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Briery Homes

Land at Accrington Road, Whalley
Transport Assessment

T1528 Rev 1

January 2012

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Document Control Sheet

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1.0 Introduction

- 1.0.1 PSA Design Ltd has been commissioned by Briery Homes to prepare this Transport Assessment (TA) to support a Planning Application for a proposed residential development of up to 40 retirement flats and 38 bungalows for the over 55's on land adjacent to Accrington Road, Whalley
- 1.0.2 The purpose of this TA is to appraise Ribble Valley Council, as the local Planning Authority (LPA) and Lancashire County Council as the Local Highway Authority (LHA) of the transport implications of the proposed development.
- 1.0.3 Discussions have taken place with officers of both the LPA and LHA with respect to the proposed development and comments made by officers have been taken account during the preparation of this TA report.
- 1.0.4 It should also be noted that reference has been made to the following documents during the preparation of this TA report:
- Residential development on land north of Riddings Lane, Whalley
 - Transport Assessment submitted in support of planning application;
 - Highways and Transportation Proof of Evidence submitted in support of Public Inquiry; and
 - Inspector's decision.
 - Land to the East of Clitheroe Road (Lawsonsteads Farm), Whalley
 - Transport Assessment submitted in support of outline planning application
- 1.0.5 It should be noted that the Riddings Lane development was approved on appeal whilst the Lawsonsteads Farm development has been refused planning permission by the LPA.
- 1.0.6 The structure of this TA report is as follows:
- A description of the site location, local highway network and existing traffic flows;
 - Policy considerations;
 - A description of the accessibility of the site by non-car modes;
 - A description of the development proposals, including parking and trip generation and distribution;

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- A review of the transport implications of the development proposals; and
- Summary and conclusions

2.0 Existing Conditions

Site Location

- 2.0.1 The location of the site is shown in **Figure 1**. It is situated to the south east of Whalley village which is located to the north east of Blackburn and the north west of Burnley. The site is shown in more detail on **Figure 2** and as shown is bounded to the north by Accrington Road, to the west residential properties on Woodfield View, to the east by the by open land and agricultural buildings and to the south by the River Calder.
- 2.0.2 Vehicular access to the site is currently available from the adjacent paddock to the west of the site that is accessed from Woodfield View. The site is currently used for agricultural purposes.
- 2.0.3 It should also be noted that Public Footpath No. 27 routes along the southern and eastern boundaries of the site as shown on the drawing included at **Appendix A**.

Local Highway Network

- 2.0.4 Along the site frontage Accrington Road is approximately 9.0 metres wide, has a footway on its northern side only and benefits from street lighting. A footway is available on the southern side of the road from the western boundary of the site west towards the village centre. Accrington Road is the main route into the village of Whalley from the east via a signalised junction with the A671 approximately 350 metres from the eastern site boundary. The A671 is a principal route in the area linking the A59 just to the north of Whalley with the M65 motorway to the south.
- 2.0.5 With regard to the speed limit on Accrington Road this varies between the A671 signalised junction and the King Street mini roundabout. Between the A671 and a point close to the centre of the site frontage the national speed limit applies, it then changes to a 30mph speed limit that applies throughout the village centre.

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- 2.0.6 To the west of the site Accrington Road has numerous residential and commercial properties fronting it which results in on street parking thereby reducing the effective carriageway width of the road. Approximately 180 metres from the western boundary of the site Accrington Road forms a mini roundabout junction with King Street. King Street is one of the main roads in Whalley village centre with many retail and commercial properties along its length. Whalley bus station is located approximately 100 metres north of the mini roundabout junction.

Existing Traffic Flows

- 2.0.7 It is considered that the impact of the traffic generated by the proposed development should be assessed at the Accrington Road/A671 signalised junction and the Accrington Road/King Street mini roundabout junction and this has been agreed with the LHA. Existing traffic flows for the AM peak hour (08:00 – 09:00) and the PM peak hour (17:00 – 18:00) for these junctions have been taken from the Transport Assessment submitted in support of the outline planning application for Lawsonsteads Farm.
- 2.0.8 The traffic flows for the Accrington Road/A671 junction were obtained from traffic surveys undertaken on Tuesday 3rd November 2009 and those for the Accrington Road/King Street junction from surveys undertaken on Thursday 7th October 2010. The 2009 traffic flows were growthed to 2010 using factors derived from the DfT National Trip End Model adjusted with local Tempro factors. The resultant 2010 AM and PM peak hour traffic flows are shown in **Figure 3**.
- 2.0.9 It should be noted that the LHA also carried out a series of automatic traffic surveys in February and March 2011 the results of which were consistent with the results of the traffic surveys submitted as part of the Lawsonsteads Transport Assessment. It is considered appropriate therefore, to use these same traffic flows within this TA report to assess the impact of the proposed development.
- 2.0.10 The 2010 traffic flows shown in **Figure 3** have been factored to 2012 by the method described above and the resultant 2012 AM and PM peak hour traffic flows are shown in **Figure 4**.

Accident Data

- 2.0.11 By reference to the Lancashire County Council MARIO system the personal injury accidents recorded on the local road network in the vicinity of the site in the last 5 years has been established. These recorded accidents are summarised as follows.
- 4 slight injury accidents and 1 serious injury accident on Accrington Road between the A671 and King Street junctions. 2 of the accidents occurred at the junction with Sydney Avenue with the others occurring at separate locations along the road. The serious injury accident occurred approximately 100 metres to the east of the Sydney Avenue junction and involved a pedal cycle and no other vehicles.
 - 12 slight injury accidents, 3 serious injury accidents and 1 fatal accident at the Accrington Road/A671 signalised junction. It should be noted that none of the accidents at this junction involved pedestrians. The fatal accident occurred on 19th January 2008 at 10pm, i.e. at night, and involved 2 cars. The weather conditions were poor at the time of the accident with rain falling. 2 of the 3 serious injury accidents involved motorcycles.
 - 3 slight injury accidents at the Accrington Road/King Street junction. 2 of these accidents involved pedestrians, 1 of which occurred during the early hours of the morning outside the Whalley Arms pub. The other pedestrian accident occurred in fine weather during the day.
- 2.0.12 It is considered that the personal injury accidents that have occurred over the last 5 years on the road network in the vicinity of the site are not excessive and the highway network generally operates in a satisfactory manner. However, this TA report will endeavour to identify possible measures that could be introduced to reduce the future accident risk.

Accessibility by Non-Car Modes

Public Transport

- 2.0.13 The site is readily accessible by public transport with bus stops being located within easy walking distance of the site on Accrington Road. The eastbound bus stop is located at the western boundary of the site whilst the westbound stop is located approximately 60 metres further to the west. It should also be noted that Whalley bus station is located on King Street and is approximately 500 metres walking distance from the centre of the site.

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- 2.0.14 The site is served by a number of bus services that route along Accrington Road as shown on the Whalley bus route map included at **Appendix B**. The routes and frequencies of these services are as shown in **Table 1**.

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
221/231	Royal Blackburn Hospital - Accrington - Clitheroe	60 mins	60 mins	N/A
241	Accrington - Whalley - Clitheroe	60 mins	60 mins	N/A
X40	Whalley - Manchester	Daily	N/A	N/A
MainLine 26/27	Burnley - Clitheroe	30 mins	30mins	60mins

Table 1 – Buses Services Routing along Accrington Road

- 2.0.15 The additional services that stop at Whalley bus station are as shown in **Table 2**

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
225	Clitheroe – Whalley - Bolton	30 mins	30 mins	60 mins
280/X80	Skipton – Clitheroe - Preston	60 mins	60 mins	120mins
5	Longridge – Whalley - Clitheroe	120 mins	120 mins	N/A
C25	Clitheroe – Whalley - Blackburn	120 mins	120 mins	N/A

Table 2 – Additional Buses Serving Whalley Bus Station

- 2.0.16 It is evident from **Tables 1** and **2** that there are 4 buses an hour directly serving the site Monday to Saturday in both directions and 1 an hour on a Sunday. However, an additional 4 buses per hour Monday to Saturday are available at Whalley bus station as well as an hourly service on a Sunday. It is considered therefore, that the site is adequately served by bus as an alternative to travel by private car.
- 2.0.17 Whalley rail station is located about 1km from the proposed site access and provides approximately 2 services per hour throughout the day. These services call at local stations including Clitheroe and Blackburn and also further afield to Manchester. Taking the above into account the site can be considered to be accessible by rail travel.

Cycle

- 2.0.18 The existing and proposed cycle routes in the vicinity of the site have been established by reference to the Lancashire County Council MARIO system. This shows that King Street is designated an on-road cycle route which connects to many other cycle routes in the area thus providing cycle access to many destinations readily available. In addition, a cycle route is proposed for the A671 from its junction with Accrington Road north to link into the existing cycle route network.
- 2.0.19 In relation to cycling, PPG13 recognises that cycling can substitute car trips, particularly for journeys under 5km. Such a 5 km catchment area takes in a wide area around the proposed site as shown on **Figure 5**.

Pedestrians

- 2.0.20 As previously stated Accrington Road does not currently have a footway on its southern side along the site frontage. This potentially makes pedestrian access from the proposed residential dwellings difficult and this issue will be discussed later in this report.
- 2.0.21 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres.
- 2.0.22 The distance that people are prepared to walk depends somewhat on the journey purpose. The IHT guidance also provides 'suggested acceptable walking distances'. The walking thresholds presented in **Table 3** are suggested:

	Town Centre	Commuting, school & sightseeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 3 – Suggested Acceptable Walking Distances

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- 2.0.23 For residents commuting, PPG13 and the above table indicates that the potential walk catchment is up to 2km from the Site. However, as the site is for retired persons the catchment area for commuting is not relevant. Therefore the potential 0.8 and 1.2 km catchment areas of the site are shown in **Figure 6** and clearly show that all the facilities within the village are within walking distance of the site.
- 2.0.24 The walk distance to existing bus stops is also important in determining the accessibility of a Site. While the IHT Guidelines do not advise on walk distances specifically in relation to public transport, a walk distance of up to 400 metres to a bus stop is generally considered to represent a desirable level of provision. As described above, the nearest bus stops are located on Accrington Road within 150 metres from the centre of the site. In addition Whalley bus station is located 500 metres from the centre of the site, which is only slightly above the desirable distance of 400metres. It is therefore concluded that the Site is readily accessible to bus services.

