



DTPC

Report No. J348/TS
February 2015

Residential development at Mill Lane, Gisburn

TRANSPORT STATEMENT



Residential development at Mill Lane, Gisburn

CONTROLLED DOCUMENT

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	<i>Name</i>	<i>Signature</i>	<i>Date</i>
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Residential development at Mill Lane, Gisburn

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1. INTRODUCTION

DTPC has been appointed by Avalon Town Planning on behalf of Ribblesdale Park in support of a planning application for the development of their Mill Lane site, a greenfield plot NW of the town centre.

The proposals includes for the erection of 3 residential units including a new access and associated hard and soft landscaping and a 200% off-street parking provision.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the future planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

The report is based on scoping discussions with LCC.

The report shows that there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development***, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole***; or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable***

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities ***to maximise sustainable transport solutions will vary from urban to rural areas***.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure***;
- ***safe and suitable access to the site can be achieved for all people***; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. ***Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.***

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be

maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

Ribble Valley Local Plan and Core Strategy Consultation Transport Criteria

The Ribble Valley Plan Sets out detailed policies and specific proposals for the development and use of land in the area. The current Local Plans was adopted by the Council in 1998 and is currently undergoing review.

A number of policies have been “saved” under the Local Development Framework. Policy T1 ‘Development Proposals’ in the Local Plan has the same criteria as the “Key Statement DMG3” Transport and Mobility in Appendix 4 of the Core Strategy Consultation document. It states that the local planning authority will attach considerable weight to these criteria when making decisions on the development proposals.

The eight points of the criteria are set out below.

1: The availability and adequacy of public transport to serve those moving to and from the development.

2: The relationship of the site to primary route network:

3: The provision made for access to the development by pedestrian, cyclist and those with reduced mobility.

4: Proposals which promote development with the existing developed areas at locations which are highly accessible by means other than the private car.

5: Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.

6: Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their visibility.

7: Proposals which locate developments in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly.

8: Proposals which limit parking provision for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.

The Ribble Valley Core Strategy Consultation Document and the Local Plan both state that the local planning authority will attach considerable weight to these criteria when making decisions on development proposals.

Subsequent chapters of this report describe the development proposals and surrounding existing facilities such as pedestrian footways, public transport services, cycle ways etc and sets out the development proposals comply with the guidelines and policies detailed above.

Summary

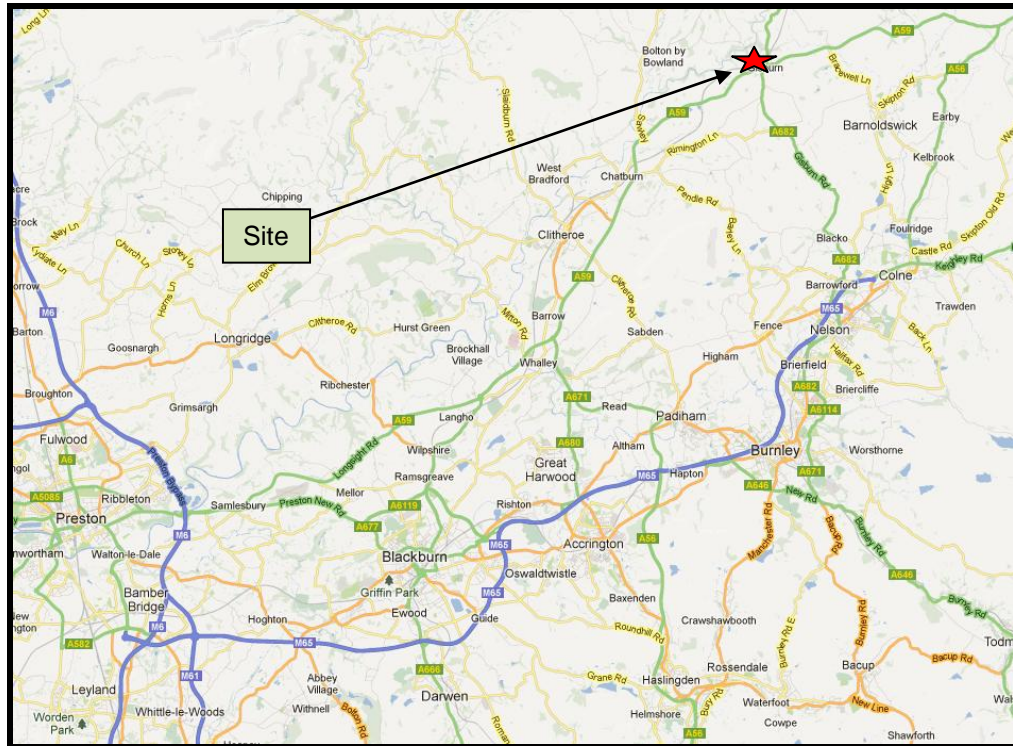
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the local community relative to the location of the residential units.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

3. SITE DESCRIPTION

Site location context

The proposed development site is located to the north east of Clitheroe (approximately 1km from the town centre). The site is located on Chatburn Road which is NE of the town centre which connects to the A59 to the east and Pimlico Road to the west at a roundabout junction.



Wider and local area context





Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage and locally has a 60mph as it crosses the site frontage towards the NW.

The area has a typical traffic flow characteristic associated with an uncongested rural area i.e. low flows with no major differences in the peak hours in terms of tidality.

The site frontage is shown below.



Approach to site from NW and SW

The frontage has no footpaths alongside the carriageway and shows the downhill incline.



View of existing leisure site access point and uphill incline.



