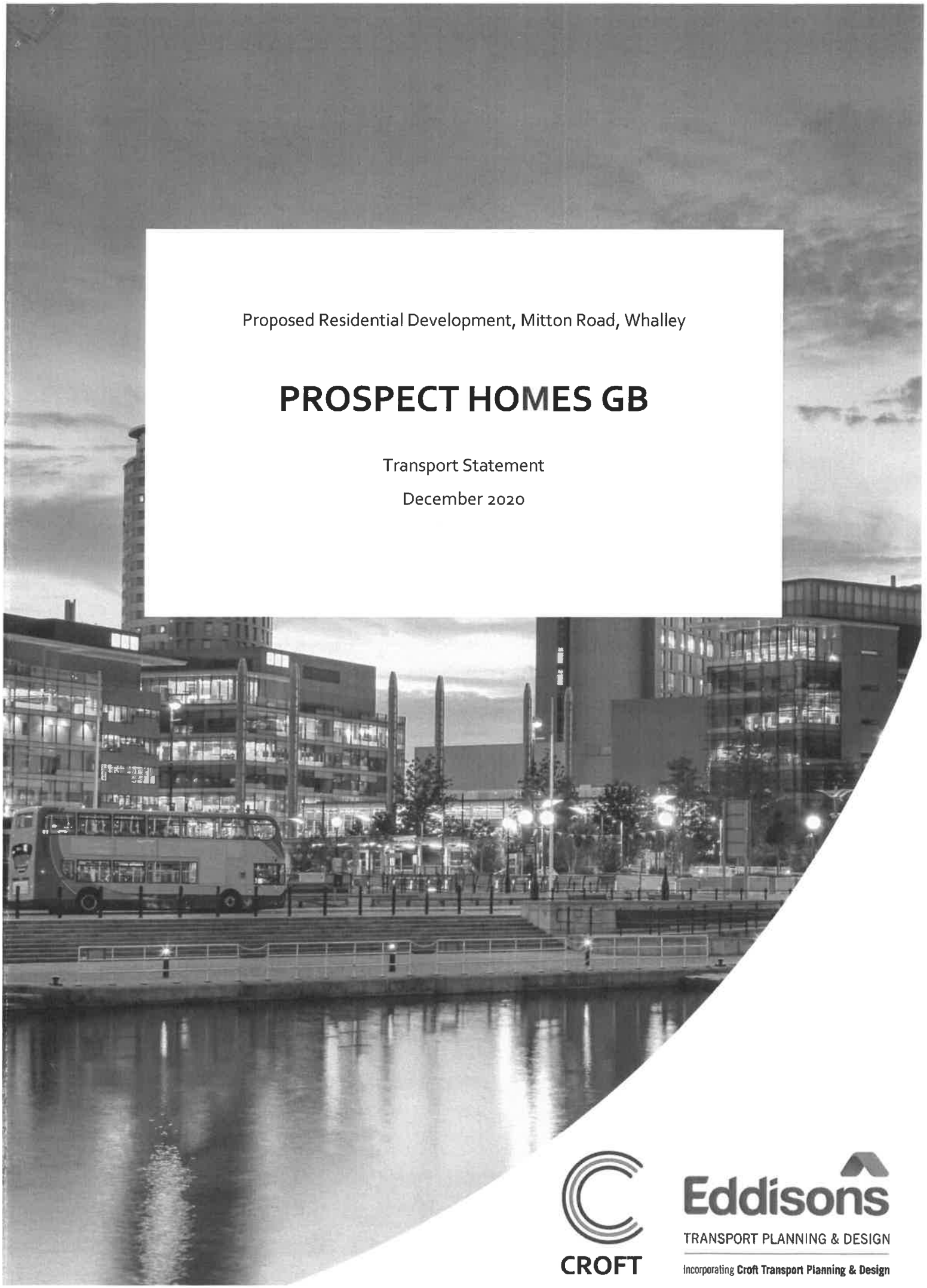

Proposed Residential Development, Mitton Road, Whalley

PROSPECT HOMES GB

Transport Statement

December 2020

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating **Croft Transport Planning & Design**

Contents

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CROFT

1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Prospect Homes to advise on the traffic and transportation issues relating to proposals for a residential development on land off the B6246 Mitton Road in Whalley.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and will form supplementary information to assist in the determination of a forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the surrounding highway network.

1.1.4 Section 3 provides details of the proposed development including vehicular, pedestrian and cycle access.

1.1.5 Section 4 provides an assessment of the existing accessibility of the site by non-car modes, before Section 5 which considers the traffic impact of the proposed development on the local highway network.

1.1.6 Section 6 presents an analysis of road safety in the vicinity of the site and Section 7 draws together the conclusions to this report.

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2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

2.2 Site Location

2.2.1 The application site is located approximately 1.6 kilometres north-west of the Whalley village centre and approximately 4.6 kilometres south west of Clitheroe town centre. The location of the site in relation to the surrounding area is presented in **Plan 1**.

2.2.2 The application site is split into two parcels of land which are separated by Pendle Drive. The northern parcel of land is bound to the north by agricultural land, to the east by B6246 Mitton Lane, to the south by Pendle Drive and to the west by Bridge Terrace.

2.2.3 The southern parcel of land is bound to the north by a residential property, to the west by B6246 Mitton Lane, to the south by Calderstones Drive and to the west by Queen Mary Terrace.

2.3 Existing Site Information

2.3.1 The site is currently occupied by a total of 32 residential properties, the majority of which are vacant. Vehicular access to the properties is provided for off Queen Mary Terrace and Bridge Terrace located to the west of the application site.

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2.4 Local Highway Network

2.4.1 The B6246 Mitton Road bounds the site to the east and runs in an approximate north-south alignment in the vicinity of the site.

2.4.2 B6246 Mitton Road is a single carriageway road with a width of approximately 7.2 metres, a footway with a width of at least 1.8 metres is located on the western side of the carriageway. It is subject to a 30mph speed limit and street lighting is provided.

2.4.3 To the north the B6246 Mitton Road provides vehicular access to the nearby areas of Great Mitton and Mitton Green. Whilst to the south it forms the B6246 Mitton Road/Calderstones Drive mini-roundabout, to the west Calderstones Drive provides access to residential areas of Whalley and the Calderstone Hospital. To the south the B6246 Mitton Road continues in a north-south alignment and provides vehicular access into the centre of Whalley and the surrounding highway network.