LCC Accessibility Questionnaire

- 2.0.25 The LCC Accessibility Questionnaire for residential developments has been completed and shows that the site scores 20 and therefore ranks as medium accessibility. This indicates that the site is readily accessible by non-car modes of travel and located within a reasonable distance of existing facilities.

3.0 Policy Considerations

- 3.0.1 In addition to examining the physical context in which the site fits, it is important to also consider the external policies into which the development must sit. This section provides a simple overview of local, regional and national transport policies relevant to the development. The current agenda for providing transport access is clearly moving away from one of providing significant new highway capacity. Instead, policies have been adopted and confirmed in PPG13 and the Transport White Paper that seek to encourage more sustainable modes rather than the car.

Transport White Paper

- 3.0.2 The thrust of the White Paper is one of sustainability and the integration of transport systems and modes. The main aim of the White Paper is to increase choice by improving sustainable transport alternatives, and this recognises that building more roads and/or extensive widening of roads is not the only solution to accommodate growth. Indeed, the White Paper states that any future guidance on the use of planning conditions will "shift the emphasis when improving off-site transport facilities away from catering for car traffic to providing for public transport and cycling and walking."

National Planning Policy Guidance (PPG)

- 3.0.3 PPG13 sets out Government policy on planning issues and, in particular, sets out guidance on providing realistic alternatives to the private car and locating and designing the site to reduce the need to travel. The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:
- promote more sustainable transport choices, and
 - reduce the need to travel, especially by car.
- 3.0.4 This will help to ensure that the planning system plays its part in the Government's strategy on sustainable development, including promoting social inclusion in both urban and rural areas and revitalising towns and cities as places to live and work.

Lancashire Local Transport Plan (LTP) 2011 – 2021 – A Strategy for Lancashire

- 3.0.5 This strategy presents the LCC transport priorities for the next ten years. It sets out the commitment to support the Lancashire economy, to tackle deep-seated inequalities in people's life chances and to revitalise the communities and provide safe high-quality neighbourhoods. The 'Transport Goals' as set out in the document are:
- To help to secure a strong economic future by making transport and travel into and between our major economic centres more effective and efficient and by improving links to neighbouring major economic areas and beyond.
 - To provide all sections of the community with safe and convenient access to the services, jobs, health, leisure and educational opportunities that they need.
 - To improve the accessibility, availability and affordability of transport as a contribution to the development of strong and cohesive communities.
 - To create more attractive neighbourhoods by reducing the impact of transport on our quality of life and by improving our public realm.
 - To reduce the carbon impact of Lancashire's transport requirements, whilst delivering sustainable value for money transport options to those who need them.
 - To make walking and cycling more safe, convenient and attractive, particularly in the more disadvantaged areas of Lancashire, bringing improvements in the health of Lancashire's residents.
 - In all that we do, to provide value for money by prioritising the maintenance and improvement of Lancashire's existing transport infrastructure where it can help to deliver our transport goals.
- 3.0.6 The proposed development has been designed to take account of the transport policies detailed above.

4.0 Development Proposals

Proposed Development

- 4.0.1 The site is to be developed to provide 40 retirement apartments, 38 bungalows for the over 55's and a 25 space car park for the general use of the village as illustrated on the Site Layout Plan included at **Appendix C**.
- 4.0.2 In terms of access, it is proposed that vehicular access to the site will be via a new priority junction on Accrington Road and a 5.5 metre wide access road. The junction includes 6 metre bellmouth radii, 2 metre footways and visibility splays well in excess of 2.4 x 70 metres in both directions. A detailed access junction drawing is included at **Appendix D**.
- 4.0.3 It should be noted that access rights to the site from Woodfield View will be given up as part of the proposed development.
- 4.0.4 It is also proposed to provide a 2 metre footway along the site frontage onto Accrington Road to the west of the site access. This new footway will ensure good pedestrian access for future residents to the facilities in the village centre, including the bus stops on Accrington Road, as well as access to and from the proposed village car park on the site.

Parking

- 4.0.5 Parking provision at the proposed development will be in accordance with the relevant maximum parking standards.

Trip Generation

- 4.0.6 In order to quantify the potential trip generation attributable to the proposed development, the TRICS database has been interrogated. With respect to the 40 retirement apartments the sub-category of 'Residential – Retirement Flats' has been used. Sites in England only, excluding Greater London, have been selected from the database and the resulting TRICS output is included at **Appendix E** and summarised below in **Table 4**. **Table 5** shows the resultant trip generation for the retirement apartments.

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Time Period	In	Out	Total
AM Peak	0.024	0.045	0.069
PM Peak	0.057	0.045	0.102

Table 4 – Trip Generation Rates (per apartment)

Time Period	In	Out	Total
AM Peak	1	2	3
PM Peak	2	2	4

Table 5 – Trip Generation (40 Apartments)

- 4.0.7 It can be seen from **Table 5** that the 40 retirement apartments will generate minimal traffic in both the AM and PM peak hours. This is to be expected as retired residents will not be commuting to and from work and so are likely to travel outside the network peak travel times
- 4.0.8 With respect to 38 bungalows for the over 55's there is no appropriate sub-category within the Residential Category of the TRICS database to establish trip generation rates. To ensure a robust assessment of the impact of the proposals is undertaken the 'Residential – Houses Privately Owned' sub-category has been used to derive trip rates for this element of the scheme.
- 4.0.9 Sites in England only, excluding Greater London, and with up to 150 units have been selected from the database and the resulting TRICS output is included at **Appendix E** and summarised below in **Table 6**. **Table 7** shows the resultant trip generation for the retirement apartments.

Time Period	In	Out	Total
AM Peak	0.171	0.398	0.569
PM Peak	0.378	0.229	0.607

Table 6 – Trip Generation Rates (per unit)

Time Period	In	Out	Total
AM Peak	7	15	22
PM Peak	14	9	23

Table 7 – Trip Generation (38 units)

- 4.0.10 The trip rates shown in **Table 6** have been compared to those used in the TA and Proof of Evidence prepared in support of the Riddings Lane approved development and in the TA prepared to support the Lawsonsteads Farm proposed development. This comparison is shown in **Table 8**

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Accrington Road	0 171	0 398	0 569	0 378	0 229	0 607
Riddings Lane	0 150	0 430	0 580	0 400	0 230	0 630
Lawsonsteads Farm	0 244	0 465	0 709	0 453	0 360	0 813

Table 8 – Comparison of Trip Generation Rates

- 4.0.11 It can be seen that the trip rates for the approved Riddings Lane development are similar to those established for this TA but those used in the Lawsonsteads Farm TA are significantly higher. Although the Riddings Lane development has been approved and the Lawsonsteads Farm development is still under consideration the higher trip rates have been used in this TA report to ensure a robust assessment of the likely trip generation is undertaken. The resultant generated traffic flows for the 38 bungalows is shown in **Table 9**.

Time Period	In	Out	Total
AM Peak	9	18	27
PM Peak	17	14	31

Table 9 – Trip Generation Assuming Lawsonsteads Farm Trip Rates (38 units)

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- 4.0.12 It is assumed that the 25 parking spaces proposed for the village will not generate any additional trips to the local road network as they are likely to be used by existing customers and visitors to the retail and commercial properties on Accrington Road in the vicinity of the site.
- 4.0.13 The total AM and PM peak hour trips likely to be generated by the proposed development are therefore as shown in **Table 10**. As previously stated the assumed generated traffic flows are considered to be robust to ensure a worst case for impact assessment.

Time Period	In	Out	Total
AM Peak	10	20	30
PM Peak	20	15	35

Table 10 – Total Site Generated Traffic Flows

Trip Assignment

- 4.0.14 The trip assignment of the generated traffic to and from the site onto Accrington Road has assumed to be as per the existing traffic flows on Accrington Road itself. The assignment of the development generated traffic at the Accrington Road/A671 and the Accrington Road/King Street junctions has been assumed to be as per the existing traffic flows at the two junctions.
- 4.0.15 The resultant AM and PM peak hour trip assignments are shown in **Figure 7** with the assigned developments trips shown in **Figure 8**. This trip assignment shows that the maximum increase in two way traffic on Accrington Road occurs in the PM peak hour and is 18 vehicles to both the west and east of the site access. This equates to an extra vehicle only every 3 minutes 20 seconds on both parts of Accrington Road even with a robust assessment of trip generation.

5.0 Transport Impact

Impact on Road Network

- 5.0.1 By reference to the assignment of the development generated traffic shown in **Figure 8** the increase in vehicles passing through the Accrington Road/A671 and the Accrington Road/King Street junctions in the AM and PM peak hours is as shown in **Table 11**.

Junction	AM Peak	PM Peak
Accrington Road/A671 Junction	14	16
Accrington Road/King Street Junction	16	17

Table 11 – Increase in Vehicles due to Development

- 5.0.2 The increases in vehicles shown in **Table 11** equate to percentage increases at each junction as shown in **Table 12**

Junction	AM Peak	PM Peak
Accrington Road/A671 Junction	0.6%	0.7%
Accrington Road/King Street Junction	1.0%	1.1%

Table 12 – Percentage Increase in Traffic Flows due to Development

- 5.0.3 It is evident from **Table 12** that the percentage increases at the 2 junctions are minimal, even assuming a robust assessment for trip generation, and therefore do not warrant operational assessments. This view is supported by guidance given in the DfT document 'Guidance on Transport Assessment', which quotes a threshold of 30 two-way trips in the peak hour, below which formal assessment may not be required.
- 5.0.4 In addition we refer to the Inspectors appeal decision with respect to the Riddings Lane development. At paragraph 20 of the decision the Inspector states:

"It is clear to me that the effect upon traffic flows on King Street and its junction with Accrington Road at peak hours would be imperceptible (1.7% and 1.2% respectively) That is to say that a person standing at the side of the road would simply not be able to tell the difference between the flows

now and in the future. That is both because the additional number of vehicles would be 18 at the busiest hour – i.e. one every three minutes and would fade into the background of 50 times that flow on the road in baseline conditions; but also because there is a daily fluctuation of between 5 and 10% in any case. In my view, the proposed increase in traffic flows would not be detectable. It follows that an amenity based case cannot be made out and a highway safety case based upon additional driver frustration is misconceived."