View of approach to top of rise travelling NW



View of bend at proposed footpath connection from road and overleaf from footpath



Straight section running north showing speed limit change location



View towards junction with the A59 thorough speed limit change



Approach from east side showing refuge and ghost island preventing overtaking



Sight line of junction with A59 looking left and right

Safety review along frontage

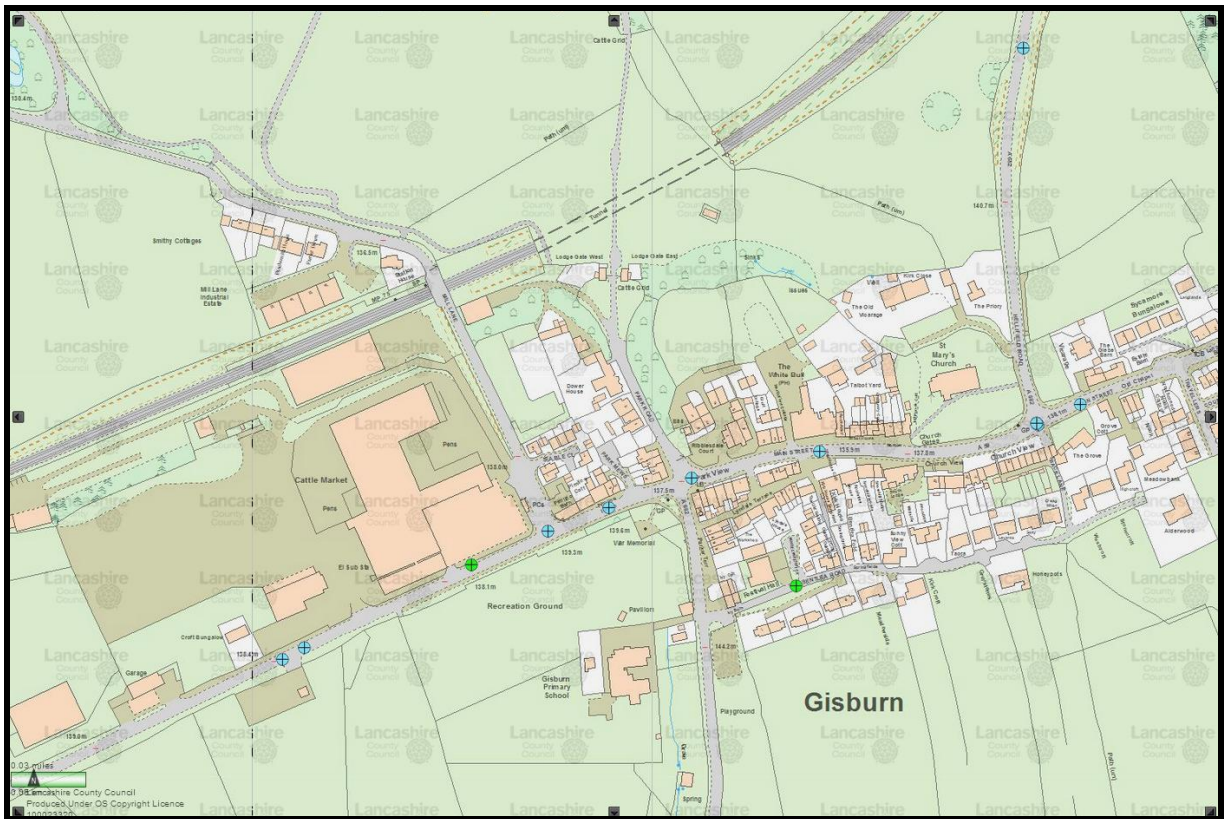
Access to the national data base has been undertaken for verified records and the resultant mapping shown below.

The results show that over the past 5 years the area along the site frontage has had no accidents recorded.

Mill Lane has no recorded accidents from the site to the A59 junction indicating that the route although constrained operates safely.

The A59 has a number of slight accidents along its length through the village at other junctions. The rate is approximately 2 per year however no clusters are evident and the events are spread along the link.

Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network along the site frontage.



Overall the accidents would not be seen as a trend that would enable actions to be undertaken.


