

Proposed Residential Development, Edenfield Road, Norden

STONEBOND PROPERTIES LTD

Transport Statement

June 2023



REPORT

Document: Transport Statement

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Offices across the UK



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1 INTRODUCTION

- 1.1.1 Eddisons have been instructed by Stonebond Properties Ltd to advise on the traffic and transportation issues relating to proposals for a residential development off Edenfield Road in Norden, Rochdale.
- 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.



2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the report 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 4 kilometres north of Heywood town centre and approximately 4.5 kilometres north west of Rochdale 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 bound to the north by undeveloped land, to the east by residential properties, to the south by Edenfield Road, whilst further residential properties bound the site to the west.

2.3 Existing Site Information

2.3.1 The site is currently occupied by vacant industrial units, formerly of the Shepperd Mill and Tack Lea Works. Vehicular access to the industrial units is provided for off the A680 Edenfield Road.

2.4 Local Highway Network

2.4.1 The A680 Edenfield Road bounds the site to the south and runs in an approximate east-west alignment in the vicinity of the site.



- 2.4.2 The A680 Edenfield Road is a single carriageway road with a width of approximately 8.5 metres, a footway with a width of at least 1.8 metres is located on both sides of the carriageway. It is subject to a 30mph speed limit and street lighting is provided.
- 2.4.3 The A680 Edenfield Road provides vehicular access to the nearby areas and residential properties of Norden and Wolstenholme. To the south east, it forms the A680 Edenfield Road/Bagslate Moor Road mini-roundabout. Whilst to the north west, it runs through Red Lumb, Cheesden and into Edenfield. Over Town Lane is located around 600 metres west of the site, just north off the A680 Edenfield Road, which offers pedestrians a route to access Greenbooth Reservoir.

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 planning permission to develop the site for up to 49 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 an improved access off the A680 Edenfield Road.
- 3.3.2 The existing vehicular access arrangement will be improved to meet the required residential highway design guidance. The vehicular access junction will have a carriageway width of 5.5 metres and incorporates a 4 metre corner radii on the western side of the junction and a 10 metre corner radii on the eastern side. Footways with a width of 2 metres will be located on the eastern side of the carriageway which will link with existing provision located on the A680 Edenfield Road.

- 3.3.3 As previously stated, the A680 Edenfield Road is subject to a 30mph speed limit. To ascertain vehicle speeds along the A680 Edenfield Road, a speed survey was undertaken on Tuesday 19th July 2022, in the vicinity of where the vehicular access junction will be located, the full results of the speed survey are contained within **Appendix 1**.
- 3.3.4 The speed survey indicates that in the vicinity of the access the 85th percentile wet weather speeds for eastbound vehicles was 31.5mph and the recorded westbound speed was also 31.5mph.
- 3.3.5 Based on the guidance contained within the Manual for Streets document this equates to the following required visibility splays at the site access junctions;
- Access Junction - Eastbound = 2.4 metres by 45.98 metres and Westbound = 2.4 metres by 45.98 metres.
- 3.3.6 The required visibility splays of 45.98 metres can be achieved at the improved site access junction.
- 3.3.7 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 point off the A680 Edenfield Road which links 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.

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.

- 4.2.2 Footways are located along the A680 Edenfield Road, in close proximity to the site and have a width of around 2 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of controlled crossing points which facilitate access to the nearby day to day amenities within the area.
- 4.2.3 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.
- 4.2.4 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

- 4.2.5 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'.

- 4.2.6 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

- 4.2.7 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 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

All Journeys	85 th 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 4.3 – WYG Report/NTS Data Walk Distances

- 4.2.8 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.
- 4.2.9 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'.*
- 4.2.10 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.11 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.
- 4.2.12 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**.
- 4.2.13 The 2,000-metre pedestrian catchment illustrates that the majority of Norden can be accessed, such as The White Lion, Bridge Inn, Hutchinson Road Playground, Manor Pharmacy, Norden Bowling & Social Club, Whittaker Moss Primary School, Norden Community Primary School, Co-op Food, Pennine Juniors Football Club, St. Vincerts RC Primary School and Rochdale Golf Club.
- 4.2.14 **Table 4.4** 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 criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Bridge Inn	105m	1,950m	YES
Norden Bowling + Social Club	300m	1,950m	YES
Co-op Food	310m	1,950m	YES
Hutchinson Road Playground	330m	1,950m	YES
Manor Pharmacy	335m	1,950m	YES
Whittaker Moss Primary School	590m	1,950m	YES
The White Lion	670m	1,950m	YES
Norden Community Primary School	795m	1,950m	YES
Pennine Juniors Football Club	1,440m	1,950m	YES
Rochdale Golf Club	1,525m	1,950m	YES

Table 4.4 - Distance from Site to Local Facilities

- 4.2.15 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.
- 4.2.16 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, pharmacy and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

- 4.2.17 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 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.3 This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Rochdale, Heywood, Bury and Whitworth.
- 4.3.4 National cycle route 92 starts in the north of Whitworth and runs south to the centre of Rochdale where it connects with national cycle route 66. It is both an on and off road cycle route and is located approximately 2.2km from the centre of the site.
- 4.3.5 National cycle route 66 provides access round the centre of Rochdale and also provides access to Littleborough to the north and Healds Green to the south. This route is also on and off road and is located approximately 4.2km from the centre of the site.
- 4.3.6 The site can therefore be considered as being accessible by cycle

4.4 Access by Bus

4.4.1 The nearest bus stops to the site are located just outside the site on the A680 Edenfield Road. Additional bus stops are located further along on the A680 Edenfield 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 4.5** below.

Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
17	Manchester - Norden via Middleton	Service at 6:03, 6:19 & 6:56	0	0	0	0	0
B3	Bury - Norden via Fairfield General Hospital	1	1	1	0	1	0.5
R8	Norden - Rochdale via Bamford	1	2	2	2	1	1

Table 4.5 - Existing Bus Services

4.4.3 As can be seen from Table 4.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Rochdale, Heywood and Bury.

- 4.4.4 The above services operate from around 6:00am to around 22:30pm, 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 4.6** below.

Destination	Duration
Rochdale	20 minutes
Heywood	20 minutes
Bury	51 minutes

Table 4.6 - Example Bus Journey Times from the Site

- 4.4.6 The above table demonstrates that Rochdale town centre is only around a 20 minute bus journey from the site and Heywood is an approximate 20-minute bus journey from the site.
- 4.4.7 It is therefore concluded that employment, health and retail centres are highly accessible by bus from the proposed development site.

4.5 Accessibility by Rail

- 4.5.1 The nearest train station to the site is Rochdale railway station which can be accessed via a 30 minute bus journey on the number B3 service followed by the 471 service.
- 4.5.2 This train station is managed by Northern and has 4 platforms, offering 11 services per hour to destinations such as Leeds, Wigan and Chester.

4.5.3 It is therefore concluded that the site is highly accessible by rail.

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:

- The site is accessible on foot and this provision will be improved as part of the works on the development site.
- The services from the bus stops on Edenfield Road which connect the site with retail, employment and leisure facilities in Rochdale, Heywood and Bury. It can therefore be concluded that the proposed development can be accessed by bus.
- The site is accessible via rail with Rochdale station being the most accessible to the site.

4.6.3 In light of the above, it is considered the site is 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.

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 Proposed Development

5.2.1 As previously stated the planning application is for the provision of 49 residential units on the site.

5.2.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Range between 20 and 200 dwellings.
- Monday to Friday surveys.
- Sites in Greater London and Ireland excluded.

5.2.3 **Table 5.1** below summarises the trip rates and forecast traffic generation associated with the development proposals.

Mode	Period	Trip Rate (per Unit)		Traffic Flows	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.142	0.333	7	16
	PM Peak Hour	0.302	0.159	15	8

Table 5.1 – Proposed Residential Trip Rates and Traffic Generation (49 Units)

- 5.2.4 As can be seen in Table 5.1 above, the proposed development is forecast to result in 23 two-way vehicle movements in the weekday am peak and 23 two-way vehicle movements in the weekday pm peak. This equates to around an additional vehicle every 3 minutes, which would have a minimal impact on the operation of the local highway network.
- 5.2.5 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.

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 2017 to 2021, 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.