2.4.4 Pendle Drive which separates the two parcels of land, has a carriageway width of approximately 5.5 metres and footways with a minimum widths of 1.8 metres are located on either side of the carriageway. Pendle Drive runs in an approximate east-west alignment, to the west it provides vehicular access to the residential areas located to the west of the application. Whilst to the east it provides the minor arm of the B6246 Mitton Road/Pendle Drive priority controlled junction.

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3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and car parking.

3.2 Proposed Development

3.2.1 The applicant is seeking full planning permission to develop the site for up to 50 residential dwellings, with associated car parking, landscaping and public open space.

3.2.2 The proposed site layout plan is shown in **Plan 2**.

3.3 Vehicular Access

3.3.1 It is proposed that vehicular access into the site will be provided via three locations off the B6246 Mitton Road.

3.3.2 Vehicular access for the northern parcel of land will be provided for via a single priority controlled junction located 75 metres north of the B6246 Mitton Road/Pendle Drive priority controlled junction. It is worth noting that Plot 32 of the northern parcel will be accessed off Pendle Drive.

3.3.3 The southern parcel of land will be accessed via two priority controlled junctions off the B6246 Mitton Road, the main vehicular access is located 43 metres south of the B6246 Mitton Road/Pendle Drive junction. Whilst a secondary access which provides access to the private drive is located 180 metres south of the junction.

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3.3.4 The proposed vehicular access arrangements have been designed to meet the required highway design guidance. The vehicular access junction for the northern parcel of land will have a carriageway width of 4.8 metres and incorporates 6 metre corner radii. The vehicular access junction for the southern parcel of land will have a carriageway of 5 metres which narrows to 4.8 metres within the site and incorporates 6 metre corner radii. Footways for both vehicular accesses will have a width of 2 metres and will be located on either side of the carriageway which will link with existing provision located on the B6246 Mitton Road. The vehicular access for the private drive will have a carriageway width of 4.5 metres and incorporate 6 metre radii.

3.3.5 As previously stated, the B6246 Mitton Road is subject to a 30mph speed limit. To ascertain vehicle speeds along the B6246 Mitton Road a speed survey was undertaken on Friday 2nd October 2020, in the vicinity of where the vehicular access junctions will be located, the full results of the speed survey are contained within **Appendix 1**.

3.3.6 The speed survey indicates that in the vicinity of the northern access the 85th percentile wet weather speeds for northbound vehicles was 26.5mph and the recorded southbound speed was 25.5mph. In the vicinity of the southern access points, the 85th percentile speeds for northbound and southbound vehicles were 34mph and 31mph respective.

3.3.7 Based on the guidance contained within the Manual for Streets document this equates to the following visibility splays at the site access junctions;

- Northern Junction - Northbound = 2.4 metres by 34 metres and Southbound = 2.4 metres by 36 metres.
- Southern Junctions - Northbound = 2.4 metres by 45 metres and Southbound =

2.4metres by 51 metres.

3.3.8 The proposed vehicular access arrangements are displayed in **Plan 3**.

3.4 Pedestrian and Cycle Access

3.4.1 Pedestrian and cycle access into the site will be afforded via the vehicular access points off the B6246 Mitton Road which link with the existing provision on the surrounding highway network.

3.4.2 The internal layout of the site will be designed to provide linkages between the site and the existing footway and footpath infrastructure.

3.5 Servicing

3.5.1 The internal layout will be designed to accommodate waste and delivery vehicles to enter the site, turn around and exit in a forward gear, as demonstrated on **Plan 4.**

3.5.2 This will ensure there is no detrimental impact to the public highway and confirms that the site can be serviced without giving rise to any road safety issues.

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4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 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.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

4.2 Accessibility on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.

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4.2.2 As previously stated, a footway with a minimum width of 1.8 metres is located on the western side of the B6246 Mitton Road carriageway. This footway provides access to the extensive pedestrian footway network located within Whalley and provides linkages to the village centre.

4.2.3 Safe pedestrian crossing movement across the B6246 Mitton Road is provided for on the B6246 Mitton Road south arm of the B6246 Mitton Road/Calderstones Drive mini-roundabout, approximately 45 metres south of the southern boundary of the site. This crossing is uncontrolled and includes a pedestrian refuge with associated dropped kerbs.

4.2.4 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.

4.2.5 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 4.1.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 – IHT 'Providing for Journeys on Foot' Walk Distances

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4.2.6 Reference to the 2,000 metres walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised 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 2km'.

4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'. Table 4.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 – Manual for Streets Walk Distances

4.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 4.3.

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Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 4.3 – DfE Walk Distances to Schools

4.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres;
- Commuting – 2, 400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

4.2.10 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. Table 4.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

All Journeys	85th Percentile Walk Distances				Overall Recommended Preferred Max
	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 4.4 – WYG Report/NTS Data Walk Distances

4.2.11 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

4.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.

4.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

4.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in **Plan 5**.

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4.2.16 The 2,000-metre pedestrian catchment illustrates that the majority of Whalley can be accessed, such as, Whalley Sports Club, Food by Freda Murphy, Whalley Abbey Gatehouse, Whalley Post Office, The Dog Inn, The Whalley Arms, Oakhill College, Oakhill Academy and St Augustine's Roman Catholic Primary School.

4.2.17 Table 4.5 below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether the amenity is within the 'preferred maximum' walk distances using the above guideline

Amenity	Distance	Guidance Criteria	Meets with Guidance?
Whalley Sports Club	980m	1,600m	YES
Food by Freda Murphy	1,100m	1,600m	YES
Whaley Abbey Gatehouse	1,550m	1,600m	YES
Whalley Post Office	1,580m	1,600m	YES
Whalley News	1,580m	1,600m	YES
The Dog Inn	1,590m	1,600m	YES
The Whalley Arms	1,600m	1,600m	YES
St Augustine's Roman Catholic Primary School	2,130m	3,200m	YES
Oakhill College	2,250m	4,800m	YES
Oakhill Academy	2,400m	4,800m	YES

Table 4.5 - Distance from Site to Local Facilities

4.2.18 As can be seen in the above table, the site is located within proximity to a number of

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local amenities including primary services as well as leisure facilities.

