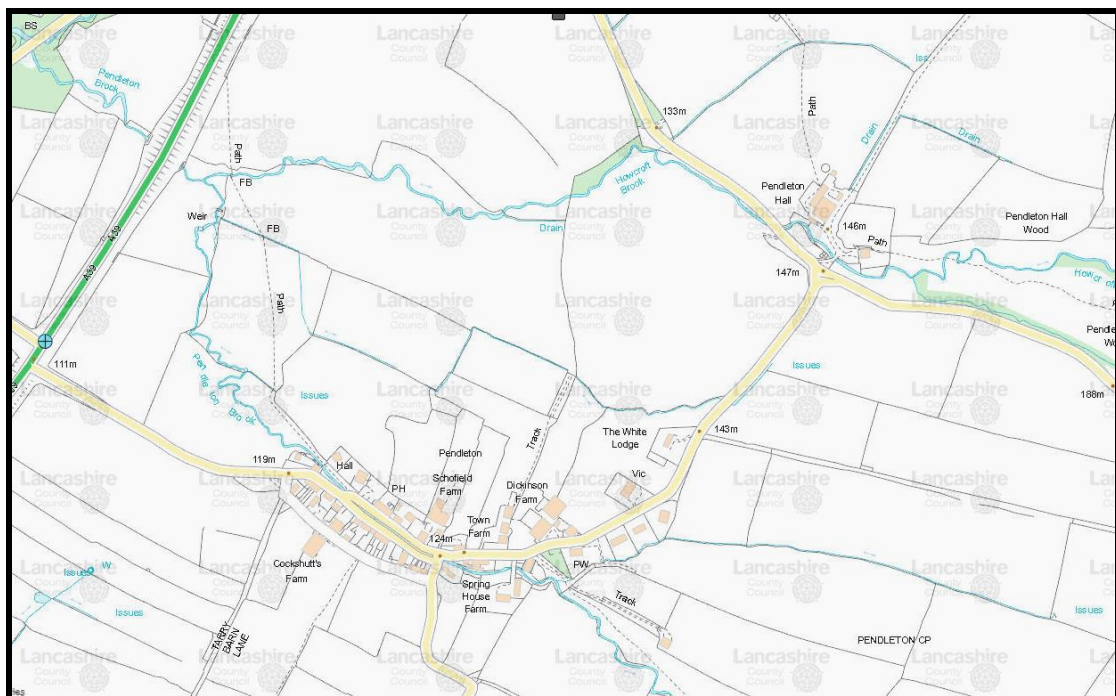
### **Safety review**

Access to the Mario accident national data base has been undertaken and the resultant mapping provided for reference.

The results show that over the past 5 years the village has no recorded accidents or safety issues.

The nearby network has had 1 accident recorded at the nearby junctions as would be expected for an A class route.

This equate to less than 1 per 5 years at this level the area would not be deemed to have a local safety issue.



Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .

## Traffic flows

The flows through the village have been surveyed to gain an appreciation of the levels for the infrastructure provide locally.

DATE: 09/12/2019 TO 15/12/2019										
LOCATION: Unnamed Road, Pendleton										
Direction : Westbound										
TIME PERIOD	VEHICLE VOLUMES									
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Weekday	Week	
	09/12/2019	10/12/2019	11/12/2019	12/12/2019	13/12/2019	14/12/2019	15/12/2019	Average	Average	
0:00 - 1:00	0	0	0	2	0	0	0	0	0	0
1:00 - 2:00	0	0	1	0	0	0	2	0	0	0
2:00 - 3:00	0	0	0	1	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	2	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	1	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0
6:00 - 7:00	0	0	1	0	0	0	0	0	0	0
7:00 - 8:00	4	3	2	6	4	0	0	4	4	3
8:00 - 9:00	6	8	9	7	4	4	5	7	7	6
9:00 - 10:00	8	4	10	5	5	8	3	6	6	6
10:00 - 11:00	4	8	19	5	5	9	2	8	7	7
11:00 - 12:00	9	6	21	8	5	8	7	10	9	9
12:00 - 13:00	9	10	22	11	6	17	14	12	13	13
13:00 - 14:00	6	10	6	10	9	6	16	8	9	9
14:00 - 15:00	7	11	16	13	6	6	13	11	10	10
15:00 - 16:00	8	5	46	10	6	5	10	15	13	13
16:00 - 17:00	13	6	15	8	8	9	6	10	9	9
17:00 - 18:00	10	8	7	7	2	8	4	7	7	7
18:00 - 19:00	6	6	6	11	11	4	2	8	7	7
19:00 - 20:00	4	2	3	8	5	4	5	4	4	4
20:00 - 21:00	3	2	2	5	2	7	1	3	3	3
21:00 - 22:00	0	0	1	4	2	0	1	1	1	1
22:00 - 23:00	0	0	0	0	2	1	0	0	0	0
23:00 - 0:00	0	0	2	0	1	3	1	1	1	1
7-19	90	85	179	101	71	84	82	9	8	8
6-22	97	89	186	118	80	95	89	7	7	7
6-24	97	89	188	118	83	99	90	6	6	6
0-24	97	89	189	121	85	100	92	5	5	5