5.0.5 It is clear from the Inspectors decision that he considered increases in traffic similar to that likely to be generated by the proposed development would be both 'imperceptible' and well within the day to day fluctuations in traffic flows on the road network.

5.0.6 It is therefore reiterated that no junction operational assessments are required as the impact on the local road network would be minimal.

Other Impacts and Mitigation Measures

Speed Limits

5.0.7 As previously stated the speed limit on Accrington Road changes from the national speed limit to 30mph along the site frontage. During the pre-application discussions the LHA suggested that the speed limits on Accrington Road should be revised as follows:

- 40mph from A671 at Spring Wood through to the east of the site frontage;
- 30mph from the above point along the site frontage.

5.0.8 As the proposed access junction serving the site is to be constructed roughly in the centre of the site frontage on Accrington Road it is considered that the above revision to speed limits is sensible to help ensure the safe operation of the access junction. The proposed development will therefore fund the necessary works to amend the speed limits as described above.

5.0.9 The LHA also suggested that the proposed development contribute to the introduction of a 20mph speed limit through the village with a transition point at the western site boundary. It is considered that the introduction of a 20mph speed limit through the village would benefit the future residents of the proposed development and a contribution to this measure is to be agreed in due course.

- 5.0.10 In addition the LHA suggested that it may be appropriate to introduce measures to improve compliance with the speed limits, for example interactive signage. However, it is considered that these measures are not justifiable for this relatively small change in speed limits and should therefore not be provided as part of this development.

Waiting on Accrington Road

- 5.0.11 The LHA has suggested that consideration be given to the introduction of a Traffic Regulation Order (TRO) prohibiting waiting on Accrington Road, similar to that recently introduced at Sydney Avenue opposite. As the proposed development includes 25 parking spaces allocated to the development it would seem appropriate, although not essential, to introduce such a TRO along the site frontage.
- 5.0.12 The applicant would therefore be prepared to fund the consultation exercise for the TRO as well as the implementation itself should there be no objections from the local community

Bus Stops

- 5.0.13 The LHA has suggested that it would be beneficial to relocate the westbound bus stop from its current location immediately east of Queen Street to the westerly edge of the boundary site. Due to the nature of the proposed development it is considered that this would benefit future residents of the site should therefore be included as part of the development proposals.

Planning Contributions

- 5.0.14 A Planning Contribution will be sought by the LHA from the developer for sustainable transport measures based on the accessibility score of the proposed development and the type and size of units provided. It has been suggested that such a contribution could be used to fund or contribute towards the following:
- A riverside cycle path from the eastern boundary of the site to Calder Vale along the line of Footpath 27;
 - A Toucan crossing at the junction by Spring Wood (Accrington Road/A671 junction);
 - Contribution towards environmental improvement scheme in the centre of Whalley to improve conditions for pedestrians.

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- 5.0.15 It is considered appropriate for any agreed planning contribution to be used towards the above schemes and the other mitigation measures identified in paragraphs 5.0.7 to 5.0.13.

Construction Phase

- 5.0.16 Construction of the proposed development is likely to generate fewer trips to the site than when operational, albeit that there is likely to be a higher component of HGV traffic. Given that the approaches to the site do not present barriers to such traffic, the construction phase is unlikely to have a significant impact on the transport network.

6.0 Summary and Conclusions

6.0.1 This Transport Assessment has considered the transport implications of a proposed residential development on land adjacent to Accrington Road, Whalley. The information presented can be summarised as follows:

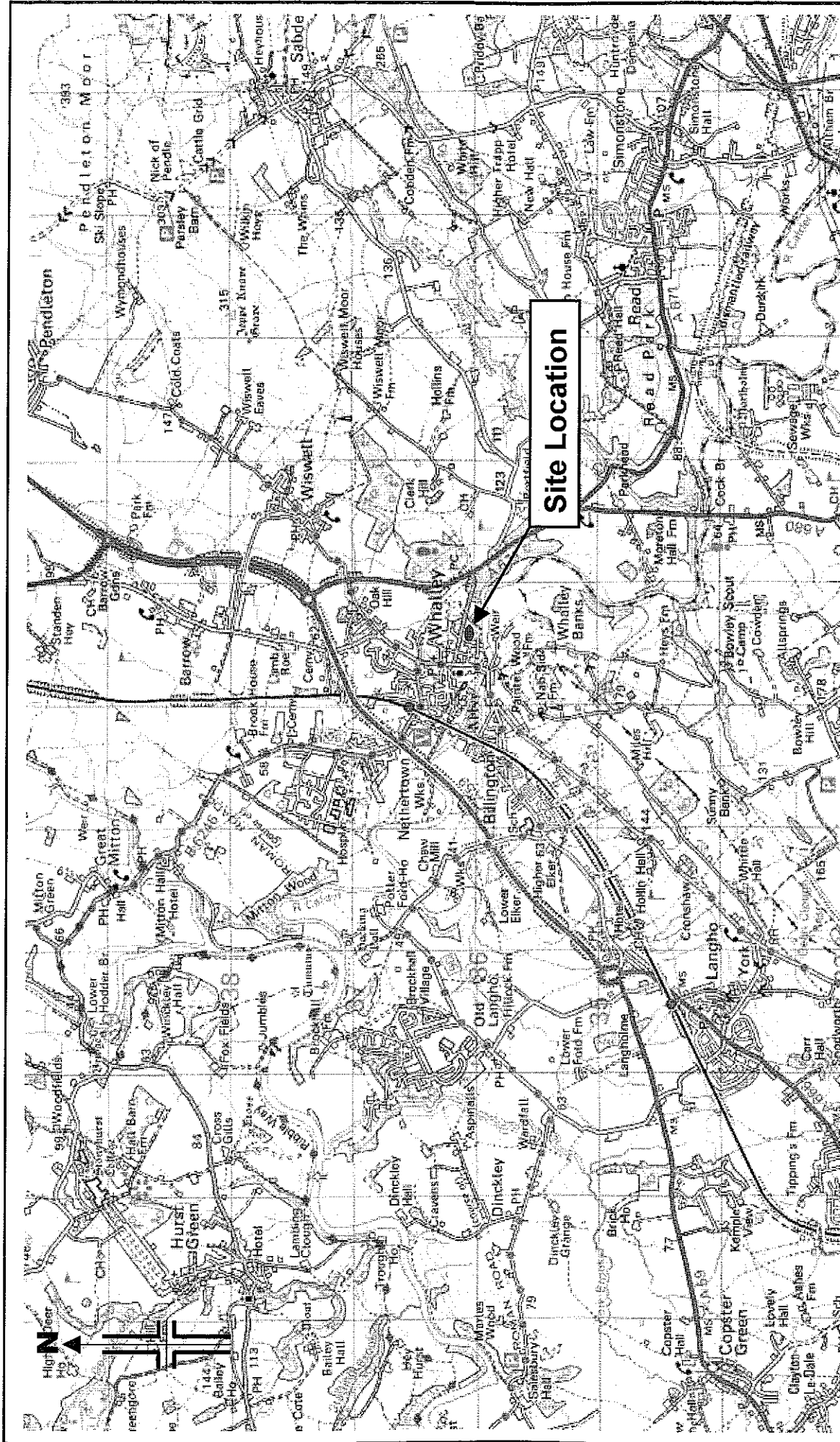
- **Site Description** – The site is located to the south east of Whalley village and is bounded to the north by Accrington Road, to the west by residential properties on Woodfield View, to the east by open land and agricultural buildings and to the south by the River Calder. Vehicular access to the site is currently available from the paddock to the west of the site. The site is currently used for agricultural purposes. Public Footpath No. 27 routes along the southern and eastern boundaries of the site. The site is accessible by sustainable modes of travel and scores 20 on the LCC accessibility questionnaire ranking at as medium accessibility.
- **Proposed Development** – The site is to be developed to provide 40 retirement apartments, 38 bungalows for the over 55's and a 25 space car park for the general use of Whalley village. Vehicular access to the site will be via a new priority junction on Accrington Road designed to the appropriate standards. A 2 metre footway along the site frontage on Accrington Road to the west of the site access is also proposed to ensure good pedestrian access for future residents to the village centre and bus stops.
- **Transport Impact** – The traffic likely to be generated by the proposals has been established and assigned to the local road network. It has been demonstrated that the impact of the generated traffic on the road network is well below the threshold which would normally require operational assessments to be undertaken. This view is supported by the Inspectors decision on the Riddings Lane development.
- As suggested by the Local Highway Authority the proposed development will fund changes to the speed limits on Accrington Road, contribute towards the introduction of a 20mph speed limit through the village, fund a TRO prohibiting parking on Accrington Road along the site frontage and fund the relocation of the westbound bus stop on Accrington Road through an agreed Section 106 contribution for sustainable transport measures.

6.0.2 In light of the above, it is concluded that the proposed development would not have a significant impact in terms of highway safety and traffic impact.