4.2.19 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store, hospital and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

4.2.20 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Accessibility by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle. A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Clitheroe, Great Harwood and Barrow as well as the entirety of Whalley.

4.3.2 There are no designated cycle facilities on the B6246 Mitton Road in the vicinity of the site. However, both Lancashire County Council Routes 90 and 91 are located around 1,200 meters from the from centre of the application site.

4.3.3 Lancashire County Council Route 90 runs through the centre of Whalley and links with Longridge, Ribchester and Clitheroe and is a recommended cycle route. Whilst Lancashire County Council Route 91 is also a recommended on road route which provides access to Harwood via Billington.

4.3.4 The site can therefore be considered as being accessible by cycle.

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4.4 Accessibility by Bus

4.4.1 The nearest bus stops to the site are located approximately 130 metres to the east on Mitton Road. Additional bus stops are located further along Clitheroe Road. All the nearest bus stops to the site are shown on **Plan 5**.

4.4.2 A summary of the services available from the nearest bus stops from the development site is provided in Table 4.6 below.

Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
5	Chipping – Hurst Green – Whalley - Clitheroe	1	1	1	1	1	0.5

Table 4.6 - Existing Bus Services from Bus Stops on the B6246 Mitton Road

4.4.3 As can be seen from Table 4.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Whalley, Clitheroe and Hurst Green

4.4.4 The above service operates from 6:25am to 19:28pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.5 In order to demonstrate the level of accessibility, some example journey times by bus are presented below Table 4.7 below.

Destination	Duration
Whalley	3 minutes
Clitheroe	16 minutes
Ribchester	20 minutes

Table 4.7 - Example Bus Journey Times from the Site

4.4.6 The above table demonstrates that Clitheroe is an approximate 16-minute bus journey from the site and Whalley is a 3-minute bus journey.

4.4.7 It is therefore concluded that employment, health and retail centres are accessible by bus from the proposed development site.

4.5 Accessibility by Rail

4.5.1 Whalley train station is the most accessible station to the site. It can be accessed via a short 16 minute walk as the station is 1,040 metres from the centre of the site. This train station is managed by Northern and has 2 platforms, offering 2 services per hour to destinations such as Rochdale and Clitheroe.

4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

4.6.2 The following conclusions can be drawn from this section of the report:

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- The site is accessible on foot and these provisions will be improved as part of the works on the development site.

- The services from the bus stops on Pendle Drive which connect the site with retail, employment and leisure facilities in Whalley, Clitheroe and Ribchester. It can therefore be concluded that the proposed development can be accessed by bus.

- The site is accessible via rail with Whalley station located within 2 kilometres of the site.

4.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

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5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Existing Site

5.2.1 As previously stated, the site is currently occupied by 32 residential units, which when fully occupied would have generated vehicular trips during the traditional peak periods. As way of demonstration, to forecast the likely level of trips of the existing residential units, trip generation for the existing site has been calculated based on the approved vehicle trip rates used for a number of other residential development sites in Lancashire.

5.2.2 The peak hour trip rates and forecast trip generation for the existing residential units located on the site are shown within Table 5.1 below.

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Mode	Period	Trip Rate (per Unit)		Traffic Flows	
		Arr	Dep	Arr	Dep
Vehicle	**AM Peak Hour**	0.140	0.445	4	14
	PM Peak Hour	0.438	0.227	14	7

Table 5.1 – Existing Residential Trip Rates and Traffic Generation (32 Units)

5.2.3 As can be seen in Table 5.1 above, the existing residential units are forecast to generate 18 two-way vehicle movements in the weekday am peak and 21 two-way vehicle movements in the weekday pm peak.

5.3 Proposed Development

5.3.1 As previously stated the planning application is for the provision of 50 residential units on the site. To forecast the level of traffic that would be generated by the development, the agreed trip rates detailed above have been utilised.

5.3.2 Table 5.2 below summarises the trip rates and forecast traffic generation associated with the development proposals.

CROFT

Mode	Period	Trip Rate (per Unit)		Traffic Flows	
		Arr	Dep	Arr	Dep
Vehicle	**AM Peak Hour**	0.140	0.445	7	22
	PM Peak Hour	0.438	0.227	22	11

Table 5.2 – Proposed Residential Trip Rates and Traffic Generation (50 Units)

5.3.3 As can be seen in Table 5.2 above, the proposed development is forecast to result in 29 two-way vehicle movements in the weekday am peak and 33 two-way vehicle movements in the weekday pm peak. This equates to around an additional vehicle every 2 minutes, which would have a minimal impact on the operation of the local highway network.

5.3.4 When compared to the existing land-use on the application site the proposed development is forecast to generate an additional 11 and 12 two-way vehicular movements in the weekday am and pm peak periods respectively. This equates to an additional vehicle every 6 minutes.

5.3.5 Based on the above, it is concluded that the proposed development will result in minimal increases in vehicle movements and the traffic impact of the proposals will be negligible. Therefore, no further detailed analysis of the local highway network has been undertaken as part of this document.

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6 ACCIDENT ANALYSIS

6.1 Introduction

6.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2016 to 2020, the latest data available in the vicinity of the development site.

6.1.2 CrashMap uses data collected by the police in relation to road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location, and as such, can sometimes appear to be off the carriageway.

6.2 Accident Review

6.2.1 Consideration of the accident data has indicated that has been no reported accidents in the vicinity of the site during the study period. The Crashmap output is contained within **Appendix 2**.

6.2.2 In view of this information it can be concluded that the local highway network in the vicinity of the sites does not have an unduly poor safety record, and that there is no reason to assume that this situation should be significantly worsened as a consequence of the development proposals.

