

**Proposed Development
Preston Street. Whitehaven
Transport Statement**

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1. Introduction

- 1.1 This Statement supports a proposed development on Preston Street, Whitehaven.
- 1.2 The proposed development is a temporary car park intended for long stay use close to existing employment and town centre uses.
- 1.3 A new access would be created onto Preston Street. This would be to current standards for permanent developments. No departures from standards would be requested for the site's temporary use.

2. Site Location

- 2.1 The site is located on Preston Street to the south of the existing Home Bargains development (which is to the south of the town centre), and opposite the Asda foodstore.
- 2.2 There is a pedestrian refuge island on Preston Street just to the north of the Asda access.

3. Access Arrangements

- 3.1 The site has an existing access point close to the pedestrian refuge island detailed in 2.2 above. This would not be suitable for two-way traffic use and its location close to the pedestrian refuge island could create safety concerns. This will be closed as part of the proposed development.
- 3.2 As part of the proposed development a new access would be created as shown on Drawing 170503 / 01 Rev A.
- 3.3 To provide 2.4 x 43 m visibility splays (suitable for the speed limit of 30mph), and retain the existing stone wall boundary to the site, a slight movement of the give-way line into the carriageway is proposed. Alternatively a splay with a set-back distance of around 2m could be provided with the give-way line of the access remaining at the edge of the existing carriageway. For an access to be used solely by light vehicles, and a wide carriageway on Preston Street, a 2m setback should be adequate, but as shown on drawing 170503 / 01 Rev A, a 2.4m set-back can be provided if desired by the highway authority.

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4. Traffic Generation and Highway Safety

- 4.1 The proposed development would provide around 118 parking spaces. These are intended for long stay use by employees in the area, a number of which, we suspect, currently park on unrestricted sections of the highway network creating inconvenience and environmental issues.
- 4.2 Assuming that the car park were to fill in the am peak period (say 07.00 – 09.00) and empty in the pm peak period (say 16.00 – 18.00) around 60 arrivals per hour in the am and 60 departures per hour in the pm would be expected assuming full occupancy of the car park.
- 4.3 With traffic being able to arrive from the north and south directions, and each route being likely to have the same usage, the maximum number of right turners into the site in the am would be around 30 vehicles per hour with no traffic being expected to leave the site in this period. Equally the maximum left and right turners out of the site in the pm would be 30 vehicles in each case with no traffic entering the site at this time.
- 4.4 With only one vehicle every 2 minutes (and negligible activity in the inter-peak and pre- and post- peak periods, there should be no capacity issues at either the site access or at any other point on the highway network. It must also be remembered that the users of the proposed car park are probably already parking somewhere in the area and will also, therefore, be already on the highway network.
- 4.5 The road traffic accident record for the area has been examined for the last 10 years. There has been only one accident recorded in the vicinity of the development site which involved a motorcyclist losing control and colliding with the kerbline in 2013. The time of the accident was 10.55 am and the weather was fine. There were no other vehicles involved. There appears to be no highway factors that would have contributed to this accident.
- 4.6 The proposed access arrangements will have visibility in accordance with current standards. The accident records show there have been only one recorded accident in this location in at least 10 years and that accident does not appear to have been a result of any highway or traffic situations.
- 4.7 There should be no highway safety issues with the proposed development.

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5. Conclusions

- 5.1 The proposed access will be to current design standards for a permanent access.
- 5.2 The existing sub-standard access will be closed as part of the development.
- 5.3 The traffic that the development would be expected to bring into the immediate area would be minimal and not cause any capacity issues. The majority of this traffic will already be on the wider highway network.
- 5.4 The highway accident record of the area is very good and the proposed development is unlikely to change this.
- 5.5 It is concluded that there are no reasons to oppose the development with benefits being received as a result of the development.