7 CONCLUSIONS

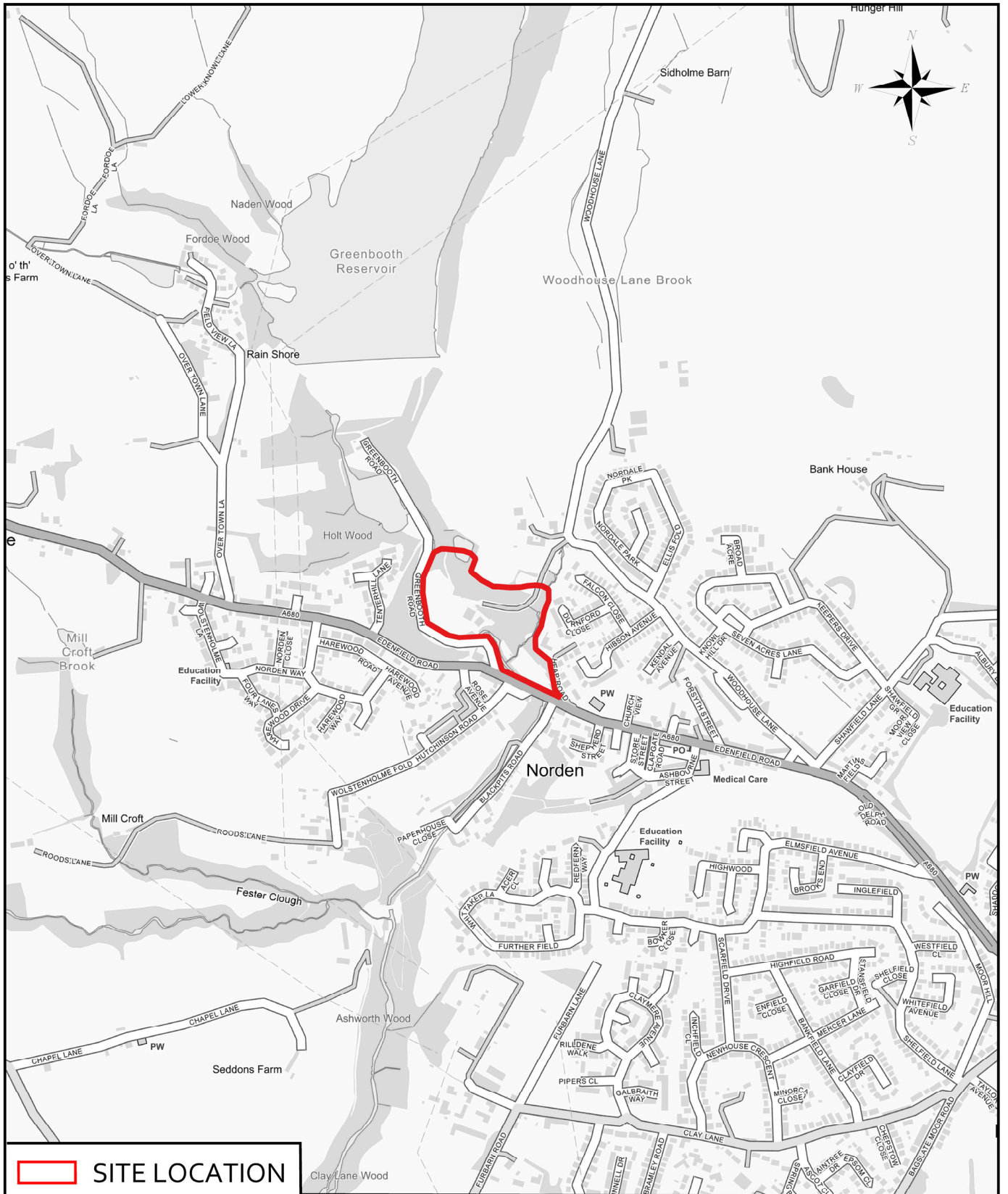
7.1.1 This report has considered the traffic and transportation issues relating to the proposals for a residential development on land off the A680 Edenfield Road in Norden, Rochdale.

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 Norden.
- The proposed developments are well located to encourage journeys by public transport via a number of bus and rail services available in the vicinity of the site.
- The proposed development can be accessed by a safe and efficient manner off the A680 Edenfield 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



 SITE LOCATION

CLIENT:

STONEBOND PROPERTIES LTD

DRAWING TITLE:

EDENFIELD ROAD, NORDEN, ROCHDALE
SITE LOCATION

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croffts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

4064-01

REVISION:

-

DRAWN:

LG

DATE:

22.05.23

CHECKED:

SM

DATE:

22.05.23

SCALES:

NTS @ A4

Eddisons



Legend

- Site boundary
- Development boundary
- 600 wall / 1200 close boarded fence (feature wall detail)
- 1800 concrete post & close boarded panel fence
- Bin storage area
- Bin collection point
- Vehicle charging point
- Front door (1200 level threshold)
- Rear patio door (1800 x 1800 paved area)
- Indicative tree planting
- Existing water course
- Existing water course culvert
- Existing woodland
- 5m highway works margin
- Existing tree to remain
- Existing tree to be removed

D	15.06.23	Additional path added to plots 18-19.	SMc
C	15.06.23	Edison's entrance detail added.	SMc
B	14.06.23	House type references amended. Development boundary added. Topo trees added (trees to be removed added) Woodland area added. Highway works margin added.	SMc
A	08.06.23	Planning layout first issue from FL01 Rev H	SMc
Rev	Date	Comments	By

ACCOMMODATION SCHEDULE								
House type	Number	Mid	End	Det	Sqft	Bed Nos.	En-SU	Total Sqft
Yew	17	6	11	0	755	2	No	12835
Holly	16	2	14	0	911	3	No	14576
Oak	6	0	1	5	914	3	Yes	5484
Willow	10	4	6	0	1164	4	Yes	11640
TOTAL	49							44535
Gross Area					Acres			
Nett Area	2.68				Acres			
Coverage	16.618				Sqft/Acre			
Density	18.3				UPA			

Stonebond.

Stonebond Properties (Manchester)Ltd
Registered Office:
Suite 5, Egerton House
Towers Business Park
Wilmslow Rd
Didsbury, M20 2DX