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FIGURES



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PSA PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 engineering your environment CIVIL STRUCTURAL GEOTECHNICAL PLANNING	Client	Briery Homes		Drawn	PB	Date	January 2012	Drawing No.	
Job	Accrington Road, Whalley		Checked			Scale	Not to Scale	Figure 1	
Title	Site Location Plan		Approved	DW				Rev	

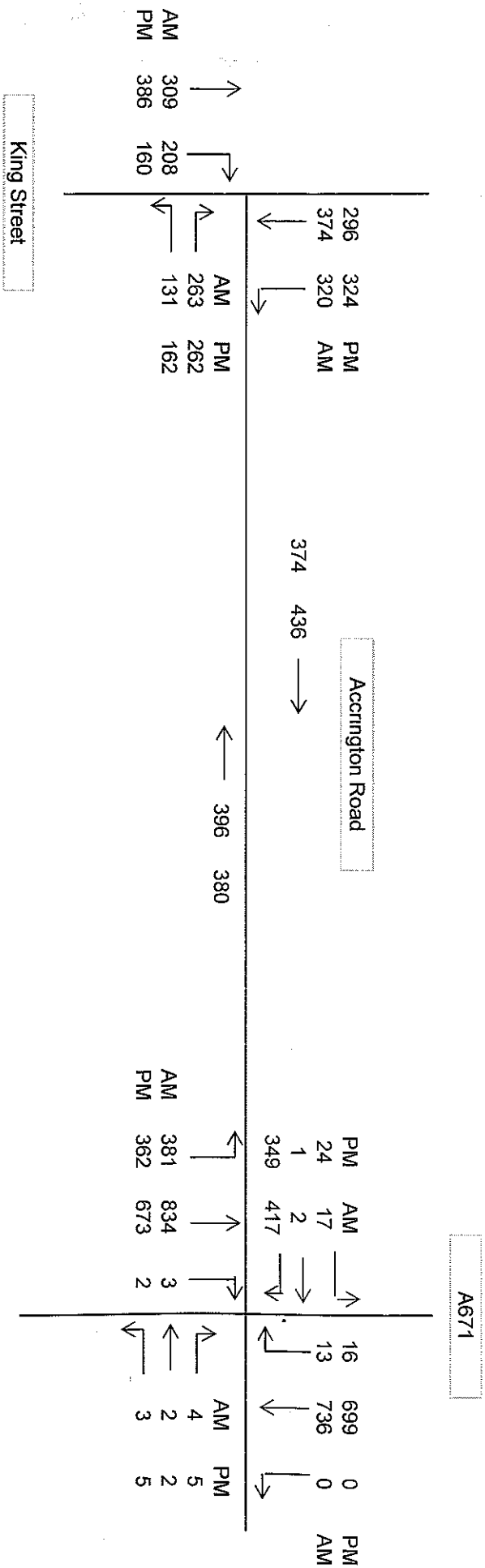
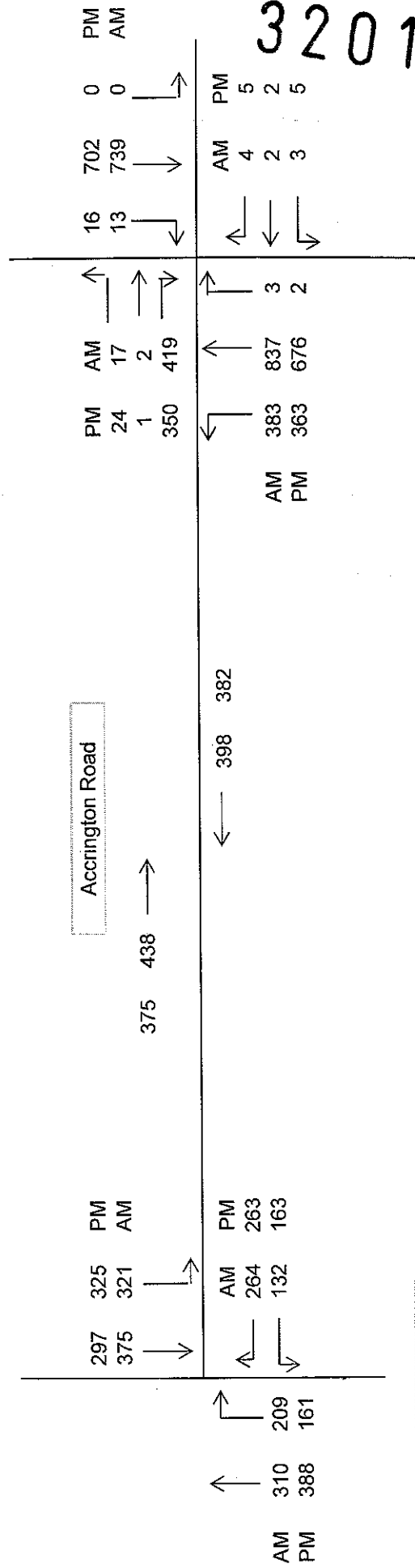


Figure 3 - 2010 Network Traffic Flows

A671



320120179

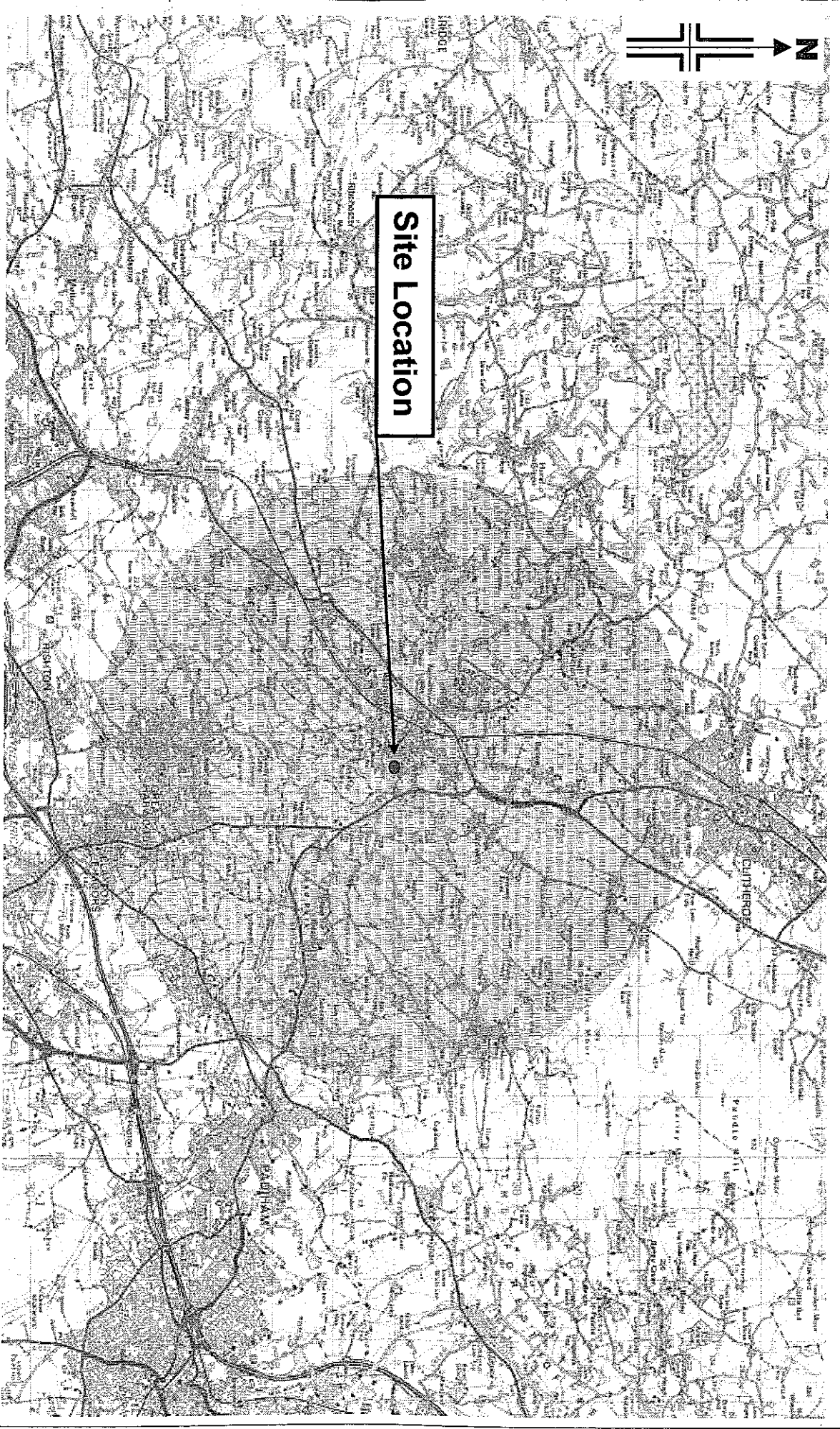
Figure 4 - 2012 Network Traffic Flows

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DESIGN

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CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT



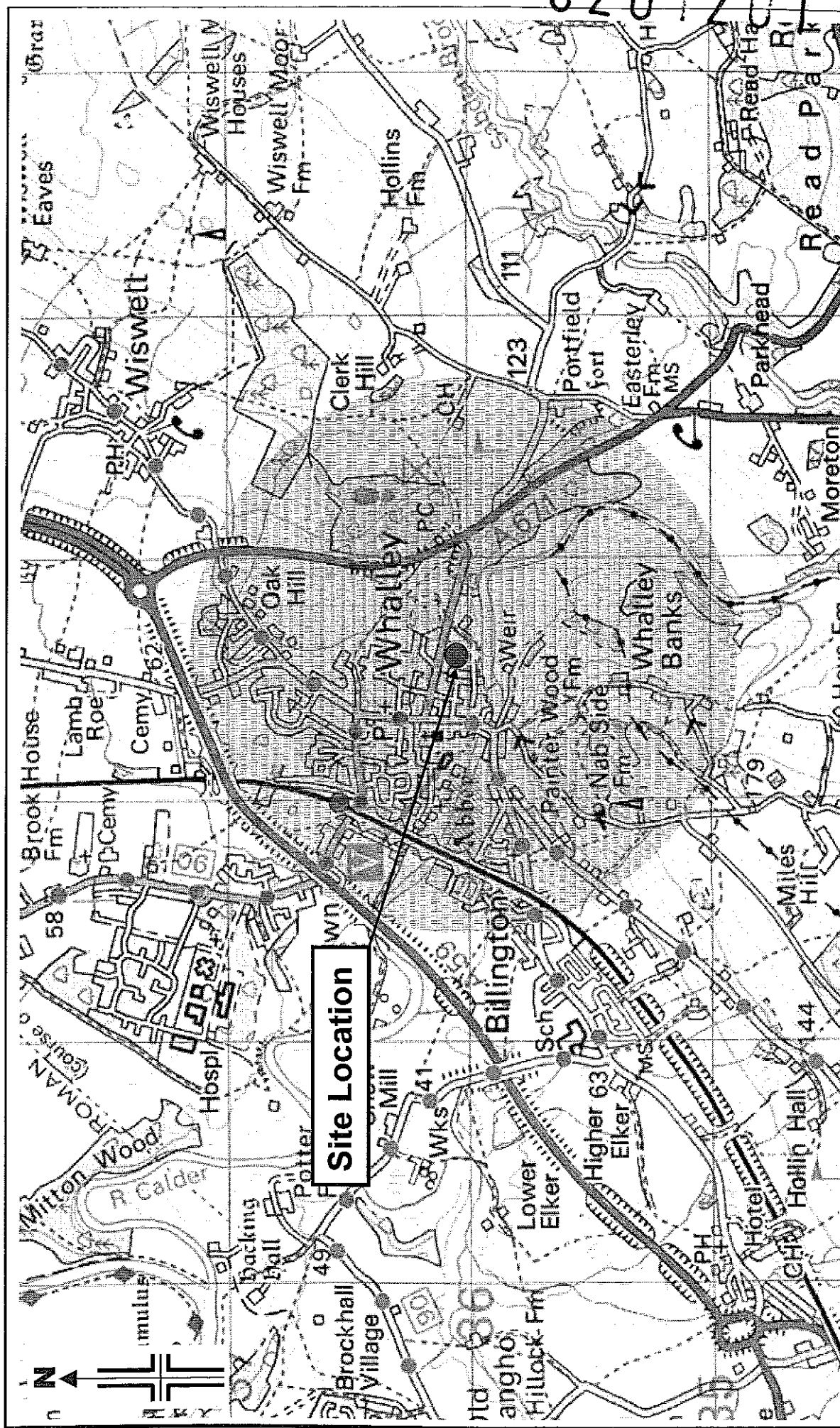
Site Location



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 PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066		Client		Briery Homes		Drawn	PB	Date	January 2012	Drawing No. Figure 5	
empowering your environment CIVIL STRUCTURAL GEOLOGICAL PLANNING		Job	Accrington Road, Whalley	Checked				Scale	NTS		
		Title	5km Cycle Catchment Area	Approved						Rev	

320120179P



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 engineering your environment PSA CONSULTING 01772 786066	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066				Client	Briery Homes		Drawn	PB	Date	January 2012	Drawing No. Figure 6	
					Job	Accrington Road, Whalley		Checked		Scale	NTS	Rev	
					Title	0.8km and 1.2km Pedestrian Catchment Areas		Approved					