Volumes

Automatic Classified Counts, Gisburn

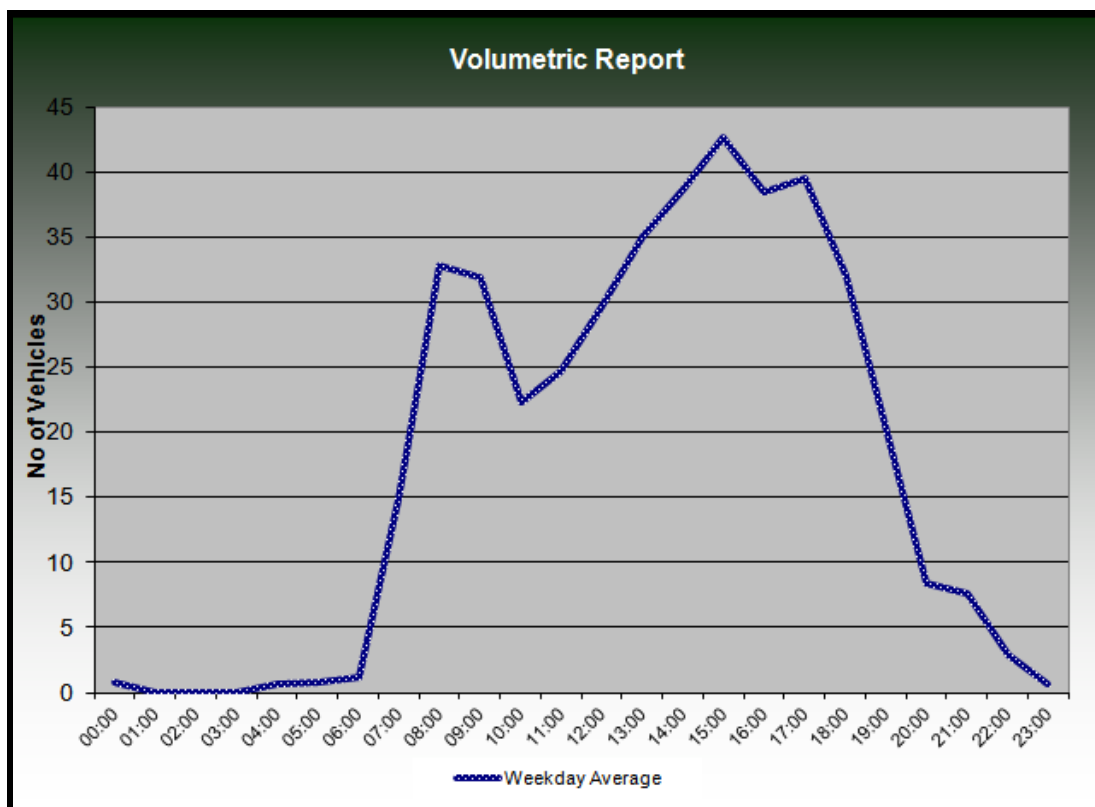
DATE: 26/11/2013 TO 02/12/2013

LOCATION: MILL LANE (NORTH SITE)

Direction : WESTBOUND

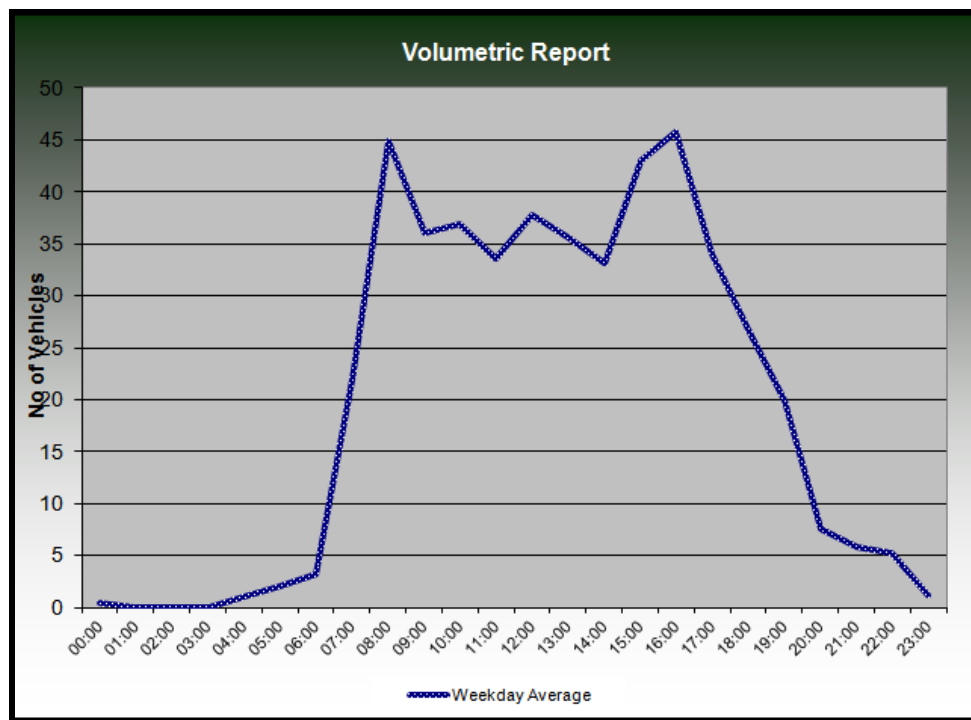


TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday			
	26/11/2013	27/11/2013	28/11/2013	29/11/2013	30/11/2013	01/12/2013	02/12/2013			
0:00 - 1:00	3	0	0	1	0	0	0	1	1	
1:00 - 2:00	0	2	0	0	0	2	0	0	1	
2:00 - 3:00	0	0	0	0	0	2	0	0	0	
3:00 - 4:00	0	0	0	0	0	3	0	0	0	
4:00 - 5:00	0	0	2	0	0	1	1	1	1	
5:00 - 6:00	2	2	0	2	1	0	1	1	1	
6:00 - 7:00	4	0	1	2	0	1	2	1	1	
7:00 - 8:00	13	18	17	13	3	3	13	15	11	
8:00 - 9:00	35	32	36	30	8	8	31	33	26	
9:00 - 10:00	25	28	26	34	2	18	46	32	26	
10:00 - 11:00	19	31	22	22	10	21	17	22	20	
11:00 - 12:00	16	26	26	21	23	30	34	25	25	
12:00 - 13:00	23	25	38	26	43	28	36	30	31	
13:00 - 14:00	35	33	60	24	37	30	23	35	35	
14:00 - 15:00	41	46	57	21	38	33	28	39	38	
15:00 - 16:00	38	43	53	32	49	38	47	43	43	
16:00 - 17:00	41	36	55	21	37	23	39	38	36	
17:00 - 18:00	40	35	70	16	19	17	36	39	33	
18:00 - 19:00	37	31	51	11	21	15	30	32	28	
19:00 - 20:00	15	25	37	5	23	5	20	20	19	
20:00 - 21:00	6	10	19	1	7	9	7	8	8	
21:00 - 22:00	3	7	20	1	13	10	8	8	9	
22:00 - 23:00	5	1	4	0	8	1	4	3	3	
23:00 - 0:00	1	2	2	0	4	0	1	1	1	
7-19	363	384	511	271	290	264	380	382	352	
6-22	391	426	588	280	333	289	417	419	389	
6-24	397	429	594	280	345	290	422	423	394	
0-24	402	433	596	283	346	298	424	425	397	



The above flows are away from town/A59 across the site frontage.