NORTH

50 m

25 m

15 m

7.5 m

5 m

2.5 m

0 m

SCALE BAR 1:500

site: Edenfield Rd
Norden
Rochdale

title: Planning Layout

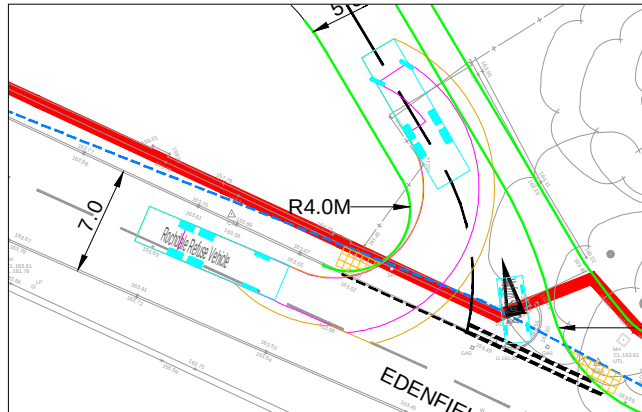
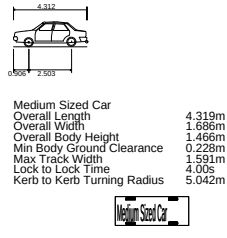
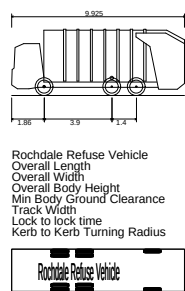
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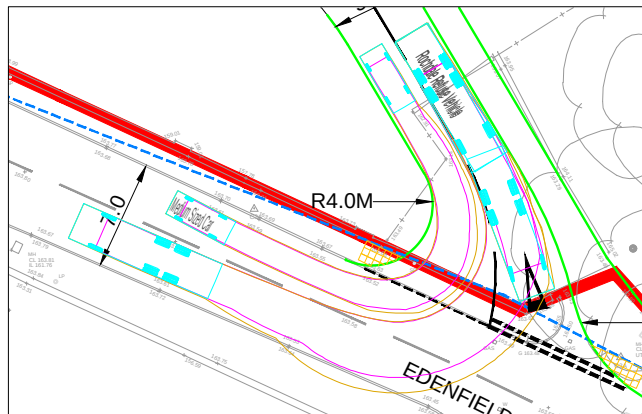
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sheet no: Sheet 1 of 1

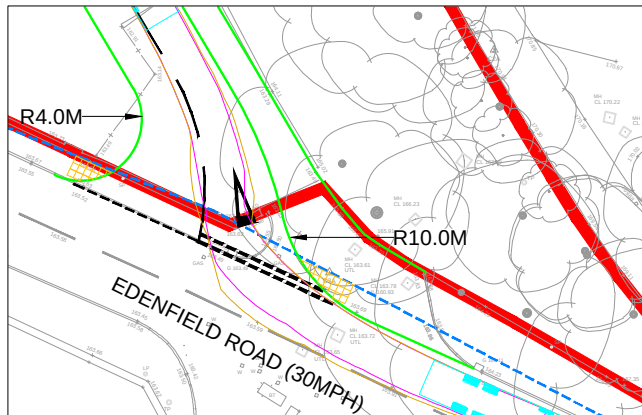
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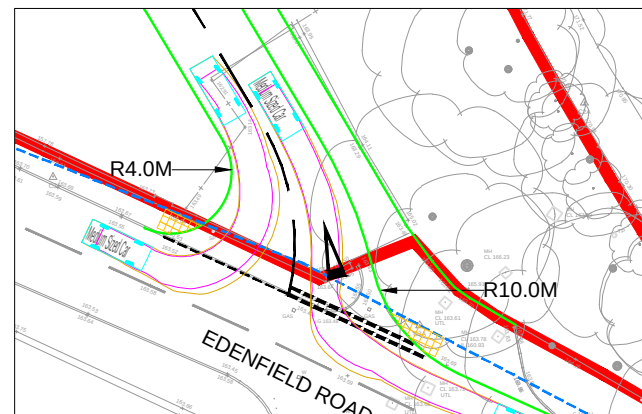
REFUSE VEHICLE LEFT INTO SITE