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7 CONCLUSIONS

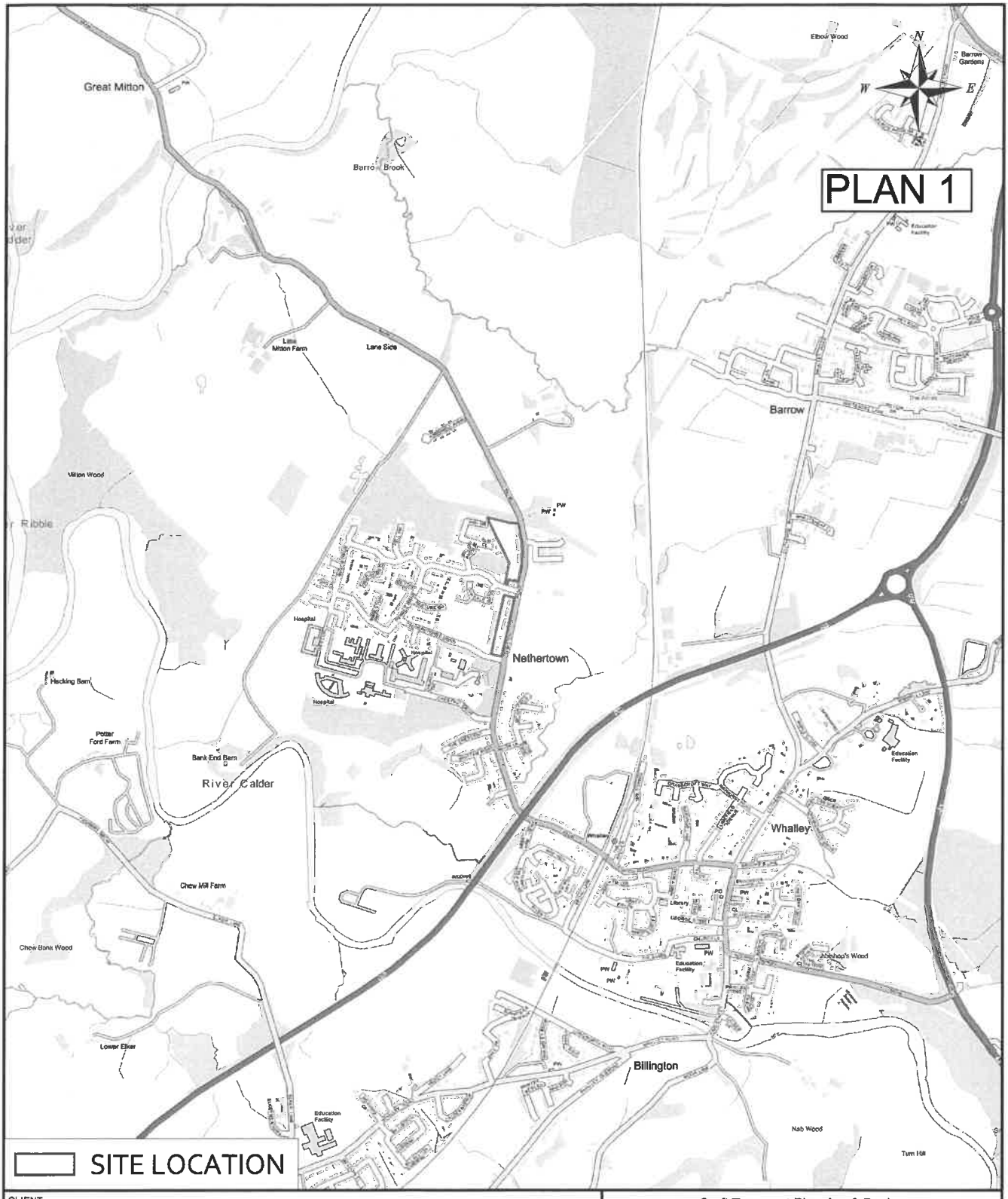
7.1.1 This report has considered the traffic and transportation issues relating to the proposals for a residential development on land off the B6246 Mitton Road in Whalley.

7.1.2 The following conclusions have been drawn with regard to the proposed development:

- The site benefits from being located in a sustainable location with linkages to the local services and amenities situated in Whalley.
- The proposed developments are well located to encourage journeys by bus via a number of bus services available in the vicinity of the site;
- The proposed development can be accessed by a safe and efficient manner off the B6246 Mitton Road
- The proposed development will have a minimal impact on the operation of the local highway network
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

7.1.3 In conclusion, the proposals for the residential developments will provide a sustainable development in transport terms and planning permission should be granted in accordance with the Framework.

PLANS



CLIENT:

PROSPECT GB

DRAWING TITLE:

MITTON ROAD, WHALLEY
SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	25.08.20	TB	25.08.20	NTS @ A4

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

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PLAN 2

Whalley/prospect.png

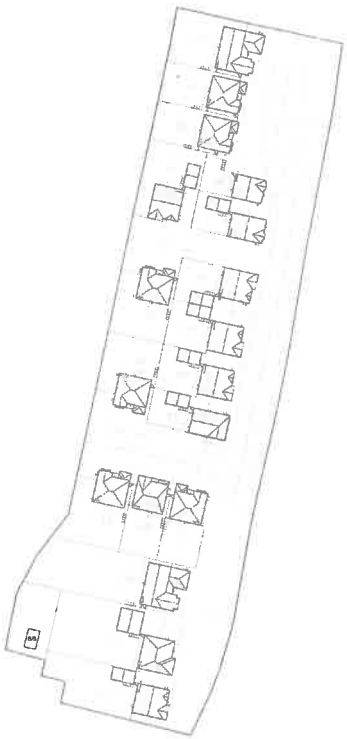
Accommodation Schedule		
House type	Sqft	No.
32A	916sqft	5
32DE	1012sqft	7
33D	1255sqft	7
3 Bed Total		*20*
41D	1161sqft	5
42D	1251sqft	3
72D	1284sqft	4
44D	1406sqft	10
46D	1596sqft	5
47D	1715sqft	3
4 Bed Total		*30*
Site Total		58

PARCEL A

Key

- Site boundary
- Tree to be retained - Canopy and root protection area
- Tree to be removed
- Building for demolition
- Refuse bins
- Line of sewer and associated drainage easement
- Pump station compound
- BAT structure