Direction : Eastbound										
TIME PERIOD	VEHICLE VOLUMES									
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Weekday	Week	
	09/12/2019	10/12/2019	11/12/2019	12/12/2019	13/12/2019	14/12/2019	15/12/2019	Average	Average	
0:00 - 1:00	0	0	0	1	0	1	0	0	0	0
1:00 - 2:00	0	0	0	1	1	0	2	0	1	1
2:00 - 3:00	0	0	1	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	1	0	0	0	0	0	0
6:00 - 7:00	0	1	0	0	0	0	0	0	0	0
7:00 - 8:00	9	4	3	4	3	2	0	5	4	4
8:00 - 9:00	10	8	15	10	15	9	4	12	10	10
9:00 - 10:00	19	4	26	11	9	11	7	14	12	12
10:00 - 11:00	9	5	28	13	6	9	6	12	11	11
11:00 - 12:00	8	10	17	2	3	6	20	8	9	9
12:00 - 13:00	7	13	36	11	9	12	16	15	15	15
13:00 - 14:00	11	9	12	15	13	15	16	12	13	13
14:00 - 15:00	6	7	30	10	5	9	17	12	12	12
15:00 - 16:00	13	8	73	10	9	12	26	23	22	22
16:00 - 17:00	8	7	59	10	12	7	5	19	15	15
17:00 - 18:00	11	4	4	8	7	7	4	7	6	6
18:00 - 19:00	5	2	7	9	9	4	9	6	6	6
19:00 - 20:00	1	4	7	7	1	4	3	4	4	4
20:00 - 21:00	6	2	4	4	3	3	1	4	3	3
21:00 - 22:00	1	3	1	1	1	4	4	1	2	2
22:00 - 23:00	0	2	1	4	1	3	0	2	2	2
23:00 - 0:00	0	0	1	3	2	3	1	1	1	1
7-19	116	81	310	113	100	103	130	12	11	11
6-22	124	91	322	125	105	114	138	10	9	9
6-24	124	93	324	132	108	120	139	9	8	8
0-24	124	93	325	135	109	121	141	7	6	6

The maximum 38 two way flows before the traditional evening peak are low in nature and flows in the peaks are much lower suggesting that the pub has most of the attraction in the village.

## Traffic speeds

The speeds have also been obtained along the site frontage.

Direction : Westbound								
TIME PERIOD	85TH PERCENTILE							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
	09/12/2019	10/12/2019	11/12/2019	12/12/2019	13/12/2019	14/12/2019	15/12/2019	
0:00 - 1:00	-	-	-	-	-	-	-	
1:00 - 2:00	-	-	-	-	-	-	-	
2:00 - 3:00	-	-	-	-	-	-	-	
3:00 - 4:00	-	-	-	-	-	-	-	
4:00 - 5:00	-	-	-	-	-	-	-	
5:00 - 6:00	-	-	-	-	-	-	-	
6:00 - 7:00	-	-	-	-	-	-	-	
7:00 - 8:00	-	-	-	-	-	-	-	
8:00 - 9:00	-	-	-	-	-	-	-	
9:00 - 10:00	-	-	-	-	-	-	-	
10:00 - 11:00	-	-	24.4	-	-	-	-	
11:00 - 12:00	-	-	27.5	-	-	-	-	
12:00 - 13:00	-	-	28.2	25.1	-	22.6	19.5	
13:00 - 14:00	-	-	-	-	-	-	25.1	
14:00 - 15:00	-	19.2	29.3	29.8	-	-	22.4	
15:00 - 16:00	-	-	28.2	-	-	-	-	
16:00 - 17:00	28.9	-	28.4	-	-	-	-	
17:00 - 18:00	-	-	-	-	-	-	-	
18:00 - 19:00	-	-	-	23.9	25.7	-	-	
19:00 - 20:00	-	-	-	-	-	-	-	
20:00 - 21:00	-	-	-	-	-	-	-	
21:00 - 22:00	-	-	-	-	-	-	-	
22:00 - 23:00	-	-	-	-	-	-	-	
23:00 - 0:00	-	-	-	-	-	-	-	
07-19	24.6	23.7	28.0	26.8	25.9	25.3	23.9	
06-22	24.6	23.7	28.2	26.8	25.9	25.7	23.9	
06-24	24.6	23.7	28.2	26.8	25.9	25.3	23.9	
0-24	24.6	23.7	28.2	26.8	25.9	25.3	23.7	
7 DAY AVERAGE SPEED			20.5					
7 DAY AVERAGE 85th PERCENTILE			25.5					