Automatic Classified Counts, Gisburn									
DATE: 26/11/2013 TO 02/12/2013									
LOCATION: MILL LANE (NORTH SITE)									
Direction : EASTBOUND									
TIME PERIOD	VEHICLE VOLUMES								
	Tuesday 26/11/2013	Wednesday 27/11/2013	Thursday 28/11/2013	Friday 29/11/2013	Saturday 30/11/2013	Sunday 01/12/2013	Monday 02/12/2013	Weekday Average	Week Average
0:00 - 1:00	0	0	1	0	1	12	2	0	2
1:00 - 2:00	0	1	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	4	0	0	1
4:00 - 5:00	0	0	3	1	0	0	1	1	1
5:00 - 6:00	5	4	1	5	1	0	2	2	3
6:00 - 7:00	10	9	9	6	4	1	11	3	7
7:00 - 8:00	21	20	27	20	8	5	22	22	18
8:00 - 9:00	46	44	44	43	21	11	48	45	37
9:00 - 10:00	24	31	33	50	42	23	42	36	35
10:00 - 11:00	20	24	27	52	48	32	62	37	38
11:00 - 12:00	38	34	33	28	39	46	35	34	36
12:00 - 13:00	35	40	50	30	44	36	34	38	38
13:00 - 14:00	31	34	60	35	55	51	18	36	41
14:00 - 15:00	28	32	46	25	37	39	35	33	35
15:00 - 16:00	38	42	50	44	38	47	41	43	43
16:00 - 17:00	35	32	70	53	46	31	39	46	44
17:00 - 18:00	24	29	63	25	30	31	29	34	33
18:00 - 19:00	33	16	47	14	12	21	24	27	24
19:00 - 20:00	15	17	27	23	18	14	18	20	19
20:00 - 21:00	5	9	8	11	6	7	5	8	7
21:00 - 22:00	4	5	8	5	3	6	7	6	5
22:00 - 23:00	4	2	5	9	15	1	6	5	6
23:00 - 0:00	2	0	0	4	6	4	2	1	3
7-19	373	378	550	419	420	373	429	430	420
6-22	407	418	602	464	451	401	470	466	459
6-24	413	420	607	477	472	406	478	473	468
0-24	418	425	612	483	474	422	483	476	474



The flows above are towards the centre/A59.

Overall the flows are higher inbound to the centre/A59 and marginally higher in the peak periods.

Speeds

Automatic Classified Counts, Gisburn							
DATE: 26/11/2013 TO 02/12/2013							
LOCATION: MILL LANE (NORTH SITE)							
Direction : WESTBOUND							
TIME PERIOD	85TH PERCENTILE						
	Tuesday 26/11/2013	Wednesday 27/11/2013	Thursday 28/11/2013	Friday 29/11/2013	Saturday 30/11/2013	Sunday 01/12/2013	Monday 02/12/2013
0:00 - 1:00	35.0	-	-	26.0	-	-	-
1:00 - 2:00	-	-	-	-	-	28.6	-
2:00 - 3:00	-	-	-	-	-	32.4	-
3:00 - 4:00	-	-	-	-	-	31.8	-
4:00 - 5:00	-	-	25.8	-	-	24.0	30.0
5:00 - 6:00	35.0	-	-	23.0	-	-	-
6:00 - 7:00	28.0	-	-	29.0	-	29.0	-
7:00 - 8:00	26.8	29.2	31.1	31.1	32.2	26.8	35.8
8:00 - 9:00	31.3	31.3	33.2	30.5	32.8	30.3	30.4
9:00 - 10:00	29.6	28.3	32.2	30.3	-	30.9	31.2
10:00 - 11:00	31.6	29.1	39.4	32.4	33.8	31.5	34.6
11:00 - 12:00	31.3	27.9	31.2	32.7	29.6	30.6	30.6
12:00 - 13:00	30.5	29.3	30.9	30.1	30.5	32.3	29.9
13:00 - 14:00	30.6	29.9	28.7	33.5	31.7	31.0	30.7
14:00 - 15:00	29.8	30.8	31.7	32.7	33.2	29.8	31.3
15:00 - 16:00	31.1	33.3	32.6	33.5	31.6	31.1	30.2
16:00 - 17:00	30.8	30.7	31.6	30.2	28.4	29.5	31.6
17:00 - 18:00	30.4	32.1	31.6	30.7	37.7	28.7	31.5
18:00 - 19:00	30.7	30.6	33.3	30.2	29.5	31.7	31.8
19:00 - 20:00	32.9	30.8	33.5	32.4	33.5	33.5	33.0
20:00 - 21:00	31.9	31.6	33.4	-	34.7	30.9	34.8
21:00 - 22:00	29.0	31.2	30.8	-	31.2	29.2	27.0
22:00 - 23:00	30.8	23.0	33.3	-	31.3	26.0	28.7
23:00 - 0:00	-	-	36.0	-	28.1	-	23.0
10-12	31.4	28.5	35.7	32.5	31.1	30.9	32.3
14-16	30.5	32.4	32.0	33.5	32.7	30.7	31.5
0-24	30.8	30.7	32.4	31.7	31.9	30.8	31.5
7 DAY AVERAGE SPEED			27.7				
7 DAY AVERAGE 85th PERCENTILE			31.5				

North West bound the speed is slightly higher than the posted limit of 60 mph.