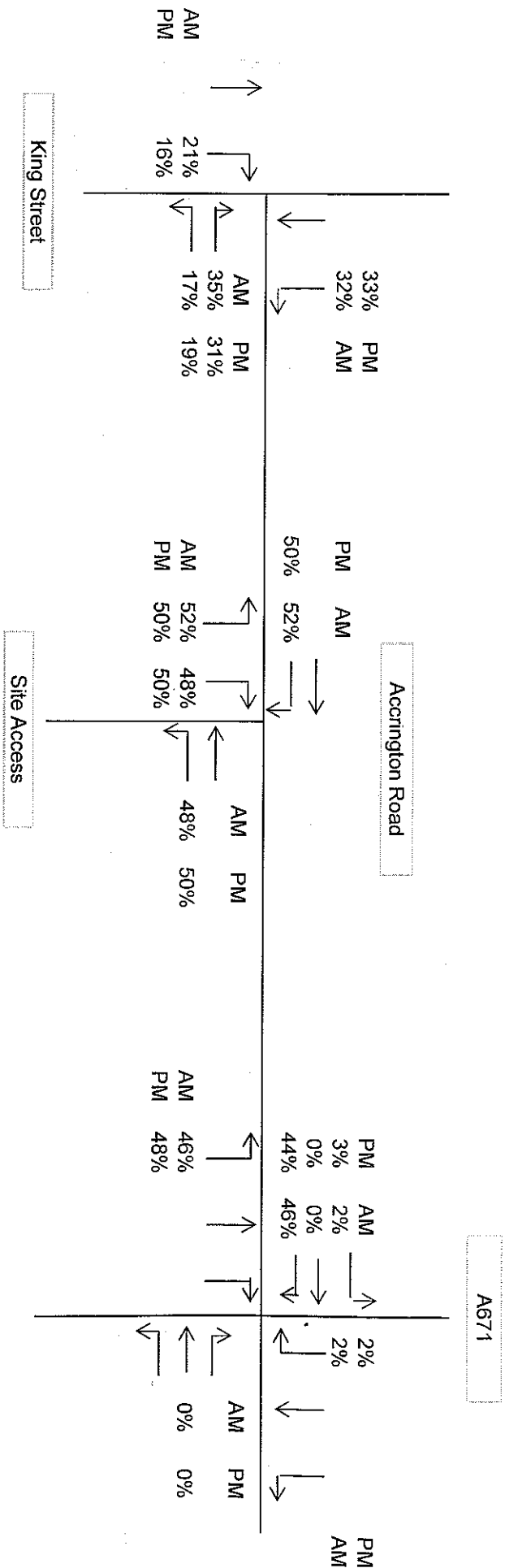


Figure 7 - Assignment of Development Generated Traffic

In Out
AM 10 19
PM 19 15

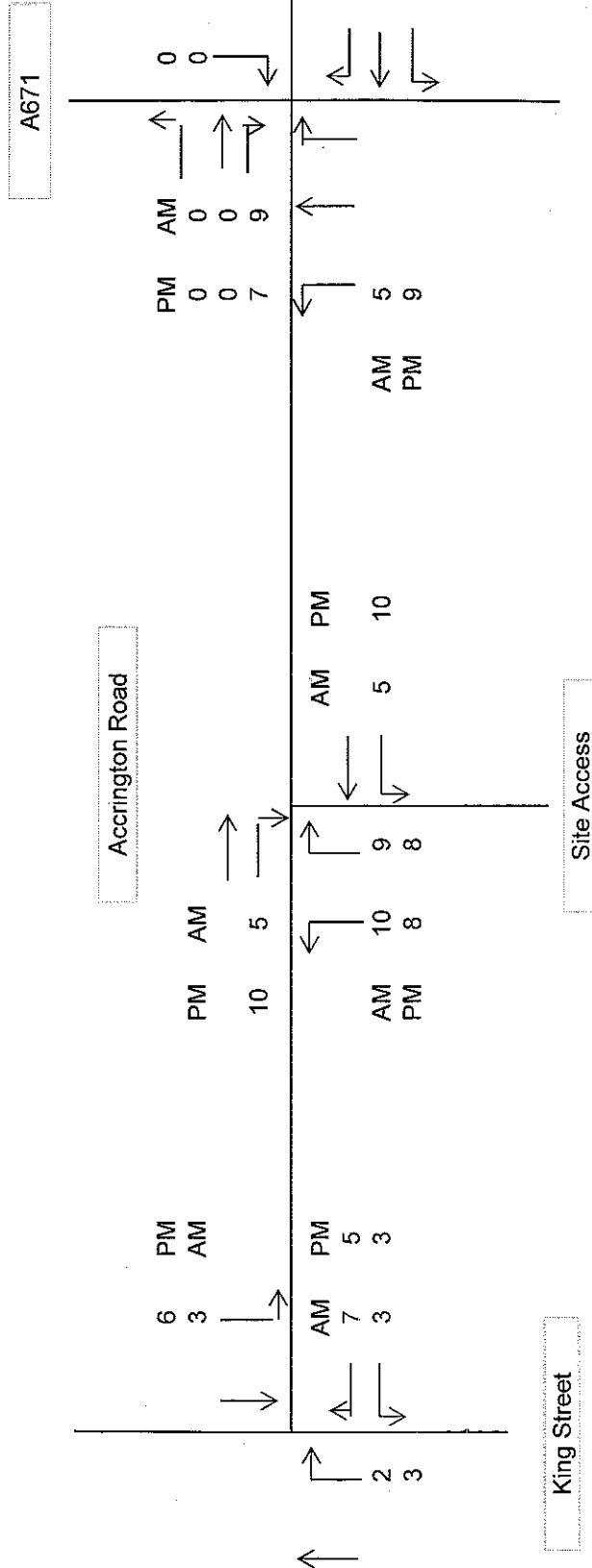


Figure 8 - Assignment of Development Generated Traffic

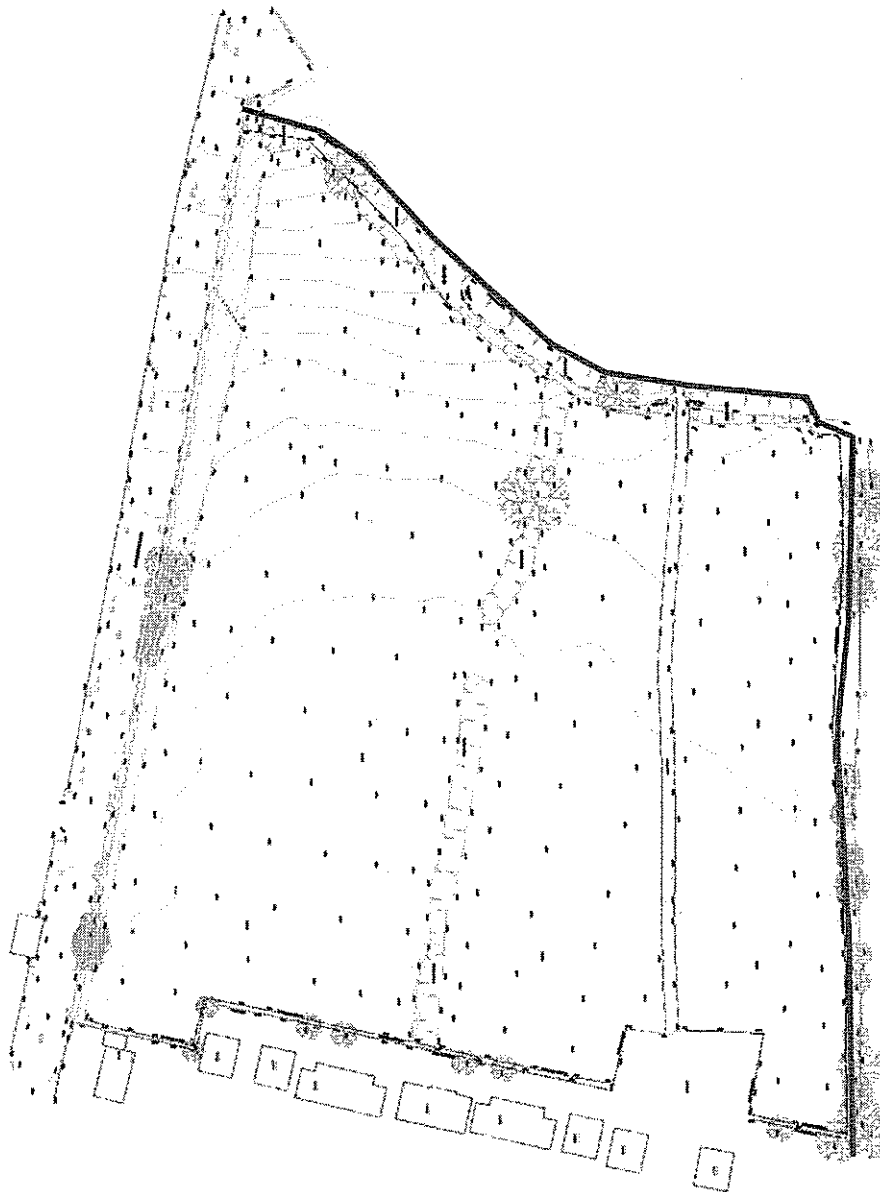
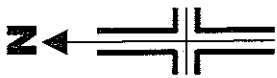
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Briery Homes
Land at Accrington Road, Whalley
Transport Assessment

APPENDIX A – Route of Public Footpath No.27



320120179P

Footpath No. 279P

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PSA PLANNING & SURVEYING ASSOCIATION engineering your environment CIVIL STRUCTURAL GEOLOGICAL TRANSPORT	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786086		Client	Briery Homes Accrington Road, Whalley Route of Footpath No. 27		Drawn	PB	Date	January 2012	Drawing No. Appendix A	
			Job			Checked		Scale	Not to Scale		
			Title			Approved	DW			Rev	

Briery Homes
Land at Accrington Road, Whalley
Transport Assessment

APPENDIX B – Whalley Bus Route Map

bus map & guide

Your Guide to Services throughout
Clitheroe, Whalley & Longridge



www.traveline.info
traveline 0871 200 22 33
public transport info
open 8am to 8pm • 7 days a week

Lancashire
County Council



FURTHER INFORMATION

This map has been produced by Lancashire County Council. It details all local bus services in the area and is accurate at the time of publication. However, changes to bus services do occur, therefore Lancashire County Council cannot accept responsibility for any inaccuracies and would recommend you contact Traveline or your local Information Centre for the latest information before travelling.

For further information about bus services in the area please call into your local Information Centre.

ACCINGTON LIBRARY & INFORMATION SERVICE St James Street	LANCASTER Stagecoach Travel Shop Lancaster	SKELMERSDALE LIBRARY & INFORMATION SERVICE Southway
BURNLEY Bus Station	LEYLAND LIBRARY & INFORMATION SERVICE Lancaster	For details about bus services in Blackburn please contact: BLACKBURN with DARWEN BOROUGH COUNCIL 50-54 Church Street
BURSCOUGH BRIDGE INTERCHANGE Liverpool Road	MORECAMBE Tourist Information Centre Station Buildings Marine Road	For details about bus services in Blackpool please contact: BLACKPOOL TRANSPORT TRAVEL OFFICES Market Street, Blackpool and Rigby Road, Blackpool
CARNFORTH CONNECT Carnforth Station	NELSON INTERCHANGE Railway Street	
CHORLEY INTERCHANGE Clifford Street	ORMSKIRK Bus Station 45 Moor St	
CLITHEROE INTERCHANGE Railway View Road	PRESTON Bus Station	
FLEETWOOD LIBRARY & INFORMATION SERVICE North Albert Street	RAWENSTALL LIBRARY & INFORMATION SERVICE Queens Square, Haslingden Road	

For details of all other services in the area please contact

www.traveline.info
traveline 0871 200 22 33
public transport info
open 8am to 8pm • 7 days a week
or visit www.transportforlancashire.com

Lancashire County Council
Environment Directorate PO Box 100
County Hall Preston PR1 0LD

index to routes

Service	Route	Operator	Leaflet
1	Longridge - Grimsargh - Preston	STG	222
3/3A	Longridge - Ribchester - Wilpshire - Blackburn - Royal Blackburn Hospital	SST	103
4	Chipping - Longridge - Whittingham - Royal Preston Hospital - Preston	STG	103
5	Longridge - Ribchester - Hurst Green - Whalley - Clitheroe	STG	101/103
MAIN	Clitheroe - Whalley - Sabden - Padiham - Burnley - Nelson - Colne - Barnoldswick	BPT	100
70/71	Pendle Witch Hopper (Summer Sundays) Burnley - Padiham - Sabden - Clitheroe - Waddington - West Bradford - Chatburn - Downham - Barley - Blacko - Nelson - Burnley	TYR	106
225	Clitheroe - Whalley - Langho - Wilpshire - Blackburn - Darwen - Bolton	LUL	110
231	Clitheroe - Whalley - Gt. Harwood - Accrington	MMC/PIL	105
241	Clitheroe - Whalley - Gt. Harwood - Accrington - Oswaldtwistle - Royal Blackburn Hospital	PIL/LUL	105
280/X80	Preston - Mellor Brook - Whalley - Clitheroe - Gisburn - Barnoldswick (Service 280 only) - Skipton	LUL	109
B1	Bowland Transit: Slaidburn - Tosside - Settle	LRB	104
B10 B11	Bowland Transit: Clitheroe - Dunsop Bridge - Newton Slaidburn Circular	TYR	104
B12	Bowland Transit: Clitheroe - Chaigley - Chipping - Garstang (Summer - Thursdays only)	TFA	104
C1	Low Moor - Clitheroe - Peel Park	LUL/STG	101
C2	Low Moor - Clitheroe - Chatburn - Sawley - Grindleton	TYR	101
C4	Clitheroe - Peel Park Circular	TYR	101
C5/C15	Clitheroe - Waddington - West Bradford - Clitheroe	TYR	101
C25	Clitheroe - Roefield Leisure Centre - Calderstones Park - Whalley - Brockhall - Dinckley - Salesbury - Wilpshire - Blackburn	STG	101
P70 P71	Pendle Witch Hopper Clitheroe - Chatburn - Downham - Barley - Roughlee - Nelson	TYR	106
X40	Whalley - Gt. Harwood - Accrington - Manchester (certain journeys only)	LUL	102

Services are operated on behalf of Lancashire County Council

Bus Operators	
BPT - Transdev Burnley & Pendle Queensgate Bus Depot, Colne Road, Burnley BB10 1HH ☎ 0845 60 40 110	
LRB - Little Red Bus, Unit 4 Saltergate Business Park Burley Bank Road, Killinghall Harrogate HG3 2BX ☎ (01423) 724554	
LUL - Transdev Lancashire United Ainsworth Street Blackburn BB1 6AD ☎ 0845 2 72 72 72	
MMC - M&M Coaches, 11 Craven Street Accrington, BB5 0SE ☎ (01254) 396901	
PIL - Pilkington Bus, 135, Blackburn Road, Accrington, BB5 0AA ☎ (01254) 237032	
SST - SS Travel Services Ltd, 17-19 Dean Street, Darwen BB3 1HH ☎ (01254) 707594	
STG - Stagecoach in Lancashire, 16-20 Lowther Street, Carlisle CA3 8DA ☎ (01772) 884484	
TYR - Tyrer Bus Ltd, 16 Kirby Road Lomeshaye Industrial Estate Nelson BB9 6RS ☎ 08451 301716	