Direction : Eastbound								
TIME PERIOD	85TH PERCENTILE							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
	09/12/2019	10/12/2019	11/12/2019	12/12/2019	13/12/2019	14/12/2019	15/12/2019	
0:00 - 1:00	-	-	-	-	-	-	-	
1:00 - 2:00	-	-	-	-	-	-	-	
2:00 - 3:00	-	-	-	-	-	-	-	
3:00 - 4:00	-	-	-	-	-	-	-	
4:00 - 5:00	-	-	-	-	-	-	-	
5:00 - 6:00	-	-	-	-	-	-	-	
6:00 - 7:00	-	-	-	-	-	-	-	
7:00 - 8:00	-	-	-	-	-	-	-	
8:00 - 9:00	-	-	25.1	-	26.4	-	-	
9:00 - 10:00	28.6	-	26.2	23.3	-	20.6	-	
10:00 - 11:00	-	-	26.6	24.6	-	-	-	
11:00 - 12:00	-	-	24.6	-	-	-	21.3	
12:00 - 13:00	-	20.6	26.2	24.4	-	26.2	18.8	
13:00 - 14:00	21.5	-	26.2	26.6	19.7	24.2	23.7	
14:00 - 15:00	-	-	24.8	-	-	-	27.1	
15:00 - 16:00	27.5	-	25.9	-	-	21.3	25.3	
16:00 - 17:00	-	-	27.5	-	20.8	-	-	
17:00 - 18:00	26.4	-	-	-	-	-	-	
18:00 - 19:00	-	-	-	-	-	-	-	
19:00 - 20:00	-	-	-	-	-	-	-	
20:00 - 21:00	-	-	-	-	-	-	-	
21:00 - 22:00	-	-	-	-	-	-	-	
22:00 - 23:00	-	-	-	-	-	-	-	
23:00 - 0:00	-	-	-	-	-	-	-	
07-19	26.4	25.3	26.4	26.2	24.8	25.5	25.1	
06-22	26.4	25.3	26.4	26.2	24.8	25.9	25.1	
06-24	26.4	25.3	26.4	26.2	24.8	25.9	25.1	
0-24	26.4	25.3	26.4	26.2	24.8	25.9	25.1	
7 DAY AVERAGE SPEED			20.8					
7 DAY AVERAGE 85th PERCENTILE			25.7					



The 85%ile speeds are well below 30mph at 26mph reflecting the character of the village.

### **Summary**

The site is located in a rural area alongside a road with no capacity or related safety issues.

There are no local concerns that would prevent a scheme from coming forward based on the local network arrangements.

#### 4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot; cycle and public transport;

##### **Walking and cycling**

The proposed development site is located in the existing rural area.

The CIHT provides about journeys on foot. It does not provide a definitive view on distances but does suggest a preferred maximum distance of 2000m for walk commuting trips, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking.

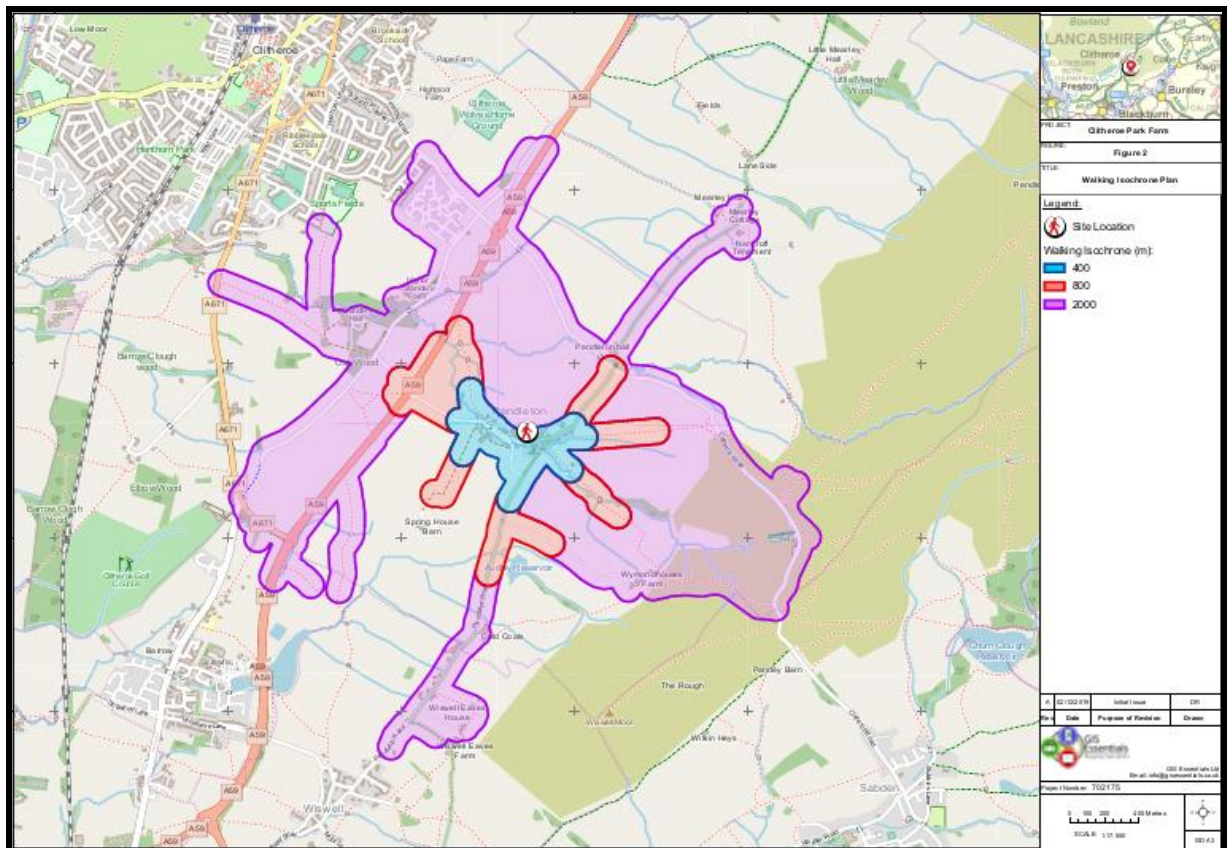
Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