Automatic Classified Counts, Gisburn							
DATE: 26/11/2013 TO 02/12/2013							
LOCATION: MILL LANE (NORTH SITE)							
Direction : EASTBOUND							
TIME PERIOD	85TH PERCENTILE						
	Tuesday 26/11/2013	Wednesday 27/11/2013	Thursday 28/11/2013	Friday 29/11/2013	Saturday 30/11/2013	Sunday 01/12/2013	Monday 02/12/2013
0:00 - 1:00	-	-	-	-	24.0	27.4	30.0
1:00 - 2:00	-	-	-	-	-	-	-
2:00 - 3:00	-	-	-	-	-	-	-
3:00 - 4:00	-	-	-	-	-	31.3	-
4:00 - 5:00	-	-	24.8	27.0	-	-	30.0
5:00 - 6:00	35.0	-	-	23.0	-	-	-
6:00 - 7:00	28.7	-	-	31.0	31.0	29.0	-
7:00 - 8:00	29.9	27.6	29.5	31.4	31.6	28.6	34.0
8:00 - 9:00	31.4	32.4	30.7	31.6	31.1	29.3	29.9
9:00 - 10:00	29.5	28.3	29.6	27.8	31.7	29.7	30.4
10:00 - 11:00	30.8	28.5	32.1	32.2	33.0	32.1	32.8
11:00 - 12:00	30.4	27.7	29.6	33.7	28.1	30.6	29.1
12:00 - 13:00	30.4	29.4	30.4	29.4	30.0	30.8	29.9
13:00 - 14:00	30.2	29.4	28.1	32.4	31.9	29.7	31.0
14:00 - 15:00	30.3	31.2	30.6	31.7	33.3	29.8	31.7
15:00 - 16:00	30.4	31.3	31.8	32.8	31.3	31.0	28.6
16:00 - 17:00	30.1	28.4	30.5	31.1	28.9	29.7	29.8
17:00 - 18:00	29.8	32.3	31.1	30.4	31.3	29.6	30.1
18:00 - 19:00	31.1	29.5	32.6	31.7	30.1	31.6	31.6
19:00 - 20:00	32.4	29.7	33.3	33.5	33.0	32.7	33.3
20:00 - 21:00	32.9	31.0	33.8	38.4	35.1	31.2	34.3
21:00 - 22:00	29.0	27.3	29.2	32.3	-	31.8	31.9
22:00 - 23:00	32.4	33.9	31.4	30.0	28.3	26.0	29.8
23:00 - 0:00	-	-	-	24.5	26.0	27.5	23.0
10-12	30.5	28.0	30.8	32.7	31.1	31.3	31.6
14-16	30.5	31.5	31.0	32.7	31.6	30.3	31.0
0-24	30.8	30.1	30.9	31.8	31.4	30.6	31.0
7 DAY AVERAGE SPEED			26.3				
7 DAY AVERAGE 85th PERCENTILE			31.0				

Southbound towards the speed limit change the speeds are noticeably less than the speed limit; the design of the sight lines would be based on the speed surveys

Summary

The local network is semi/rural in nature, has few recorded accidents but none in the area of the site access and speeds observed less than the posted limit. There are no link capacity issues, flows are low.

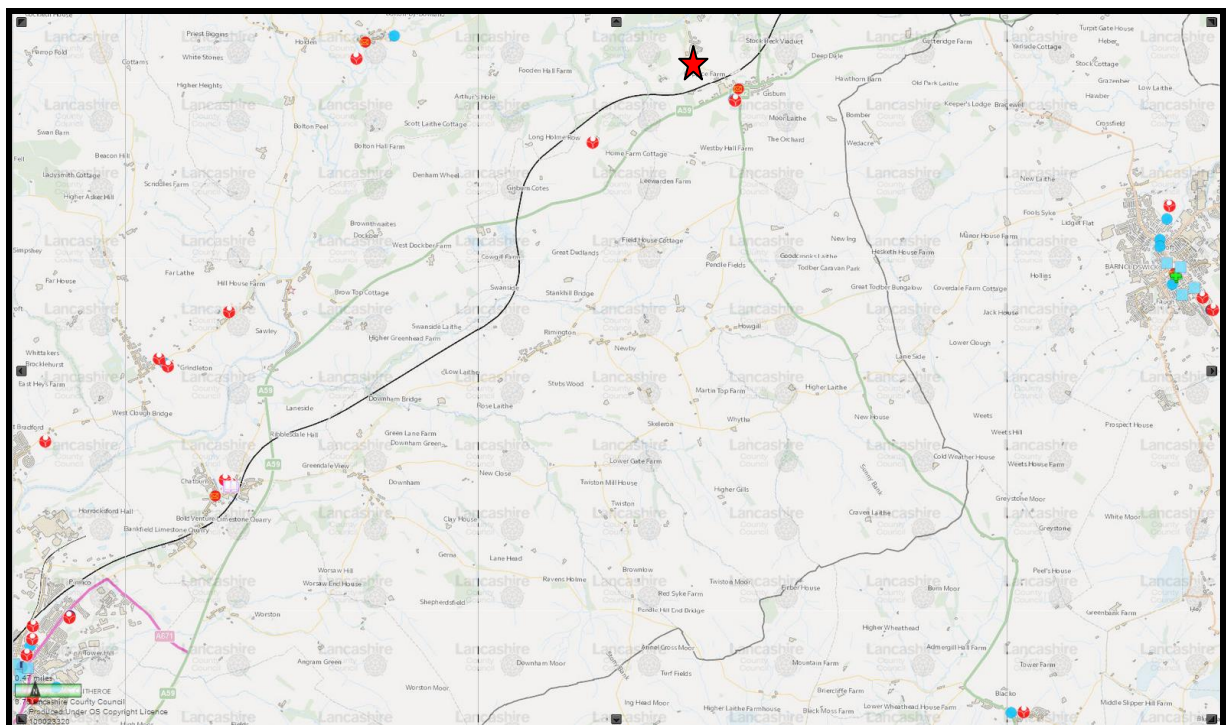
4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. 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.