PARCEL B



Mitton Road, Whalley

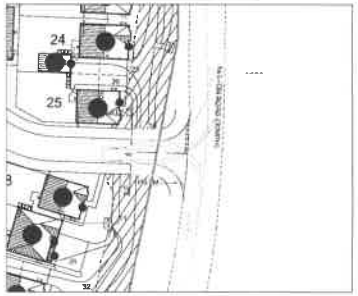
Prospect Homes

Mitton Road, Whalley

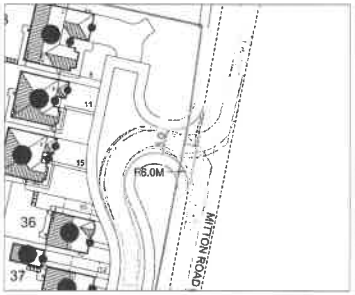
Planning Layout

B

NORTH SOUTH AERIAL VIEW



LARGE REFUGE LEFT & RIGHT IN NORTHERN ACCESS



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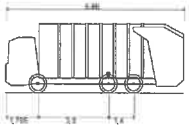
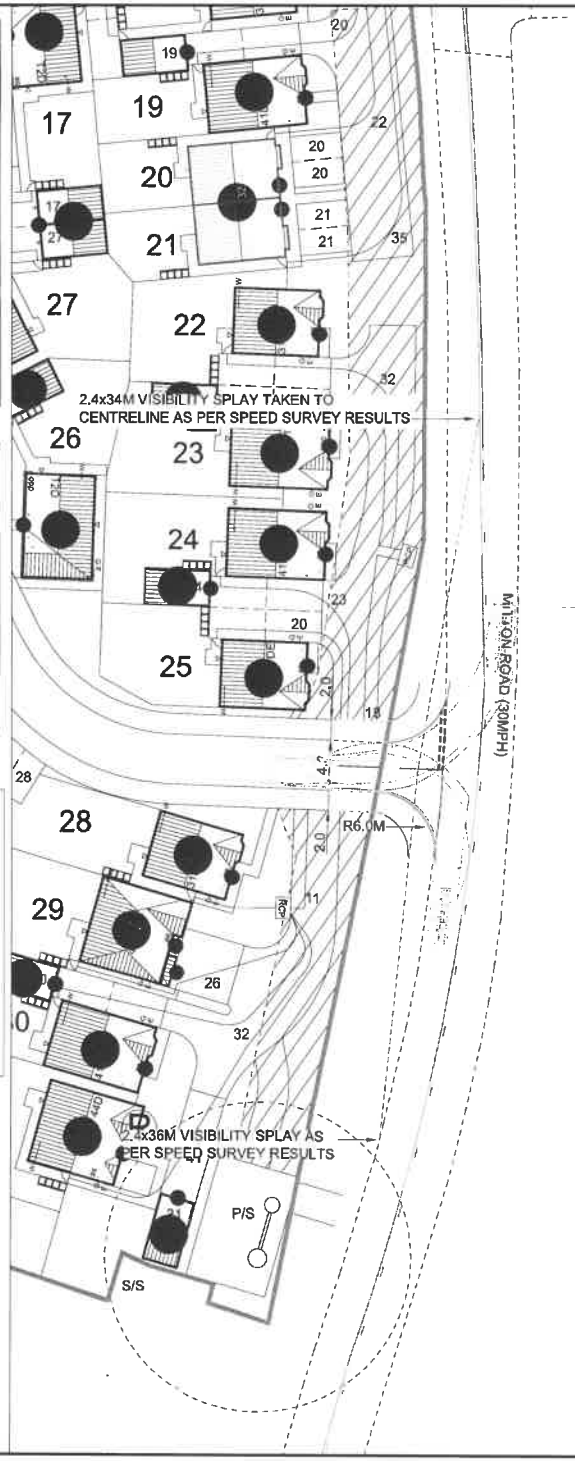
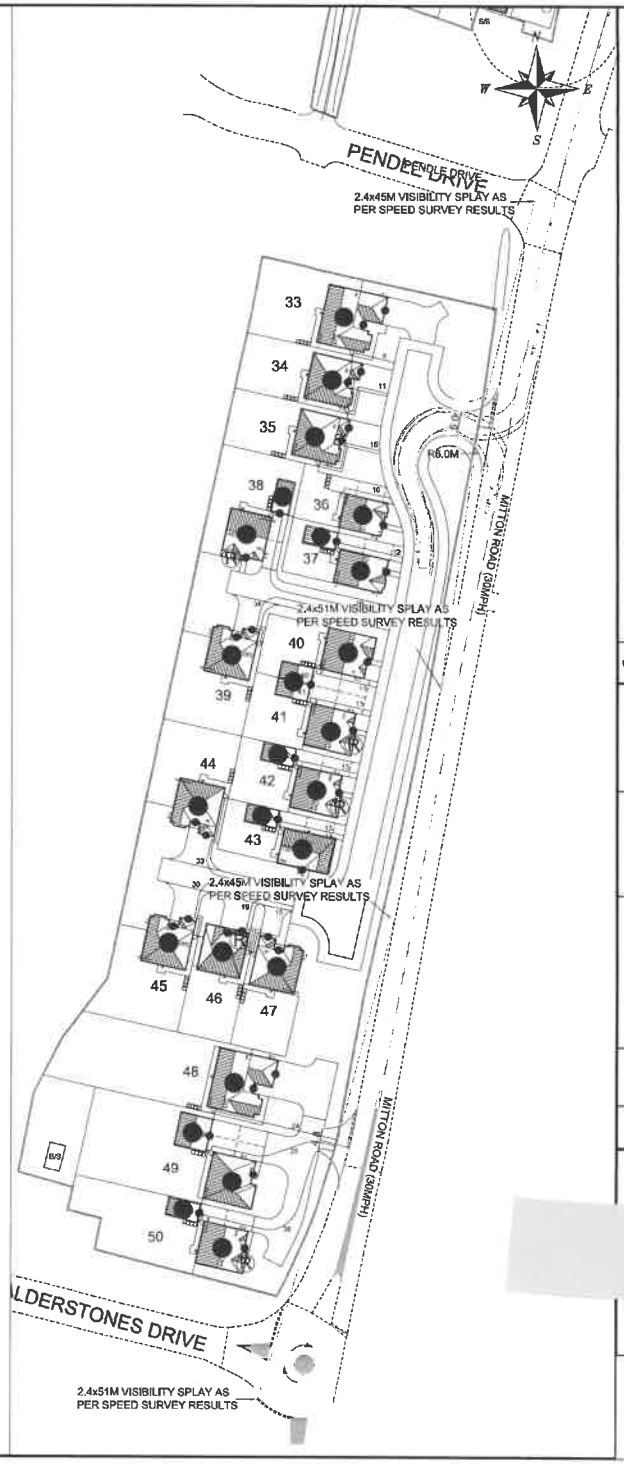


Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Large Refuse Vehicle (3 axle)





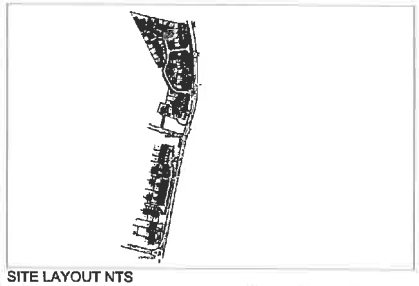
NOTES

PLAN 3

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
E	UPDATED SITE LAYOUT ADDED	LB	TB	DEC 20
D	UPDATED SITE LAYOUT ADDED	LB	TB	NOV 20
C	UPDATED SITE LAYOUT ADDED	LB	TB	NOV 20
B	UPDATED SITE LAYOUT ADDED	LB	TB	NOV 20
A	SITE LAYOUT ADDED	LB	JC	NOV 20

CLIENT:

PROSPECT GB

PROJECT:

MITTON ROAD, WHALLEY

DRAWING TITLE:

POTENTIAL SITE ACCESS ARRANGEMENT

SCALES:

1:1000 @ A3 UNLESS STATED

DRAWN:	CHECKED:	DATE:
LB	JC	NOV 20

Croft Transport Planning & Design
340 Deansgate
Manchester

3126-F02

Eddisons | Incorporating Croft

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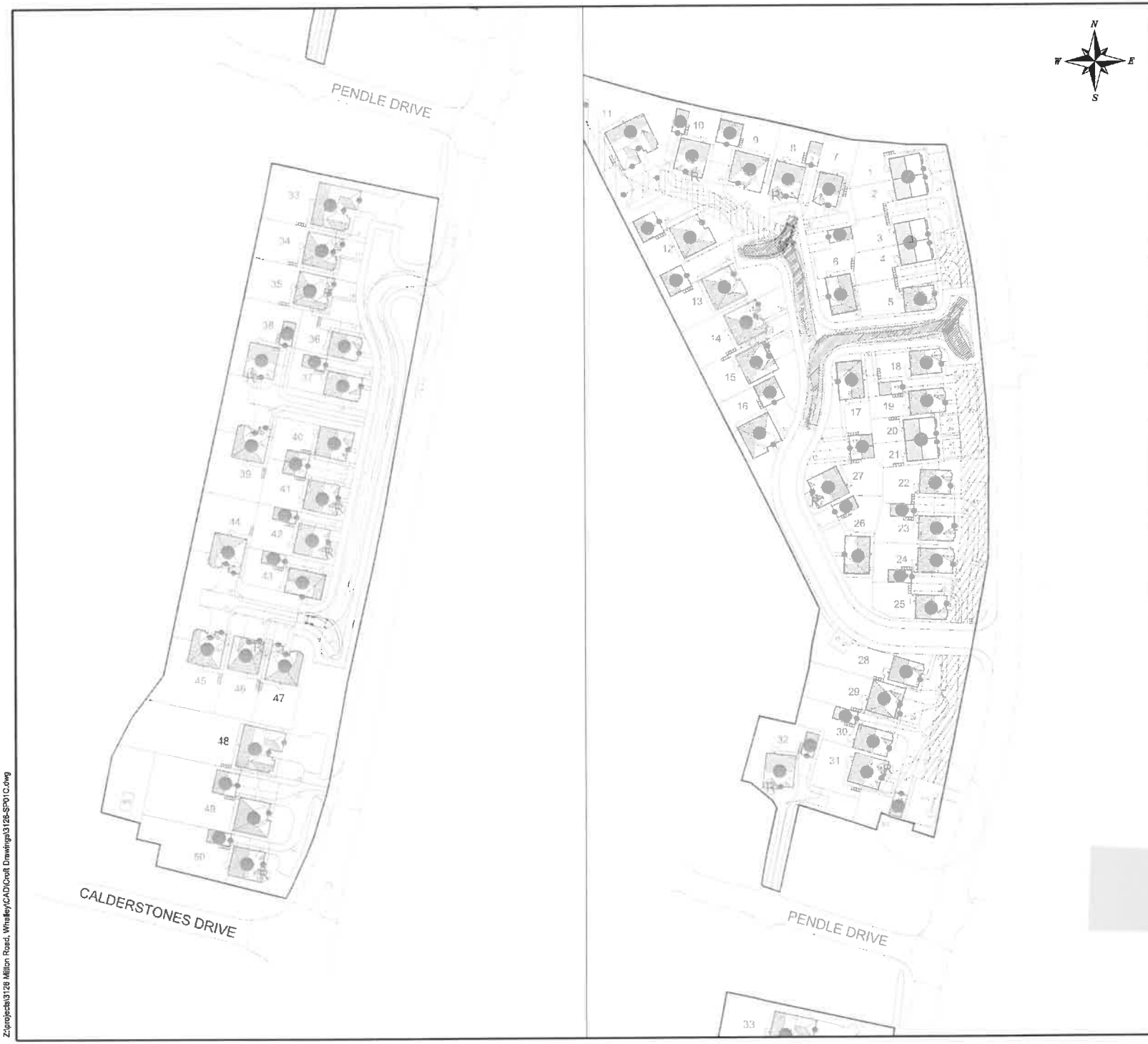
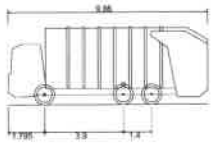


NOTES

PLAN 4



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

PROSPECT GB

PROJECT:

MITTON ROAD, WHALLEY

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES: 1:1000 @ A3

DRAWN:	CHECKED:	DATE:
GM	TSB	DEC 20

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340 Deansgate
Manchester

3126-SP01 C

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NOTES

- Site Location
- 2km Pedestrain Catchment
- 800m Pedestrian Catchment
- Train Station
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Education
- Medical/Healthcare
- Post Office
- Retail
- Sport/Leisure

PLAN 5

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

PROSPECT GB

PROJECT:

MITTON ROAD, WHALLEY

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	TB	AUG 20

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Manchester
M3 4LY

2316-03 | -

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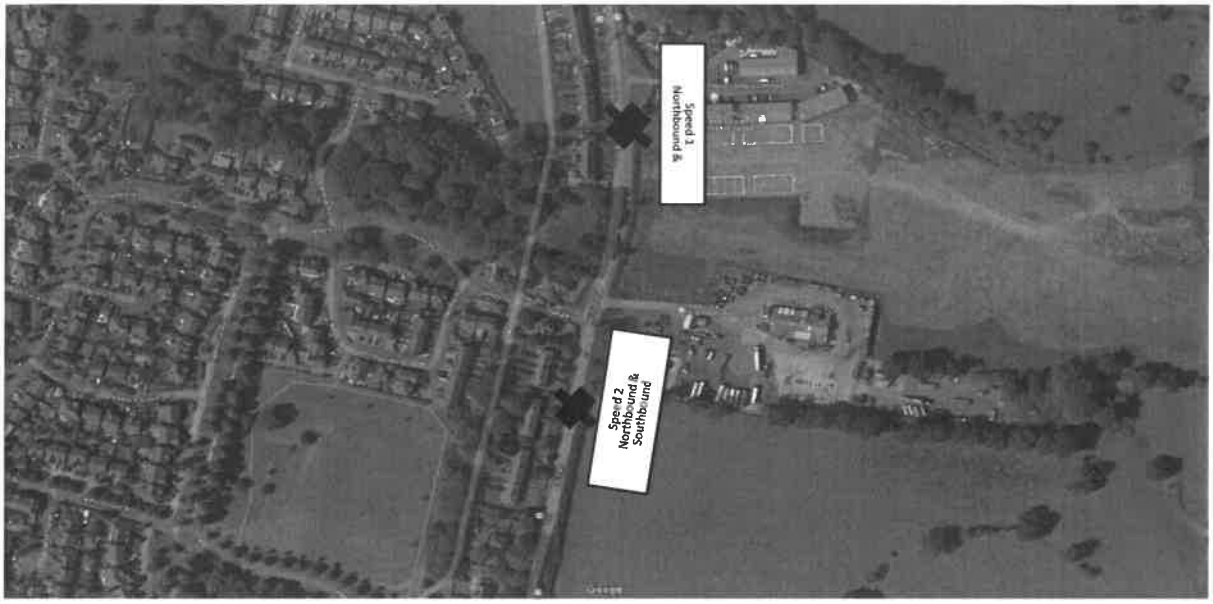
APPENDICES

APPENDIX 1

Traffic Speed Data

SURVEY CONTROL

Client:	Eddisons Transport Planning
Client Contact:	Tom Bentley
Survey Location:	Whalley
Date(s) of Survey:	Friday 2nd October 2020
Notes:	
On Site Supervisor:	David Cheng
Data Checking:	David Cheng
Survey Reference:	2020.082 Whalley
Status:	Final
Date of Issue:	5th October 2020


Speed 3
Northbound &
Speed 2
Northbound &
Southbound

B6246 Mitton Road - Friday 2nd October 2020							
Northbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
23	21	25	35	27	-	-	-
22	14	22	28	24	-	-	-
24	27	22	32	28	-	-	-
28	20	25	28	30	-	-	-
23	28	25	18	26	-	-	-
27	23	28	25	26	-	-	-
27	17	21	30	22	-	-	-
23	17	24	23	21	-	-	-
32	27	23	24	27	-	-	-
28	26	36	21	18	-	-	-
27	16	25	26	26	-	-	-
29	24	17	25	31	-	-	-
26	31	20	29	29	-	-	-
25	33	30	26	16	-	-	-
25	22	25	19	25	-	-	-
36	21	22	26	27	-	-	-
25	52	30	19	19	-	-	-
25	25	31	17	31	-	-	-
25	23	24	25	19	-	-	-
22	25	15	25	25	-	-	-
24	34	29	23	24	-	-	-
28	19	22	34	26	-	-	-
24	19	26	24	22	-	-	-
24	25	21	30	26	-	-	-
21	25	24	18	17	-	-	-

85th Percentile

Dry Weather Speed

= 29 mph

= 46.66 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 26.5 mph

= 42.7 kph

Top Speed

= 52 mph

Average Speed

= 24.688 mph

B6246 Mitton Road - Friday 2nd October 2020							
Southbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
25	23	26	21	26	-	-	-
21	24	33	23	25	-	-	-
23	28	29	25	21	-	-	-
24	28	17	20	28	-	-	-
28	20	20	23	20	-	-	-
26	26	20	28	23	-	-	-
27	23	22	22	24	-	-	-
24	22	36	21	27	-	-	-
27	26	25	23	22	-	-	-
27	21	25	27	20	-	-	-
17	22	23	21	24	-	-	-
21	25	21	24	19	-	-	-
28	20	19	22	25	-	-	-
20	21	23	25	26	-	-	-
22	20	22	22	33	-	-	-
20	35	28	22	36	-	-	-
26	25	23	34	26	-	-	-
19	24	24	25	22	-	-	-
27	27	22	26	22	-	-	-
27	22	22	31	21	-	-	-
23	32	23	24	27	-	-	-
19	35	27	20	28	-	-	-
22	25	23	19	23	-	-	-
26	22	29	19	32	-	-	-
22	29	26	34	23	-	-	-

85th Percentile

Dry Weather Speed

= 28 mph

= 45.05 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 25.5 mph

= 41.1 kph

Top Speed

= 36 mph

Average Speed

= 24.384 mph

B6246 Mitton Road - Friday 2nd October 2020							
Northbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
36	33	25	38	32	-	-	-
50	21	34	30	29	-	-	-
35	30	35	29	37	-	-	-
34	38	27	31	34	-	-	-
28	31	24	35	30	-	-	-
39	38	37	27	35	-	-	-
31	36	32	39	31	-	-	-
20	35	31	32	34	-	-	-
30	29	31	45	34	-	-	-
32	28	54	35	30	-	-	-
39	29	34	29	35	-	-	-
36	36	35	35	33	-	-	-
31	37	32	31	29	-	-	-
33	36	26	36	26	-	-	-
31	32	33	42	34	-	-	-
36	34	34	34	25	-	-	-
32	33	37	39	30	-	-	-
28	33	28	38	35	-	-	-
39	35	31	45	33	-	-	-
31	31	31	53	27	-	-	-
37	40	33	38	30	-	-	-
36	36	28	43	28	-	-	-
27	32	32	36	31	-	-	-
39	34	35	34	38	-	-	-
27	30	38	46	36	-	-	-