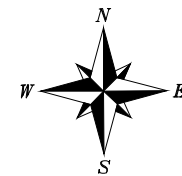
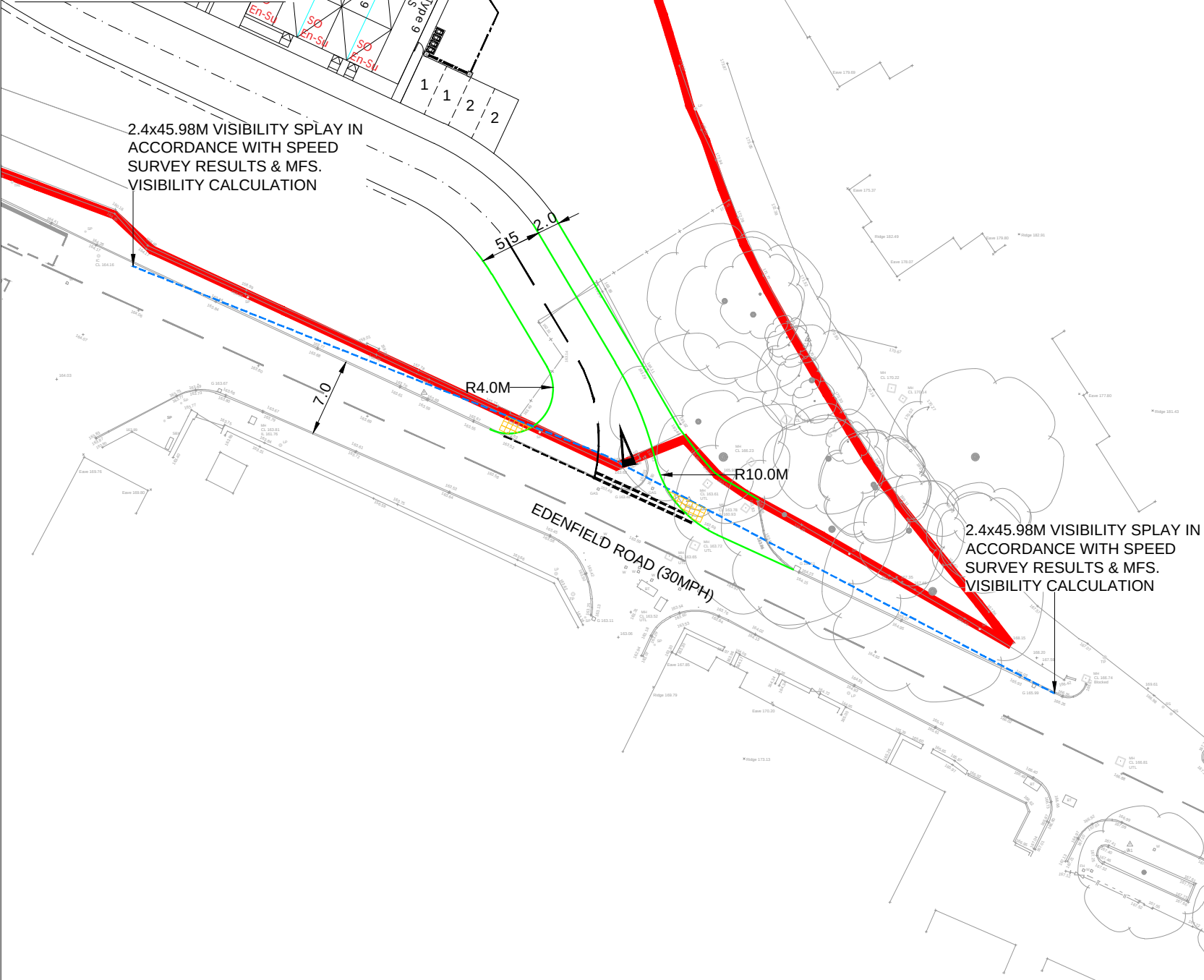
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NORTH SOUTH AERIAL VIEW

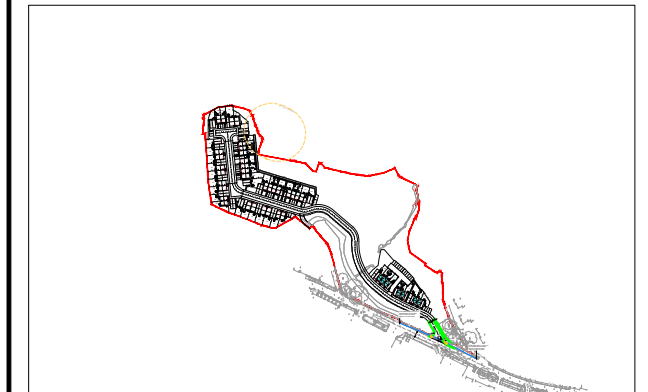


NOTES

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

LOCAL AUTHORITY: ROCHDALE COUNCIL
TOTAL AREA OF SITE: 4.15Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
F	RIGHT OUT TRACK AMENDED	HL	JC	JUN 23
E	FOOTWAY UPDATED	HL	JC	JUN 23
D	SITE LAYOUT & BOUNDARY UPDATED	HL	JC	JUN 23
C	SITE LAYOUT & BOUNDARY UPDATED	HL	JC	MAY 23

CLIENT: **STONEBOND PROPERTIES LTD**

PROJECT: **EDENFIELD ROAD, NORDEN**

DRAWING TITLE: **PROPOSED SITE ACCESS PLAN**

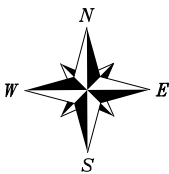
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DRAWN: **LB** CHECKED: **JC** DATE: **MAY 22**

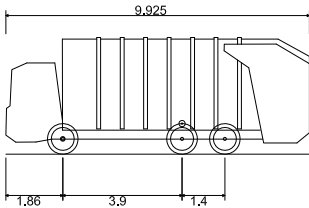
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340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **3731-F01** REVISION: **F**

Eddisons | Incorporating **Croft**



NOTES



Rochdale Refuse Vehicle
Overall Length 9.925m
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:
**STONEBOND
PROPERTIES LTD**