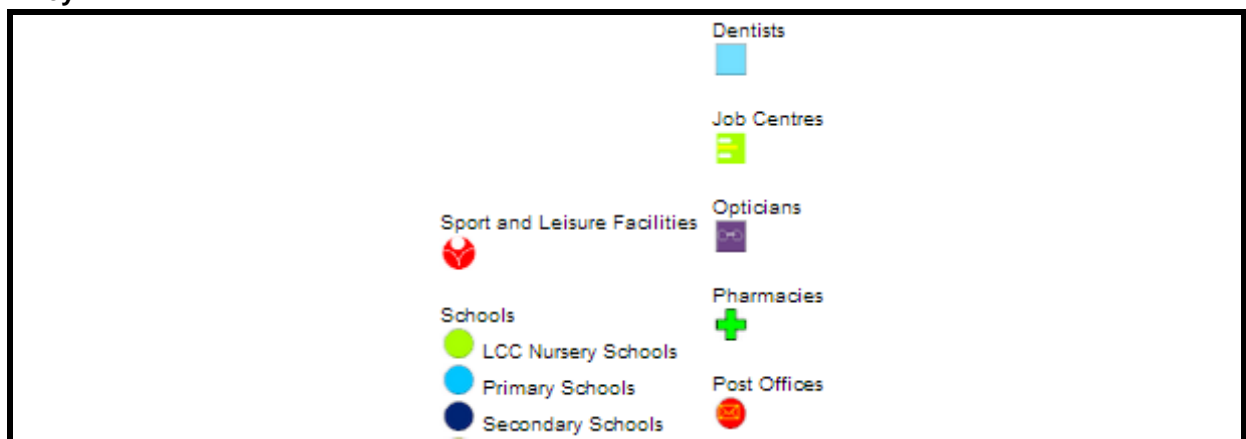
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Facilities



Key



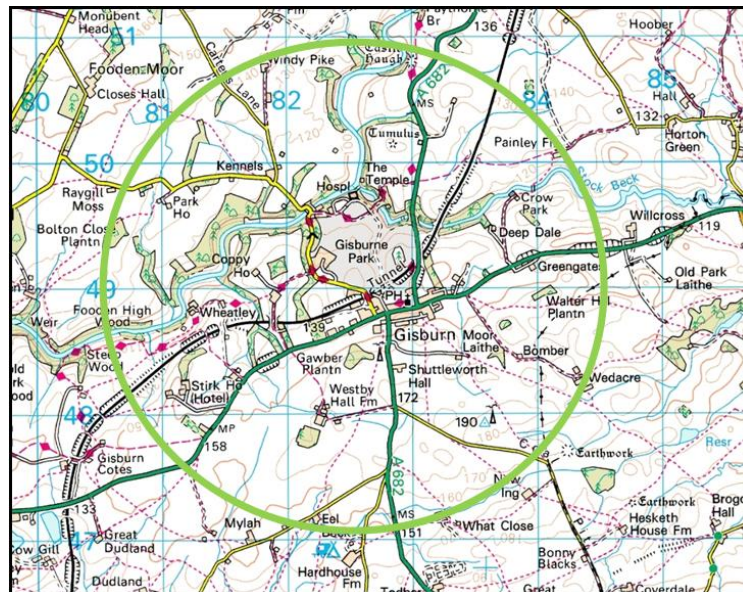
Walking and cycling

The proposed development site is located on the edge of the existing urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

The pedestrian catchment area for the proposed development site extends to cover the local bus routes and services.

Importantly, the 2km distance covers education and shopping facilities and Gisburn centre. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



2km walk distance

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

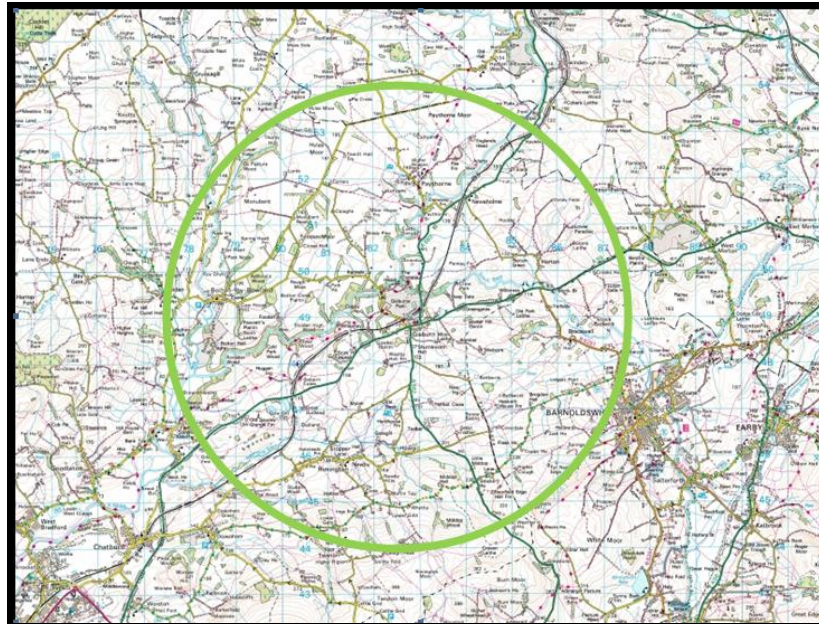
The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the 2km walk catchment also extends to cover the full town centre. There are, therefore, opportunities for travel on foot.

In conclusion, the proposed application site can be considered as being accessible on foot based on its rural setting.