85th Percentile

Dry Weather Speed

= 38 mph

= 61.14 kph

B6246 Mitton Road - Friday 2nd October 2020							
Southbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
28	24	28	30	29	-	-	-
32	28	28	32	35	-	-	-
29	30	33	36	30	-	-	-
32	23	27	30	36	-	-	-
31	34	37	34	35	-	-	-
33	4	40	31	34	-	-	-
35	24	21	30	43	-	-	-
33	23	26	25	31	-	-	-
39	30	25	35	31	-	-	-
35	26	29	27	33	-	-	-
29	23	29	30	30	-	-	-
33	31	33	34	31	-	-	-
22	29	36	29	34	-	-	-
32	30	35	33	27	-	-	-
18	26	33	35	32	-	-	-
38	22	39	44	39	-	-	-
31	32	29	34	27	-	-	-
30	42	30	59	30	-	-	-
25	35	25	30	26	-	-	-
32	27	30	28	29	-	-	-
32	31	30	34	31	-	-	-
31	30	28	32	29	-	-	-
28	29	27	29	26	-	-	-
28	32	31	35	31	-	-	-
27	30	32	32	31	-	-	-

85th Percentile

Dry Weather Speed

= 35 mph

= 56.32 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 35.5 mph

= 57.1 kph

Top Speed

= 54 mph

Average Speed

= 33.576 mph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 32.5 mph

= 52.3 kph

Top Speed

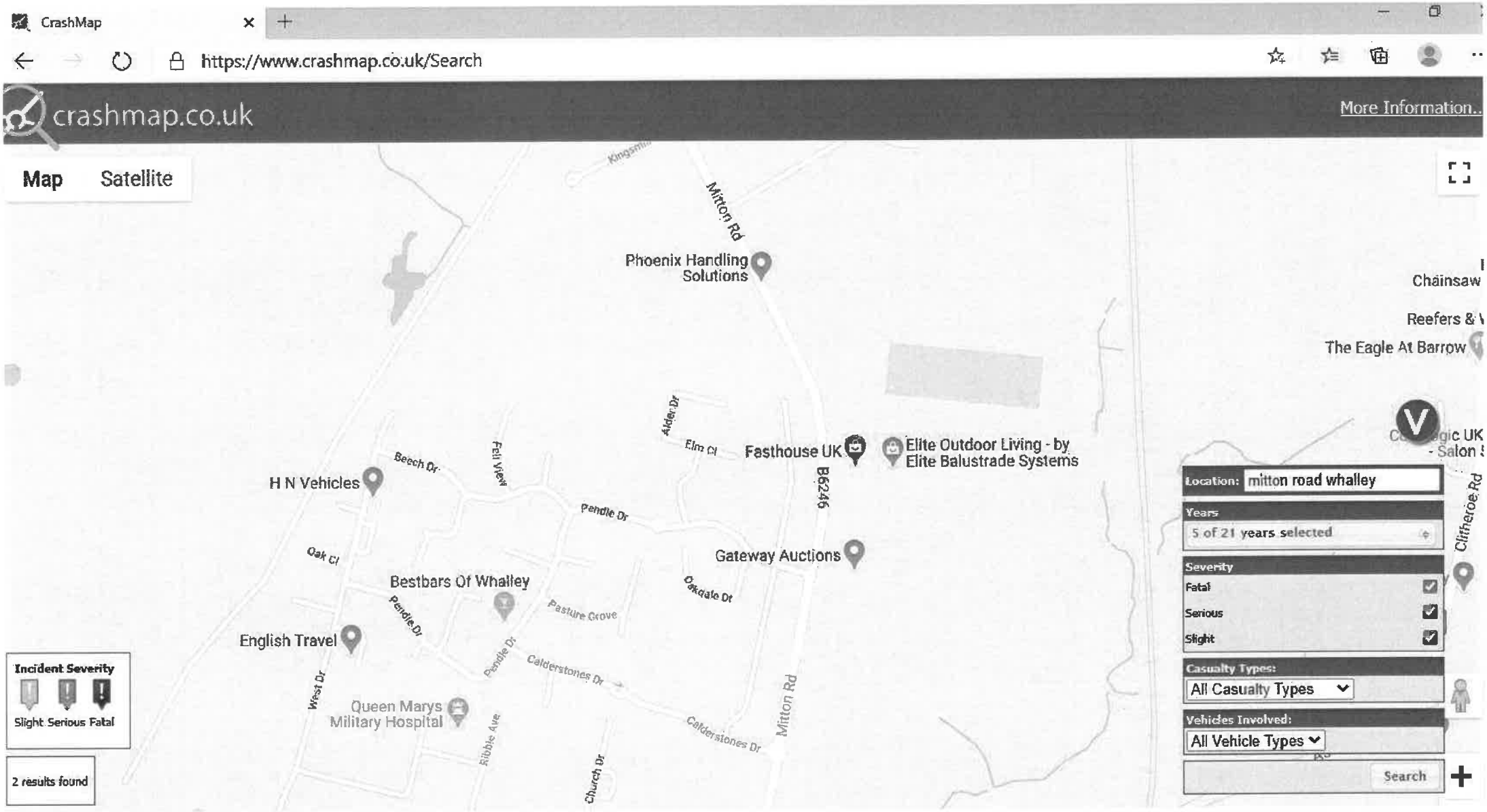
= 59 mph

Average Speed

= 30.696 mph

APPENDIX 2

Crashmap Data


CrashMap
https://www.crashmap.co.uk/Search
crashmap.co.uk
More Information..
Map
Satellite
Mitton Rd
Phoenix Handling Solutions
Chainsaw
Reefers &
The Eagle At Barrow
Alder Dr
Elm Cl
Fasthouse UK
Elite Outdoor Living - by Elite Balustrade Systems
B6246
Beech Dr
Fell View
H N Vehicles
Pendle Dr
Oak Cl
Gateway Auctions
Bestbars Of Whalley
Oakdale Dr
Pasture Grove
English Travel
Pendle Dr
Calderstones Dr
West Dr
Queen Marys Military Hospital
Ribble Ave
Church Dr
Clitheroe Rd
Location: mitton road whalley
Years
5 of 21 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Incident Severity
Slight Serious Fatal
2 results found

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