PROJECT:
**EDENFIELD ROAD,
NORDEN**

DRAWING TITLE:
SWEPT PATH ANALYSIS

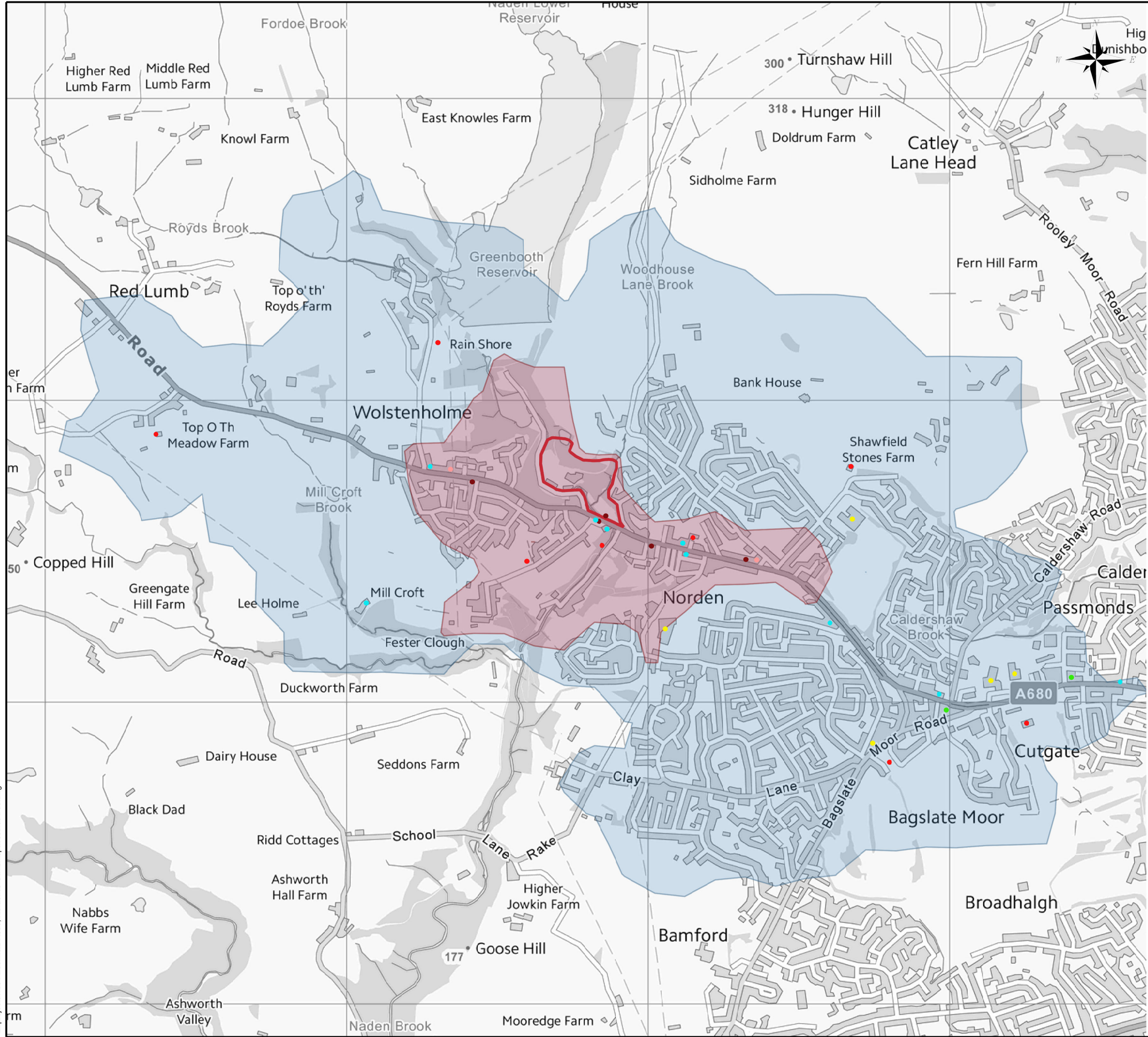
SCALES:
1:1000 @ A3

DRAWN:	SM	CHECKED:	PJW	DATE:	JUNE 23
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web:
www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4064-SP01	REVISION:	A
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NOTES

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

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
**STONEBOND
PROPERTIES LTD**

PROJECT:
**EDENFIELD ROAD, NORDEN,
ROCHDALE**

DRAWING TITLE:
**800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALES:
NTS @ A3

DRAWN:	LG	CHECKED:	SM	DATE:	MAY 23
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Eddisons
340 Deansgate
Manchester
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Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4064-03	REVISION:	-
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APPENDICES

APPENDIX 1

Traffic Speed Data

SURVEY CONTROL

Client: Eddisons

Client Contact: Jack Cunningham

Survey Location: Norden, Rochdale

Date(s) of Survey: Tuesday 19th July 2022

Notes:

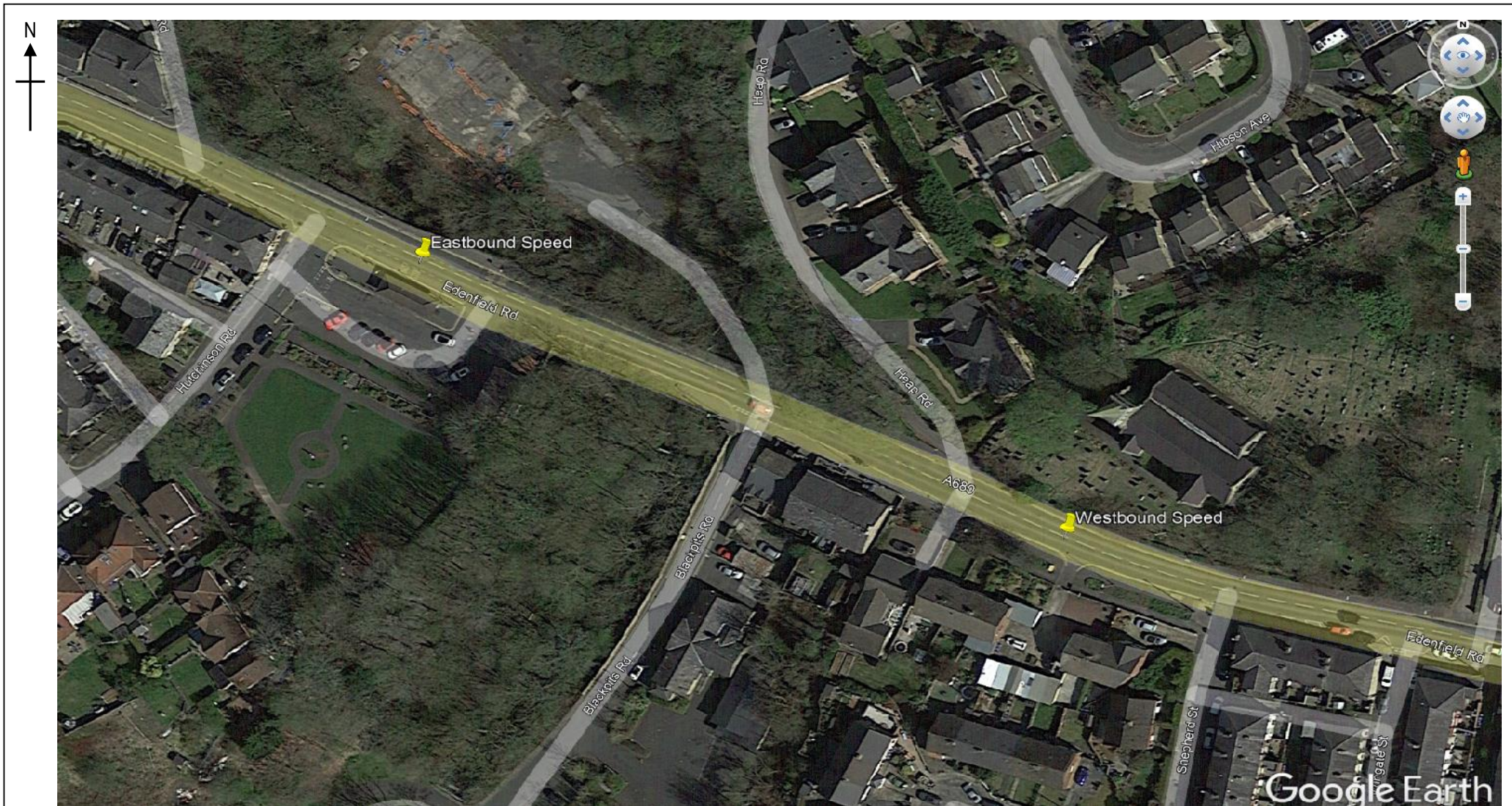
On Site Supervisor: Neil Harley

Data Checking: David Cheng

Survey Reference: 22.077 Norden Speed

Status: Final

Date of Issue: 20th July 2022



DRAWING TITLE		MAP REFERENCE		signal surveys Traffic Counts and Car Park Surveys Parkway House, Palatine Road, Northenden, Manchester, M22 4DB Tel 0161 998 4226
JOB TITLE		22.077 NORDEN SPEED		
DRAWN BY DC	DATE JULY 2022	SCALE NTS	REF FIGURE 1	

A680 Edenfield Road - Tuesday 19th July 2022							
Eastbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
28	29	30	34	29	32	28	33
23	30	30	32	28	30	29	40
33	35	31	31	30	27	29	33
31	37	27	34	30	30	27	25
33	32	29	35	30	32	36	33
30	34	44	29	32	31	29	30
31	33	35	29	38	28	25	30
31	32	27	32	30	27	31	27
33	30	32	36	25	21	31	33
27	28	30	36	31	34	30	27
30	31	27	30	34	28	33	28
30	40	31	30	37	30	27	28
29	31	33	30	24	28	34	35
33	28	29	32	30	27	25	35
34	27	34	30	33	30	29	32
30	30	30	29	30	28	32	33
34	34	31	27	35	34	33	31
39	34	24	34	27	34	32	30
32	40	34	28	29	26	29	34
30	31	28	27	35	33	32	33
31	27	38	27	29	33	31	26
34	35	35	28	30	28	32	26
32	29	27	29	30	31	31	31
30	30	28	31	31	32	36	35
31	29	32	29	30	28	33	30