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”

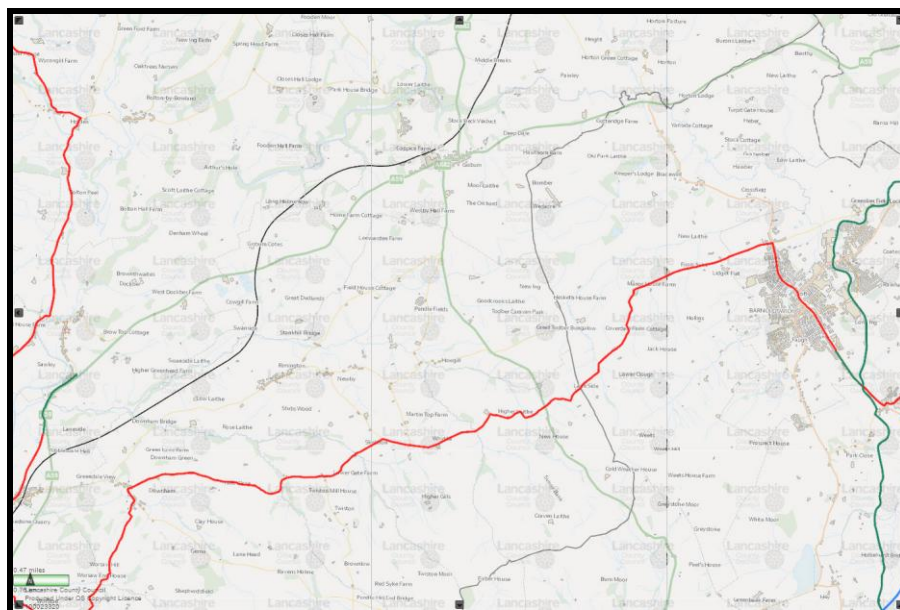
The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used. The 5 km distance is indicated by the green circle on the figure below.



Cycle Catchment

The plan shows the residential/employee rural catchment area within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.



Local cycle routes

The site is some distance from a cycle route that links into the wider regional network but does provide some assistance with cycle opportunities.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

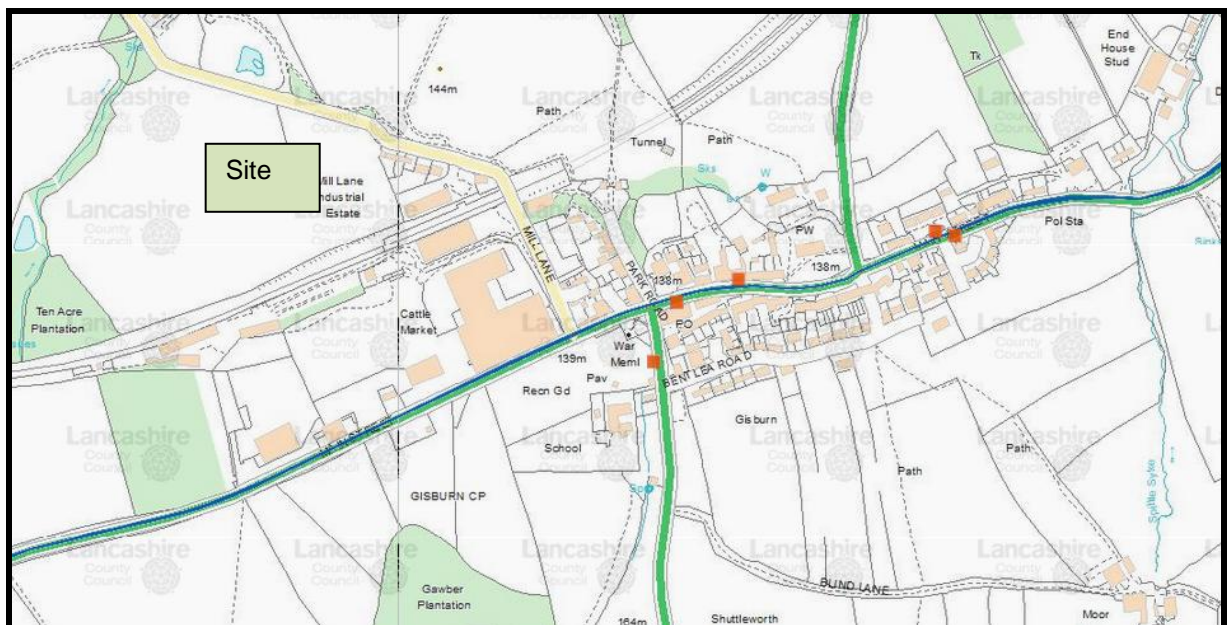
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The bus stops south of the site are approx 600m away over the 400m desirable distance from guidance but within the 800m walk guidance.

The routes/stops and timetable are shown overleaf.

Locally the site is connected to Gisburn centre and thus the wider area, to the east the site connects to Skipton and Burnley areas.