800m and 2000m walk isochrones reflecting 10 and 25 minutes walk journeys are shown below.

The topography is relatively flat in nature. The walk catchment extends to cover the local residential areas thus useable by a wide catchment area however it is acknowledged that limited paths are available.

Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also some potential for walking to form part of a longer journey via the bus services.



### Walk Catchments

The topography is relatively flat in nature. The walk catchment extends to cover the local residential areas thus useable by a wide catchment area however it is acknowledged that limited paths are available.

Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey via the bus services.

**There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.**

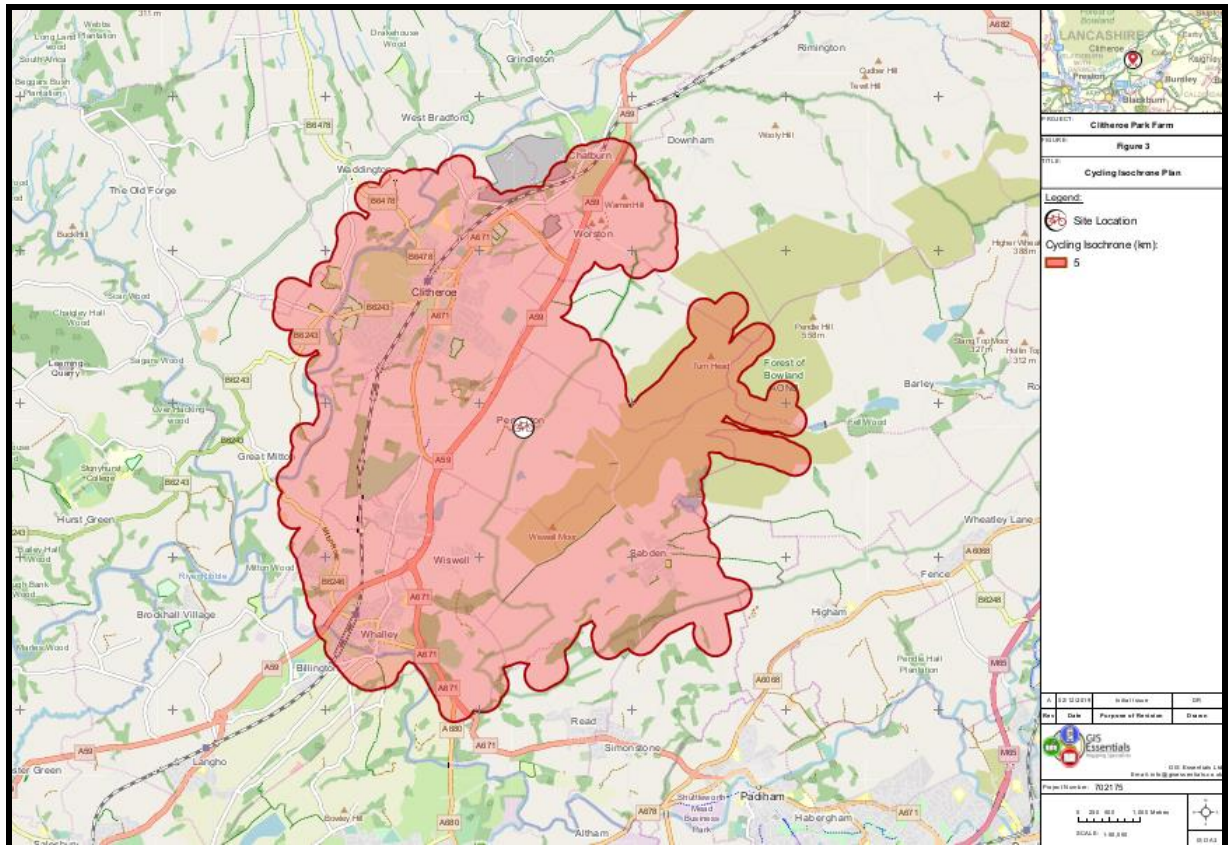
In conclusion, the proposed application site can be considered as being accessible on foot.