85th Percentile

Dry Weather Speed

= 34 mph

= 54.71 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 31.5 mph

= 50.7 kph

Top Speed

= 44 mph

Average Speed

= 30.855 mph

A680 Edenfield Road - Tuesday 19th July 2022							
Westbound Readings (mph)							
1-25	26-50	51-75	76-100	101-125	136-150	151-175	176-200
31	28	27	24	26	25	27	28
34	31	32	27	28	32	33	36
29	30	31	34	32	28	30	33
28	35	31	30	30	31	31	29
29	28	27	29	29	28	25	29
32	21	31	31	30	30	28	28
32	28	32	31	27	35	30	31
24	27	29	31	31	31	34	31
30	37	35	32	37	26	30	24
30	27	28	29	25	28	28	28
29	34	30	28	33	35	26	29
29	31	35	27	28	30	34	24
29	29	31	32	31	33	27	41
34	30	33	30	32	30	31	27
31	30	27	34	36	35	29	32
29	38	25	22	34	31	33	31
34	28	31	31	29	35	28	25
33	32	31	28	38	36	31	32
29	31	33	35	28	30	29	34
27	26	36	31	30	32	32	30
34	36	32	30	30	31	32	29
23	27	28	30	27	30	29	35
35	27	27	25	37	29	29	29
33	32	29	27	27	30	32	30
30	31	36	30	34	31	29	34

Key:

■ HGV

85th Percentile

Dry Weather Speed

= 34 mph

= 54.71 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 31.5 mph

= 50.7 kph

Top Speed

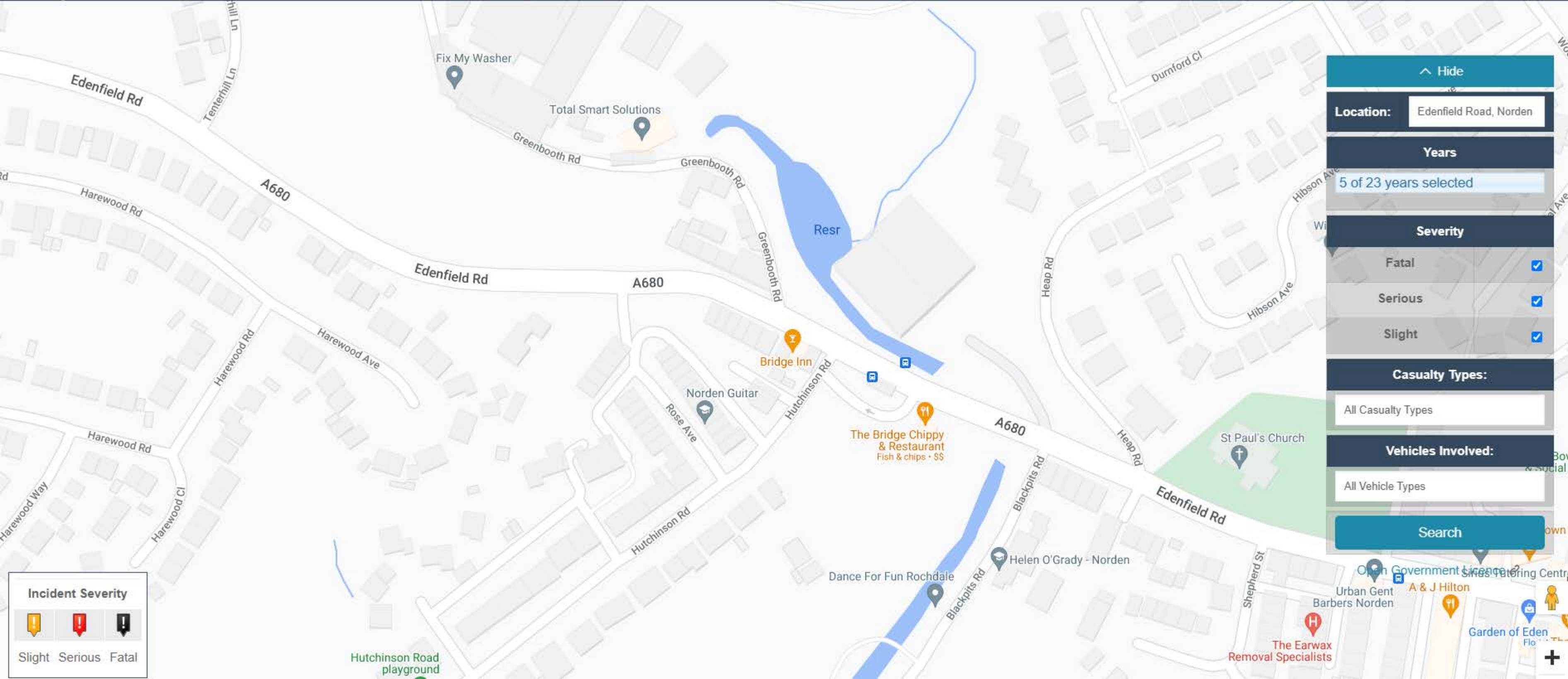
= 41 mph

Average Speed

= 30.32 mph

APPENDIX 2

Crashmap Data



Hide

Location: Edenfield Road, Norden

Years
5 of 23 years selected

Severity

Fatal	☒
Serious	☒
Slight	☒

Casualty Types:
All Casualty Types

Vehicles Involved:
All Vehicle Types

Search

Incident Severity

		
Slight	Serious	Fatal



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Manchester

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Offices across the UK



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