DOOR 2 DOOR community transport services in the Ribble Valley

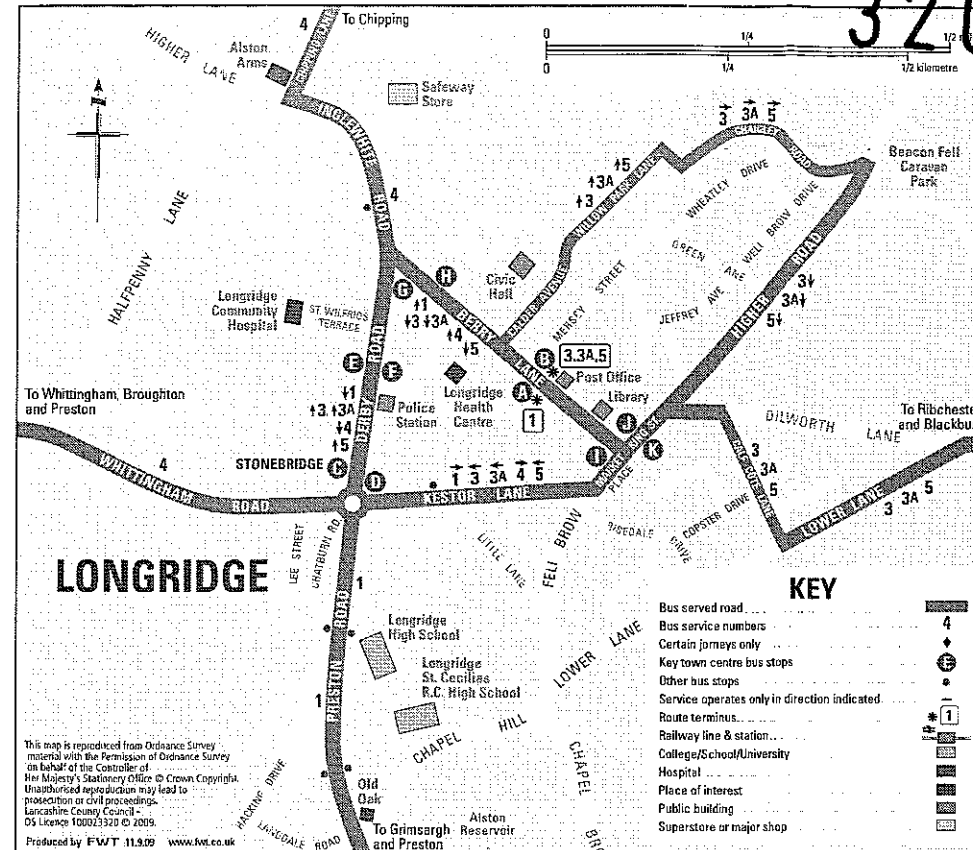
Dial a Bus/
Dial a Ride Services

Ribble Valley
Telephone: 01200 444484
Fax: 01200 429590
Booking Line Monday-Friday 9 00am-5 00pm

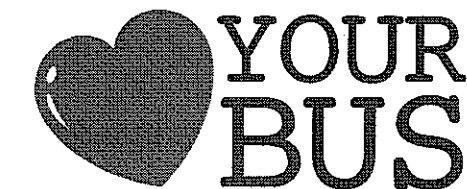
Community Car Schemes

Ribble Valley
Telephone: 01772 516208
Fax: 01772 251638
Booking Line Monday-Friday 8.30am-4.30pm

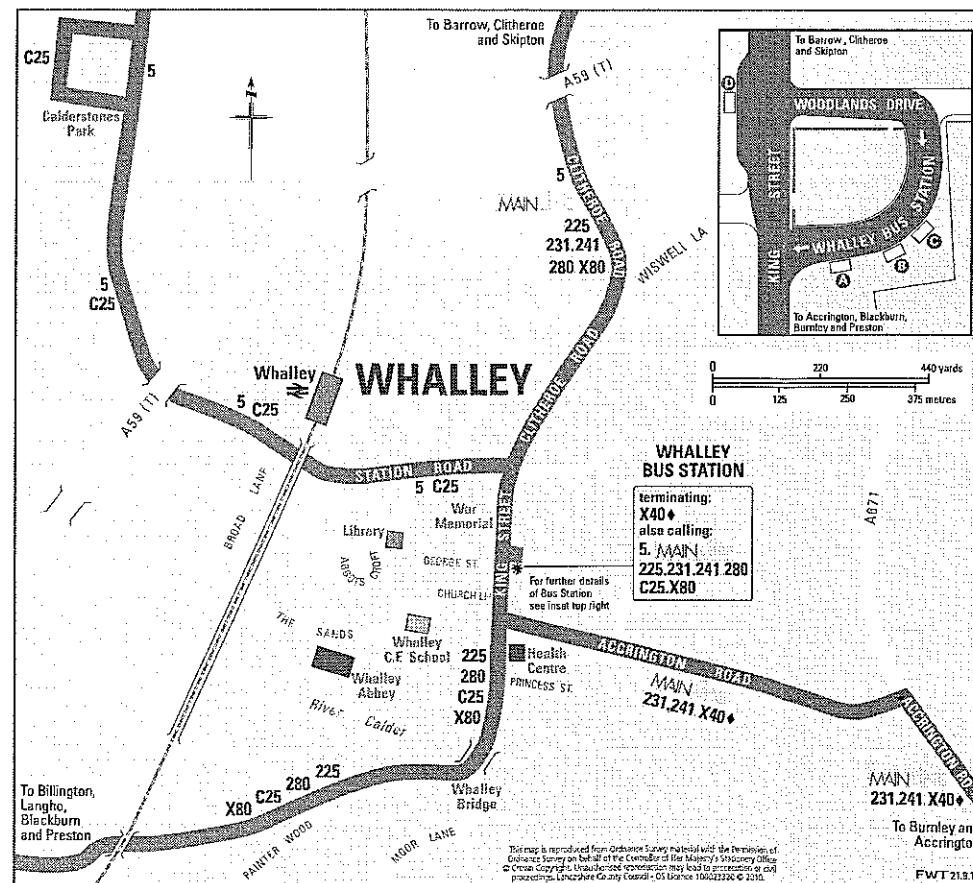
boarding your bus in longridge town centre



Destination	Services	TC Stops
B Broughton	4	B, C, E, H, J
C Chipping	4	A, I
Clitheroe	5	B, C, E, H, J
G Goosnargh	4	A, D, F, G, I
Grimsargh	1	A, D, F, G, I
H Hurst Green	5	B, C, E, H, J
K Knowle Green	5	B, C, E, H, J
P Preston	1	A, D, F, G, I
	4	A, D, F, G, I
R Ribblesdale	1	A, D, F, G, I
Ribchester	3, 3A	B, C, E, H, J
	5	B, C, E, H, J
Royal Blackburn Hospital	3, 3A	B, C, E, H, J
Royal Preston Hospital	4	A, D, F, G, I
S Salesbury	3, 3A	B, C, E, H, J
T Thornley	4	A, I
W Whalley	5	B, C, E, H, J
Whittingham	4	A, D, F, G, I
Wilpshire	3, 3A	B, C, E, H, J



boarding your bus in whalley town centre



Destination	Services	TC Stops
A Accrington	231, 241, X40	B
B Barnoldswick	MAIN	C
	280	D
Billington	225, 280, C25, X80	A
Blackburn	225, C25	A
Blackburn Royal Hospital	241	B
Bolton	225	A
Brockhall Village	C25	A
Burnley	MAIN	C
C Calderstones Park	C25	D
Chatburn	280, X80	D
Clayton-le-Dale	280, X80	A
	C25	A
Clayton-le-Moors	231, 241, X40	B
Clitheroe	5	C, D
	225, 231, 241, 280, C25, X80	D
	MAIN	
Clitheroe Hospital	280, X80	D
Colne	MAIN	C
D Darwen	225	A
Dinckley	C25	A
G Gisburn	280, X80	D
Gt. Harwood	221, 241, X40	B
H Hurst Green	5	A, D
K Knowle Green	5	A, D
L Langho	225, 280, X80	A
Longridge	5	A, D
Low Moor	C25	D
M Manchester	X40	B
Mellor Brook	280, X80	A
Milton	5	C, D
	C25	D
N Nelson	MAIN	C
P Padiham	MAIN	C
Preston	280, X80	A
R Read	MAIN	C
Ribchester	5	A, D
Roefield Leisure Centre	C25	D
S Simonstone	MAIN	C
Skipton	280, X80	D
W Wilpshire	225	A

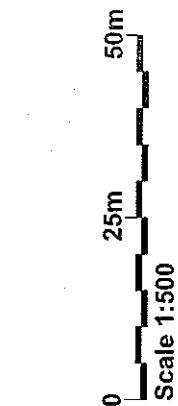
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TRAVELWISE
Lancashire

Briery Homes
Land at Accrington Road, Whalley
Transport Assessment

320120179P

APPENDIX C – Illustrative Site Layout



Bungalow Type A- 29 Units
 Bungalow Type B- 6 Units
 Bungalow Type C- 3 Units

TOTAL 38 Units

PRELIMINARY

Residence	© Harrison & Pitt Architects Ltd
Not to be scaled	Residential Units at Accrington Road
Project	Whalley
	for Briery Homes
Title	PROPOSED SITE PLAN
Drawing number	1637-040 P4 1:500 @ A2 01/12

HARRISON PITT ARCHITECTS

20 CASTLE HILL
 LANCASTER
 LA1 1YN



TEL: 01524 32479
 FAX: 01524 32470
 hpa@hpaarch.co.uk
 www.hpaarch.co.uk

Briery Homes
Land at Accrington Road, Whalley
Transport Assessment

320120179P

APPENDIX D – Proposed Access Junction Layout

320120179P



www.psadesign.co.uk
mail@psadesign.co.uk

PSA
DESIGN

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PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel 01772 786066
Fax 01772 786265

Client	Briery Homes
Job	Land at Accrington Road, Whalley
Title	Proposed Access Arrangement

Drawn	GS	Date	12 Jan 2011
Check		Scale	1:500 @ A3
Appr.			

Drwg No.
T1528/01

Rev.