Historic Guidance and perceived good practice suggest: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

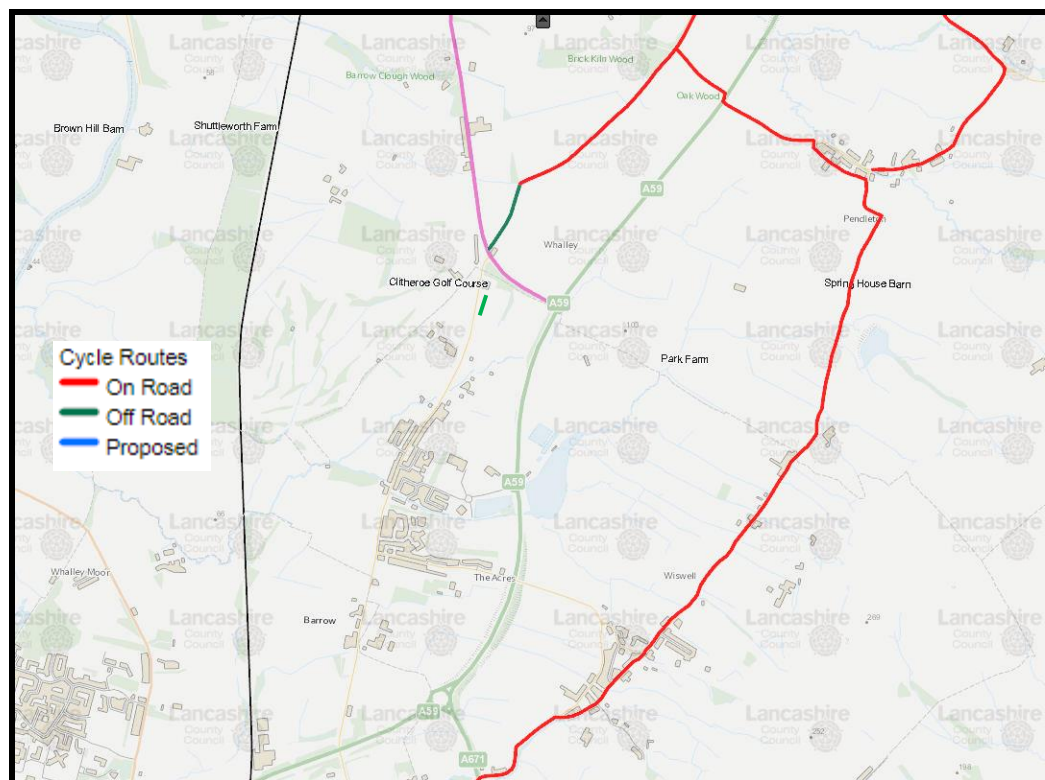
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.





### Cycle Catchments

The plan shows that a significant area of residential and employment use especially Clitheroe is within the 5 kilometres cycling distance a journey of around 25 minutes using the Institute of Highways Guidance leisurely cycle speed of 12 kilometres per hour of the site.



The local area is served by cycle lanes some 800m north of the site.

Therefore, there is a wide range of cycling opportunities for residents to use this mode.

In conclusion, the proposed application site can be considered as being very well served by the cycle network and is therefore highly accessible by cycle.

### Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The the closest bus stops to the site flags are within the 200m walk distances, this is indicative of a quality service for schools.



The proposed development site is therefore conveniently located close to bus stops for the area that regularly serves the school needs of the area.





### Bus stop and school services

638 Whalley Road by St Augustines RCHS - Wiswell			
Mondays to Fridays			
Whalley Road by St Augustines RCHS, Billington	dep	14:30	15:20
Langho, opp Petre Arms		14:32	15:22
Accrington Road by Portfield Road, Whalley		14:40	15:30
Sabden, opp Higher Green Bank Farm		14:42	15:32
Sabden, opp Watt Street		14:44	15:34
Whalley Road by Four Lane Ends, Sabden		14:45	15:35
Heyhouses, o/s Wellsprings Inn		14:49	15:39
Main Street by Pendleton Road, Pendleton		14:55	15:45
Wiswell, opp War Memorial		15:04	15:54
Wiswell, opp Vicarage Fold	arr	15:05	15:55
Notes		[1][\$S]	[2][\$S]

638 Wiswell - Whalley Road by St Augustines RCHS			
Mondays to Fridays			
Wiswell, opp Vicarage Fold	dep	08:00	
Main Street by Swan With Two Necks, Pendleton		08:10	
Heyhouses, opp Wellsprings Inn		08:15	
Sabden, adj Four Lane Ends		08:20	
Watt Street by Whalley Road, Sabden		08:20	
Whalley Road by Higher Green Bank Farm, Sabden		08:22	
Whalley, opp Portfield Road		08:25	
Langho, o/s Petre Arms		08:32	
Whalley Road by St Augustines RCHS, Billington	arr	08:35	
Notes			[\$S]

