PROPOSED ELECTRIC QUAD TRACK DEVELOPMENT AT THE SPORTS AND RECREATIONAL FACILITY IN CARR HALL BUSINESS PARK, WHALLEY ROAD IN WILPSHIRE

TRANSPORT STATEMENT

AMNI TRANSPORTATION

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DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
281-22-1	First Draft		1	JC	MP	12.4.2022
281-22-1	Final		1	JC	MP	13.4.2022

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TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed small-scale sports and recreational development at Carr Hall Business Park on Whalley Road in Wilpshire, Ribble Valley. The proposed sports and recreational development will provide an electric quad track for visitors. The proposed sports and recreational development will provide an additional leisure activity for existing residents and visitors to the Ribble Valley.

1.2 The proposed sports and recreational development will generate a very low number of vehicle movements during, mainly, off-peak periods on the local highway network. This will have a very low traffic impact on the existing highway network. The fact that the traffic generation of the existing site has also reduced significantly, following a recent change of use of part of the site from office (B1 use), to B2, means that the overall traffic generation of the site will be below recent (pre-2020 levels), with the addition of the traffic from the proposed sports and recreational electric vehicle and bike track.

1.3 The site is well located for access by all modes of transport, including sustainable transport, being located on a bus route between Clitheroe and Blackburn and within a convenient walking, or cycling, distance of Langho railway station.

1.4 In preparing this Transport Statement the following has been undertaken :-

- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the proposed quad track scheme and plans; and
- an assessment of the traffic and highway impact of the proposed quad track development.

2.0 Site Location and Existing Use

2.1 Carr Hall Business Park is located on the south-east side of the A666 Whalley Road in Wilpshire near Whalley, as shown in Figure 1.

2.2 The site was previously used as a large garden centre with a retail facility, restaurant and café and additional storage buildings. The main building was converted into offices in 2015 and was occupied by Mott MacDonald Bentley (MMB), employing approximately 300 people at the site until early 2020. The previous offices had a floor area of, approximately, 4,500 square metres. Following a reduced demand for the

office space due to the covid pandemic, the building has recently been converted to a B2 use with a much lower traffic generation, as considered later in the report.

2.3 The site also includes Carr Hall which is a substantial dwelling house with planning permission for a large extension.

3.0 Existing Highway Conditions

3.1 As described in Section 2, Carr Hall Business Park is located off the A666 Whalley Road in Wilpshire near Whalley. The site has an existing, well-designed, access onto Whalley Road, as shown in Photograph 1, contained in **Appendix 6**.. The existing access has over 120 metres of visibility available in both directions along Whalley Road, as recommended for an access in a 40 mph speed limit such as Whalley Road.

3.2 The existing, private, access road has a carriageway width of 6.2 metres with footways on both sides of the road and a good system of street lighting, as shown in Photograph 2. There is a large car park and hardstanding area that was previously used for the offices of MMB with 350 parking spaces. There is a separate service access within the site for deliveries to the main building. There are turning areas within the remaining site for large vehicles to turn around in a forward gear.

3.3 The section of Whalley Road near the site has a carriageway width of 8 metres with cycle lanes on both sides, as shown in Photograph 3. There is a footway on the north-west side of the road to allow pedestrians to walk to, and from, Langho and Wilpshire, including the railway station in Langho. There are bus stops in the vicinity of the existing site access with a regular bus service operating between Blackburn and Clitheroe, as described later in the report. There is a good system of street lighting along Whalley Road.

3.4 The A666 Whalley Road carries a, relatively, low volume of traffic for a single carriageway road and had an Annual Average Daily Flow (AADF), of 7,800 vehicles in 2018, as shown in the traffic data from the Department for Transport (DfT), in **Appendix 1**. The traffic flows in Lancashire have fallen since 2020, as shown on the DfT graph for Lancashire in **Appendix 1**. The capacity of a single carriageway road, such as Whalley Road, is up to 13,000 vehicles AADF (DMRB - Ref. 1), therefore, before 2020, the road was operating at approximately 60% of its capacity.

3.5 The wider highway network also operates satisfactorily during the weekday peak periods with no significant traffic congestion as shown on the typical highway network traffic flow maps during the weekday peak periods in **Appendix 2**. These traffic flow maps are based on 2019 data and are likely to have higher flows than current (post-pandemic), flows.

3.6 The existing highway access for the site operates satisfactorily with no significant traffic queues during the weekday peak periods.

3.7 An examination of the road safety data that is held on the LCC website MARIO (Maps and Related Information Online), shows that the section of the A666 Whalley Road near the site has a good road safety record for an 'A' class road. The website shows that there have been no recorded injury accidents at the existing access to Carr Hall Business Park, or within 200 metres of the access, during the most recent 5 year data period that is shown on the 26.2.2020 (**Appendix 3**).