Briery Homes
Land at Accrington Road, Whalley
Transport Assessment

320120179P

APPENDIX E – TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS

VEHICLESSelected regions and areas:

02 SOUTH EAST	
KC KENT	2 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
09 NORTH	
DH DURHAM	1 days
TW TYNE & WEAR	2 days

320120179P

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 33 to 66 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 17/12/09

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	4 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	4
No Sub Category	2

LIST OF SITES relevant to selection parameters

- | | | | |
|----------|---|-------------------------------------|------------------------|
| 1 | CA-03-N-01 | RETIREMENT FLATS, P. BORO | CAMBRIDGESHIRE |
| | HEDDA DRIVE
HAMPTON HARGATE
PETERBOROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 50 | | |
| 2 | DH-03-N-01 | RETIREMENT FLATS, DURHAM | DURHAM |
| | A690 LEAZES ROAD

DURHAM
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 43 | | |
| 3 | KC-03-N-03 | RETIREMENT FLATS, GRAVESEND | KENT |
| | WEST STREET
NTH G'SEND RIVERSIDE
GRAVESEND
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 66 | | |
| 4 | KC-03-N-04 | RETIREMENT FLATS, GRAVESEND | KENT |
| | WEST STREET
NTH G'SEND RRIVERSIDE
GRAVESEND
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 46 | | |
| 5 | SH-03-N-01 | RETIREMNT FLATS, SHREWSBURY | SHROPSHIRE |
| | LONGDEN ROAD
BELLE VUE
SHREWSBURY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 57 | | |
| 6 | TW-03-N-01 | RETIREMENT FLATS, N. SHIELDS | TYNE & WEAR |
| | BRABOURNE GARDENS

NORTH SHIELDS
Edge of Town
No Sub Category
Total Number of dwellings: 33 | | |
| 7 | TW-03-N-02 | RETIREMENT FLATS, N. SHIELDS | TYNE & WEAR |
| | BRABOURNE GARDENS

NORTH SHIELDS
Edge of Town
No Sub Category
Total Number of dwellings: 36 | | |

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

320120179P

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No Days	Ave. DWELLS	Trip Rate	No Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	47	0.036	7	47	0.042	7	47	0.078
08:00 - 09:00	7	47	0.024	7	47	0.045	7	47	0.069
09:00 - 10:00	7	47	0.045	7	47	0.054	7	47	0.099
10:00 - 11:00	7	47	0.063	7	47	0.066	7	47	0.129
11:00 - 12:00	7	47	0.085	7	47	0.073	7	47	0.158
12:00 - 13:00	7	47	0.085	7	47	0.097	7	47	0.182
13:00 - 14:00	7	47	0.066	7	47	0.069	7	47	0.135
14:00 - 15:00	7	47	0.045	7	47	0.066	7	47	0.111
15:00 - 16:00	7	47	0.073	7	47	0.079	7	47	0.152
16:00 - 17:00	7	47	0.109	7	47	0.063	7	47	0.172
17:00 - 18:00	7	47	0.057	7	47	0.045	7	47	0.102
18:00 - 19:00	7	47	0.042	7	47	0.033	7	47	0.075
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.730			0.732			1.462

Parameter summary

Trip rate parameter range selected: 33 - 66 (units:)
 Survey date date range: 01/01/03 - 17/12/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	2 days
03 SOUTH WEST	
CW CORNWALL	2 days
DC DORSET	1 days
GS GLOUCESTERSHIRE	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
SF SUFFOLK	2 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
LE LEICESTERSHIRE	1 days
LN LINCOLNSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	2 days
ST STAFFORDSHIRE	1 days
WM WEST MIDLANDS	3 days
WO WORCESTERSHIRE	3 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	3 days
08 NORTH WEST	
CH CHESHIRE	2 days
LC LANCASHIRE	1 days
09 NORTH	
CB CUMBRIA	3 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 9 to 150 (units:)

320120179P

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 18/10/11

Selected survey days:

Monday	6 days
Tuesday	11 days
Wednesday	4 days
Thursday	6 days
Friday	4 days

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	15
Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	23
Out of Town	1
No Sub Category	7

LIST OF SITES relevant to selection parameters

- | | | |
|----------|--|-----------------------|
| 1 | BD-03-A-01 SEMI DETACHED, LUTON
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131 | BEDFORDSHIRE |
| 2 | BD-03-A-02 SEMI DETACHED, LUTON
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82 | BEDFORDSHIRE |
| 3 | CA-03-A-04 DETACHED, PETERBOROUGH

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9 | CAMBRIDGESHIRE |
| 4 | CB-03-A-02 SEMI DETACHED, WORKINGTON
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40 | CUMBRIA |
| 5 | CB-03-A-03 SEMI DETACHED, WORKINGTON
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40 | CUMBRIA |
| 6 | CB-03-A-04 SEMI DETACHED, WORKINGTON
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82 | CUMBRIA |
| 7 | CH-03-A-05 DETACHED, CREWE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17 | CHESHIRE |
| 8 | CH-03-A-06 SEMI-DET./BUNGALOWS, CREWE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129 | CHESHIRE |
| 9 | CW-03-A-01 TERRACED, PENZANCE
ALVERTON ROAD

PENZANCE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 13 | CORNWALL |

LIST OF SITES relevant to selection parameters (Cont.)

- | | | | |
|-----------|--|--------------------------------------|------------------------|
| 10 | CW-03-A-02 | SEMI D./DETACHED, TRURO | CORNWALL |
| | BOSVEAN GARDENS | | |
| | TRURO | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 73 | |
| 11 | DC-03-A-01 | DETACHED, POOLE | DORSET |
| | ISAACS CLOSE | | |
| | POOLE | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 51 | |
| 12 | DS-03-A-01 | SEMI D./TERRACED, DRONFIELD | DERBYSHIRE |
| | THE AVENUE | | |
| | HOLMESDALE | | |
| | DRONFIELD | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 20 | |
| 13 | GS-03-A-01 | SEMI D./TERRACED, GLOUCESTER | GLOUCESTERSHIRE |
| | KINGSHOLM ROAD | | |
| | KINGSHOLM | | |
| | GLOUCESTER | | |
| | Edge of Town Centre | | |
| | No Sub Category | | |
| | Total Number of dwellings: | 73 | |
| 14 | LC-03-A-22 | BUNGALOWS, BLACKPOOL | LANCASHIRE |
| | CLIFTON DRIVE NORTH | | |
| | BLACKPOOL | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 98 | |
| 15 | LE-03-A-01 | DETACHED, MELTON MOWBRAY | LEICESTERSHIRE |
| | REDWOOD AVENUE | | |
| | MELTON MOWBRAY | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 11 | |
| 16 | LN-03-A-01 | MIXED HOUSES, LINCOLN | LINCOLNSHIRE |
| | BRANT ROAD | | |
| | BRACEBRIDGE | | |
| | LINCOLN | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 150 | |
| 17 | NY-03-A-01 | MIXED HOUSES, NORTHALLERTON | NORTH YORKSHIRE |
| | GRAMMAR SCHOOL LANE | | |
| | NORTHALLERTON | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 52 | |
| 18 | NY-03-A-03 | PRIVATE HOUSING, BOROUGHBIDGE | NORTH YORKSHIRE |
| | NEW ROW | | |
| | BOROUGHBIDGE | | |
| | Edge of Town Centre | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 14 | |

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LIST OF SITES relevant to selection parameters (Cont.)

19	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD	
		RIPON	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	71
20	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK
		A1156 FELIXSTOWE ROAD	
		RACECOURSE	
		IPSWICH	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	77
21	SF-03-A-03	MIXED HOUSES, BURY ST EDMUNDS	SUFFOLK
		BARTON HILL	
		FORNHAM ST MARTIN	
		BURY ST EDMUNDS	
		Edge of Town	
		Out of Town	
		Total Number of dwellings:	101
22	SH-03-A-03	DETACHED, SHREWSBURY	SHROPSHIRE
		SOMERBY DRIVE	
		BICTON HEATH	
		SHREWSBURY	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	10
23	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE
		ST MICHAEL'S STREET	
		SHREWSBURY	
		Suburban Area (PPS6 Out of Centre)	
		No Sub Category	
		Total Number of dwellings:	108
24	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE
		WATERMEET GROVE	
		ETRURIA	
		STOKE-ON-TRENT	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	14
25	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
		MAPLE DRIVE	
		WOOTTON BASSETT	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	99
26	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS
		FOLESHILL ROAD	
		FOLESHILL	
		COVENTRY	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	79
27	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE	WEST MIDLANDS
		HEATH STREET	
		STOURBRIDGE	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	12

LIST OF SITES relevant to selection parameters (Cont.)**28 WM-03-A-03 MIXED HOUSING, COVENTRY**

BASELEY WAY
 ROWLEYS GREEN
 COVENTRY
 Edge of Town
 Residential Zone

Total Number of dwellings: 84

29 WO-03-A-01 DETACHED, BROMSGROVE

MARLBOROUGH AVENUE
 ASTON FIELDS
 BROMSGROVE
 Suburban Area (PPS6 Out of Centre)
 Residential Zone

Total Number of dwellings: 10

30 WO-03-A-02 SEMI DETACHED, REDDITCH

MEADOWHILL ROAD

REDDITCH

Edge of Town
 No Sub Category

Total Number of dwellings: 48

31 WO-03-A-03 DETACHED, KIDDERMINSTER

BLAKEBROOK
 BLAKEBROOK
 KIDDERMINSTER
 Suburban Area (PPS6 Out of Centre)
 Residential Zone

Total Number of dwellings: 138

WEST MIDLANDS

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WORCESTERSHIRE**WORCESTERSHIRE****WORCESTERSHIRE**

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	31	62	0.070	31	62	0.290	31	62	0.360
08:00 - 09:00	31	62	0.171	31	62	0.398	31	62	0.569
09:00 - 10:00	31	62	0.197	31	62	0.239	31	62	0.436
10:00 - 11:00	31	62	0.166	31	62	0.206	31	62	0.372
11:00 - 12:00	31	62	0.200	31	62	0.190	31	62	0.390
12:00 - 13:00	31	62	0.216	31	62	0.184	31	62	0.400
13:00 - 14:00	31	62	0.210	31	62	0.198	31	62	0.408
14:00 - 15:00	31	62	0.209	31	62	0.201	31	62	0.410
15:00 - 16:00	31	62	0.295	31	62	0.235	31	62	0.530
16:00 - 17:00	31	62	0.338	31	62	0.210	31	62	0.548
17:00 - 18:00	31	62	0.378	31	62	0.229	31	62	0.607
18:00 - 19:00	31	62	0.276	31	62	0.210	31	62	0.486
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.726			2.790			5.516

Parameter summary

Trip rate parameter range selected: 9 - 150 (units:)
 Survey date range: 01/01/03 - 18/10/11
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0