## Summary

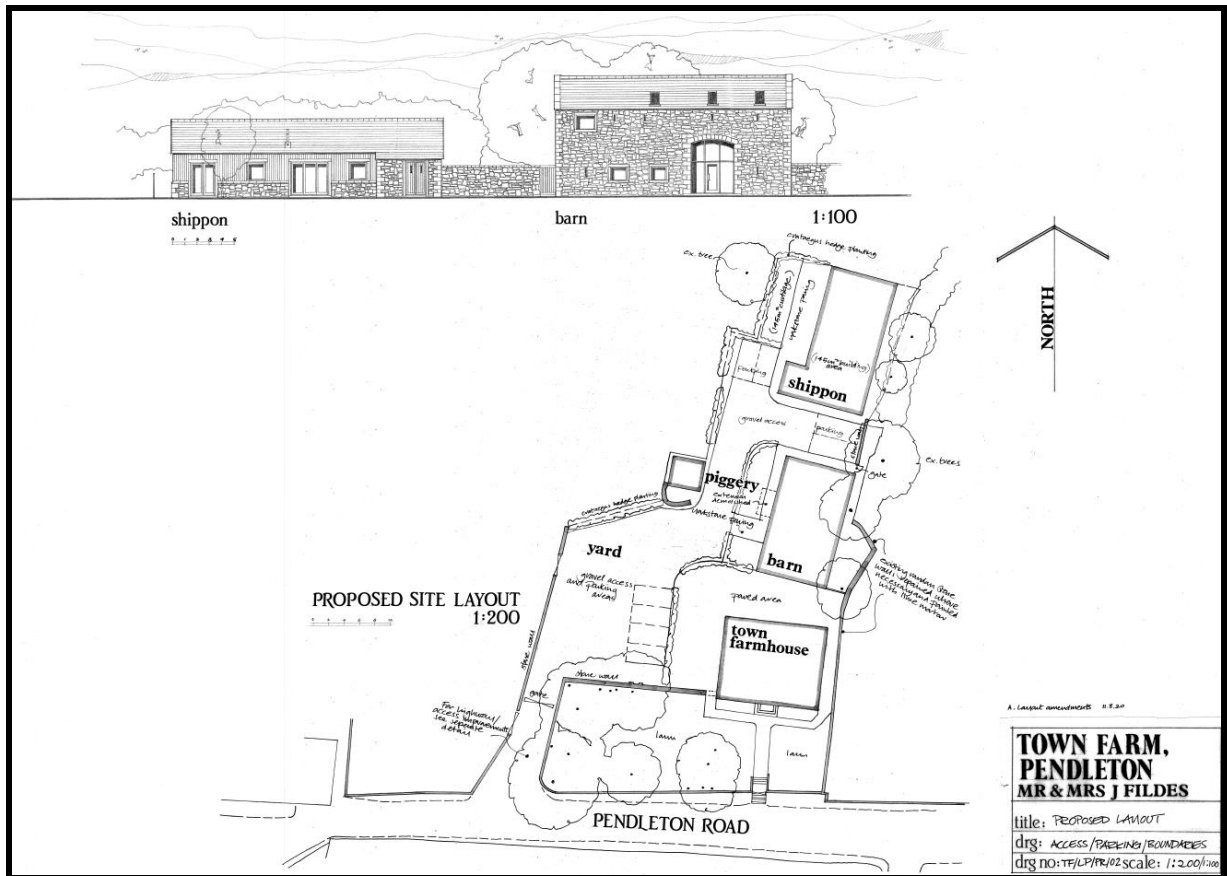
There are therefore opportunities for residents to use non car modes to access using cycling and bus accessibility from a wide area is possible.

**In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance and thus reduce single and multi occupancy car trips and thus reduce trips on the network for a semi rural area.**

## 5. THE DEVELOPMENT PROPOSALS AND ACCESS

### Development Proposals

It is proposed to provide 2 residential units converting existing buildings using an improved access. The site layout is illustrated on below (see architect drawing for full details).



### Main access

The access takes the form of an improved simple priority junction with Pendleton Road.