3.8 On the wider highway network there is no evidence of any significant highway safety problems that would be materially affected by the traffic that would be generated by the proposed development.

4.0 Development Proposals

4.1 The proposed sports and recreational development scheme will provide an electric quad track to allow visitors to learn off-road driving skills and to provide a leisure experience. The proposed development is shown on the Proposed Site Layout Plan in **Appendix 4**.

4.2 The proposed development will provide new leisure and employment opportunities in the Whalley area. There will be good opportunities for future visitors and employees to walk, cycle or travel by public transport to, and from, the site, as described later in the report.

4.3 A total of 23 parking spaces will be provided within the development including 1 no. accessible parking space and 2 no. electric vehicle charging points. The maximum number of people that would use the quad track at any time would be 25 no.

5.0 Traffic Generation and Highway Impact

5.1 Traffic Generation

5.2 The proposed electric quad track will generate a low number of vehicle trips and the greatest majority of these trips will be outside the peak periods on the highway network i.e. they will take place outside the periods 0730 – 0900 hrs. and 1600 – 1800 hrs. on a weekday.

5.3 The estimated traffic generation for the proposed development at different times of the day / week is shown in Table 1, below :.

Table 1 - Traffic Generation of the Proposed Quad Track Development

Day/ Time	Electric Quad Track
Weekday A.M. Peak Hour (0800 – 0900 hrs.)	2 vehicle arrivals (staff)
Busiest Weekday Off-Peak Hour	20 vehicle arrivals or departures (visitors)

Weekday P.M. Peak Hour 1700 – 1800 hrs.)	2 vehicle departures (staff)
Saturday / Sunday Busiest Hours (as busiest weekday off-peak)	20 vehicle arrivals or departures

5.4 Traffic Impact

5.5 It can be seen from Table 1 that the predicted traffic generation for the proposed development would be low during the weekday peak hours with 2 vehicle trips generated during each peak hour. This would not cause any significant operational impacts on the existing highway network which operates satisfactorily, as described in Section 3 of this report. The highest level of hourly traffic generation would be on a Saturday or a Sunday with up to 40 vehicles trips generated but the highway network has a high reserve of traffic capacity during these times and, therefore, the addition of approximately 1 vehicle per minute on these weekend periods would not be significant.

5.6 Proposed Highway Access

5.7 The existing highway access onto Whalley Road operates satisfactorily with no significant traffic queues even during the weekday peak hours. The existing highway access will have adequate traffic capacity to accommodate the traffic generation predictions that are shown in Table 1.

6.0 Sustainable Transport

6.1 The proposed development will be accessible by means other than the private car and, therefore, complies with the requirements of the National Planning Policy Framework (NPPF - Ref. 2). The business promotes the use of electric vehicle leisure, which is CO^2 neutral.

6.2 The proposed development will be accessible by walking and cycling from the areas shown in **Appendix 5** that are within a 15 minute, or 30 minute, travel time. The proposed development will also be accessible by public transport from the areas shown in **Appendix 5**. The number 22 bus service operates past the site with bus stops located near the site access. This provides a good bus service, every 30 minutes, between Clitheroe and Blackburn and also provides connections to Langho or Ramsgreave railway stations, as shown in Photograph 4. The journey time by bus between Blackburn and Langho is just 30 minutes. There are good train services available between Clitheroe – Blackburn – Manchester with a train journey between Langho and Clitheroe taking just 12 minutes and between Langho and Manchester Victoria just over 1 hour.

6.3 Therefore, the proposed development will be accessible by means other than the private car and complies with the National Planning Policy Framework in relation to sustainable transport.

7.0 Conclusions and Recommendations

7.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed, small-scale, sports and recreational development at Carr Hall Business Park in Wilpshire near Whalley. The proposed sports and recreational development scheme will provide an electric quad track for existing residents and visitors to Ribble Valley. The proposed sports and recreational development will provide valuable leisure and employment opportunities in the Ribble Valley.

7.2 The TS shows that the existing highway network in the vicinity of the site operates satisfactorily and has a good road safety record during the most recent 5 year data period. The proposed development would generate a low number of additional vehicles, corresponding to just 2 vehicles per hour during the weekday peak periods.

7.3 The proposed sports and recreational development site is sustainable, in transport terms, with good access to existing bus and rail services. There are regular (30 minute), bus services operating along Whalley Road, between Clitheroe and Blackburn, with bus stops located near the existing site access. Langho railway station is located 1200 metres from the site (15 minute walking time), with hourly train services to, and from, Clitheroe, Blackburn and Manchester.

7.4 Overall, the proposed sports and recreational development would not have any unacceptable highway impacts and it would be sustainable in transport terms. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

1. Design Manual for Roads and Bridges
   TA 46/97
   Economic Assessment and Recommended Flow Ranges
   for New Rural Roads

2. National Planning Policy Framework (NPPF)
   Ministry of Housing, Communities & Local Government
   June, 2019