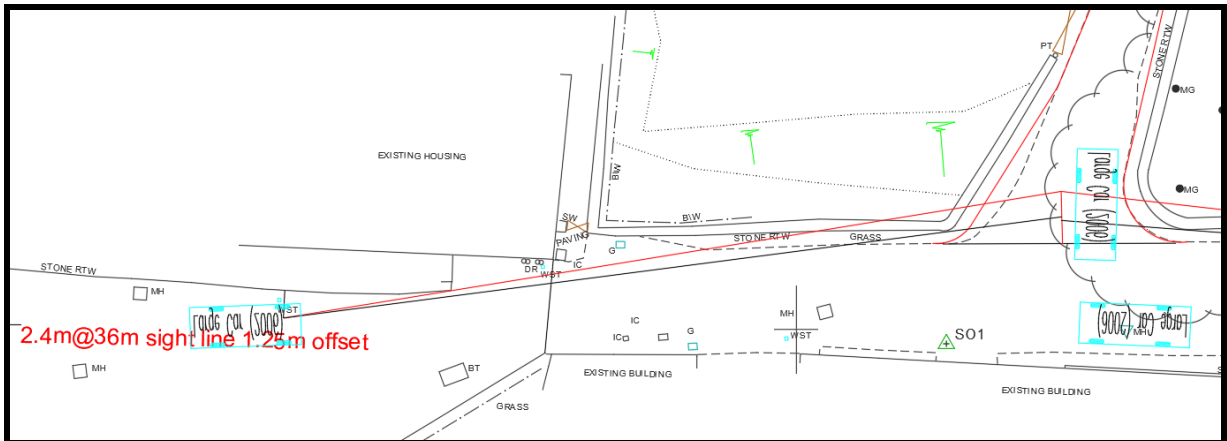
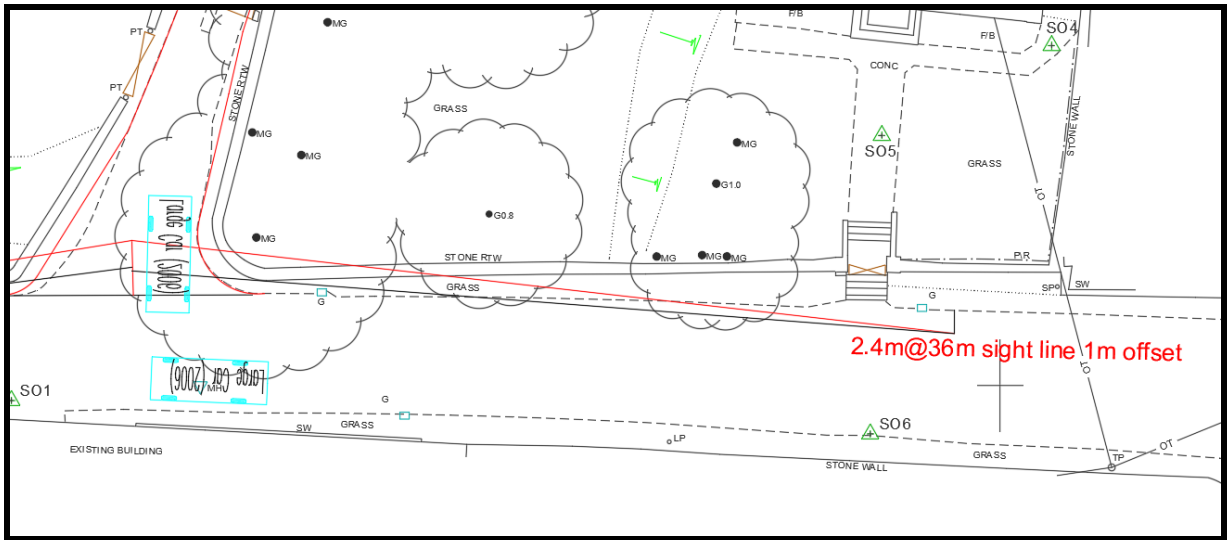
The access is a shared drive and cul de sac based on Manual for Streets Guidance, the side verges have been defined with channels and the hard surface extended a little as shown.

The sight lines from the speed surveys are set out, there are constrained by the walls on each side which are a heritage feature.

As such the drawings overleaf show a vehicle edging out to create viability to turn, the inter visibility is achieved with around 1m over sail of the road edge.

MFS gives guidance on this for routes having much higher flows.



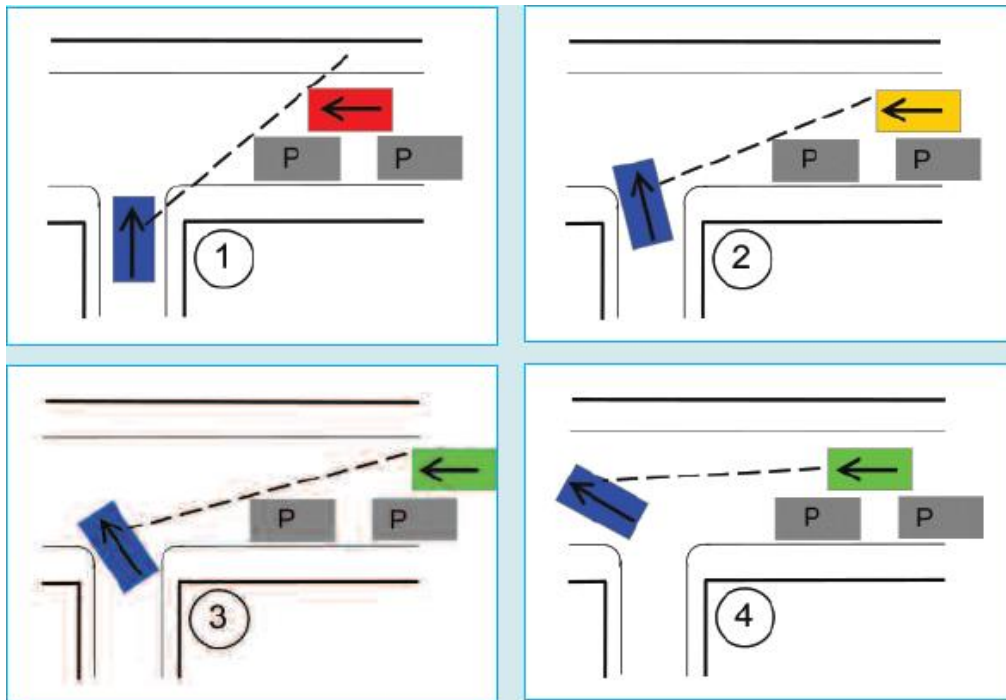


The guidance shows:

## 10.7\_ Obstacles To Visibility

**10.7.1** Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable. (See Example below.)

**10.7.2** The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.



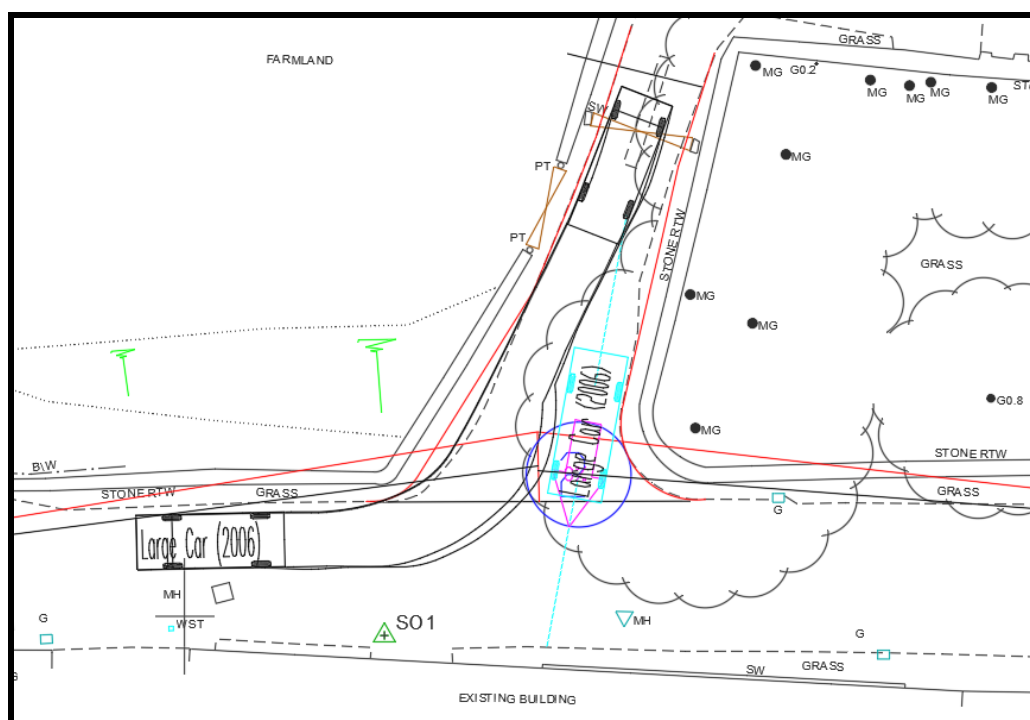
At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa.

In the images above, the blue car moves forward slowly until it can see far enough past the parked vehicles to see that the gap to the next oncoming vehicle is long enough for it to pull out. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out.

The drawings show road width to allow a vehicle to pass if required as a vehicle exit the site.

### Swept paths

The in/out for a car are shown, two-way flows can be accommodated.



## **Servicing**

The bins will be dragged to the gate point and allows roadside pick up as occurs now.

## **Trips**

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that 50 units do not need to be assessed.

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed.

Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The 2 units at 1 trip in each peak would be under threshold and de minimus in nature.

Given this it is concluded that the development would have a negligible impact on the network and no mitigation would be required.

## **Impact during Construction**

The delivery of materials to and from the site will form a large component of the traffic generated by the construction process. A routing strategy will be developed closer to the time of construction, based upon the principle of using appropriate major roads.

Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area. This daily programme will seek to ensure that the timing of the arrival and departure of construction vehicles is managed to try and minimise the number of vehicles on the immediate local highway

The exact routes used by construction traffic will depend upon the sourcing of materials and the destination of any spoil removed from the site. These details will be agreed between the contractor and the Council prior to commencement of the works and signed where appropriate.

These can be detailed and agreed as part of the Construction Management plan.

During construction, the site will be secured so that it will only be accessible to construction workers and vehicles. This will be the case both when there is activity on-site, and when the site is unmanned. Access to the site will be gated and controlled to ensure the potential for vandalism is minimised. All vehicles waiting to enter the site will be provided with enough stacking space to wait off the highway to minimise disruption to traffic.

## 6. SUMMARY

The site has a sustainable location for rural location and the layout accords with good practice.

It is agreed the location has no capacity issues or safety issues are expected to arise with the adjacent route to the site.

As such the scheme would have little or no impact on the local network

As such it is considered that there are no substantive reasons why the scheme should not be approved from a transportation point of view.