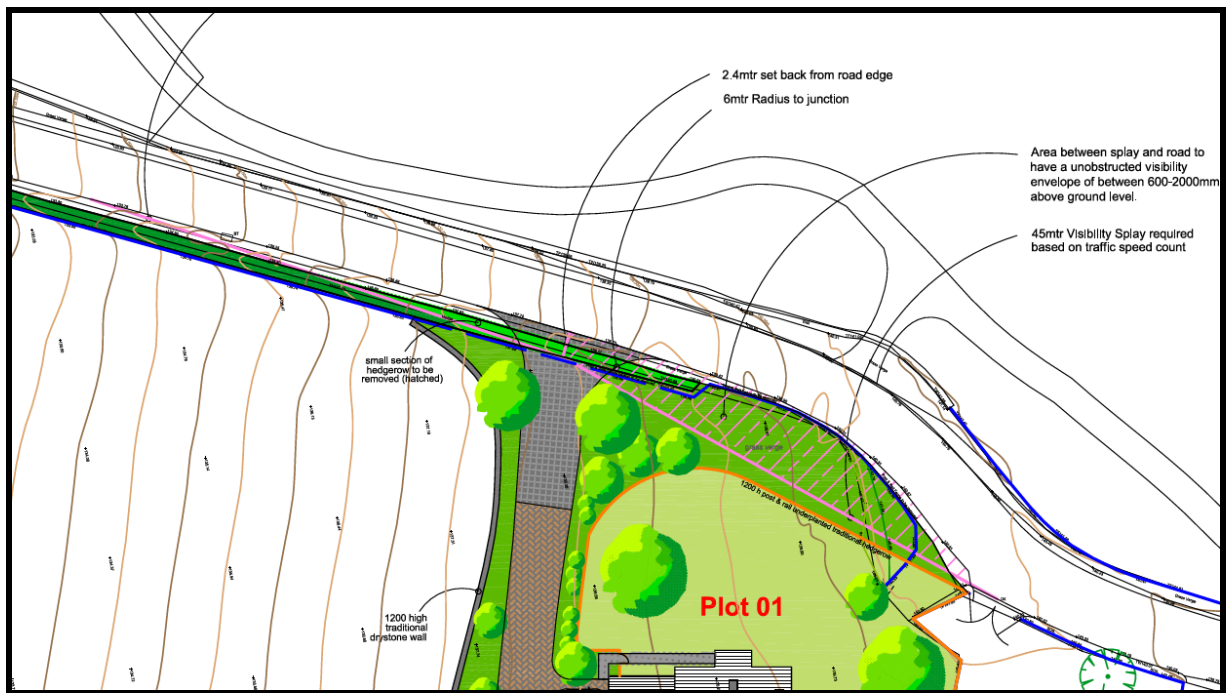


Bus Stop		Journey Times				
Operator		LUL	LUL	LUL	LUL	LUL
Notes		%0	%0	%0	%0	%0
Post Office		0755	---	---	---	---
Interchange Stand 4		0810	1032	1237	1456	1700
Interchange Stand 4		0810	---	---	---	---
Post Office		0816	1038	1243	1502	1706
Travellers Court		0824	1046	1251	1510	1715
Post Office		0830	1050	1256	1515	1720
Bull Inn		0836	1056	1302	1521	1725
Craven College		0841	---	---	---	---
Fire Station		---	1101	1307	1526	1730
Bus Station Stand 4 - Skipton		0850	1105	1310	1530	1734
Monday to Friday		SKIPTON - CLITHEROE				
Bus Stop		Journey Times				
Operator		LUL	LUL	LUL	LUL	LUL
Notes		%0	%0	%0	%0	%0
Bus Station Stand 4 - Skipton		1015	1232	1430	1640	---
Outside Rail Station		1017	1235	1432	---	---
Craven College		---	---	---	1645	---
Bull Inn		1023	1241	1438	1649	---
Post Office		1027	1245	1442	1653	---
Post Office		1034	1252	1449	1700	---
Post Office		1042	1301	1458	1709	---
Interchange Stand 5		1051	1310	1506	1717	---
Saturdays		CLITHEROE - SKIPTON				
Bus Stop		Journey Times				
Operator		LUL	LUL	LUL	LUL	LUL
Notes		%0	%0	%0	%0	%0
Post Office		0755	---	---	---	---
Interchange Stand 4		0808	1024	1234	1448	1656
Interchange Stand 4		0808	---	---	---	---
Post Office		0814	1030	1240	1454	1702
Travellers Court		0822	1039	1249	1503	1710
Post Office		0827	1044	1254	1508	1715
Bull Inn		0833	1050	1300	1514	1721
Fire Station		0838	1055	1305	1519	1726
Bus Station Stand 4 - Skipton		0841	1100	1309	1523	1730
Saturdays		SKIPTON - CLITHEROE				
Bus Stop		Journey Times				
Operator		LUL	LUL	LUL	LUL	LUL
Notes		%0	%0	%0	%0	%0
Bus Station Stand 4 - Skipton		1005	1225	1433	1635	---
Outside Rail Station		1007	1227	1435	1637	---
Bull Inn		1013	1233	1441	1643	---
Post Office		1017	1237	1445	1647	---
Post Office		1025	1244	1452	1654	---
Post Office		1034	1253	1501	1703	---
Interchange Stand 5		1043	1301	1509	1711	---
Sundays		CLITHEROE - SKIPTON				
Bus Stop		Journey Times				
Operator		LUL	LUL	LUL	LUL	LUL
Notes		%2	%2	%2	%2	%2
Interchange Stand 4		0947	1147	1347	1547	---
Post Office		0953	1153	1353	1553	---
Travellers Court		1001	1201	1401	1601	---
Post Office		1006	1206	1406	1606	---
Bull Inn		1011	1211	1411	1611	---
Fire Station		1016	1216	1416	1616	---
Bus Station Stand 4 - Skipton		1020	1220	1420	1620	---
Sundays		SKIPTON - CLITHEROE				
Bus Stop		Journey Times				
Operator		LUL	LUL	LUL	LUL	LUL
Notes		%2	%2	%2	%2	%2
Bus Station Stand 4 - Skipton		1035	1235	1435	1635	---
Outside Rail Station		1037	1237	1437	1637	---
Bull Inn		1042	1242	1442	1642	---
Post Office		1046	1246	1446	1646	---
Travellers Court		1053	1253	1453	1653	---
Post Office		1101	1301	1501	1701	---
Interchange Stand 5		1108	1308	1508	1708	---

The proposed application site is therefore considered as being accessible by bus

Summary

The site is thus well place to provide alternative modes of travel than the car for both local trip needs and wide trips via bus.



The access would be 5.5 m wide reducing to 4.8m and 6m radii.

Car parking

Parking for the residential units will accord with the council's current guidance. .

Trip generation and impacts

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

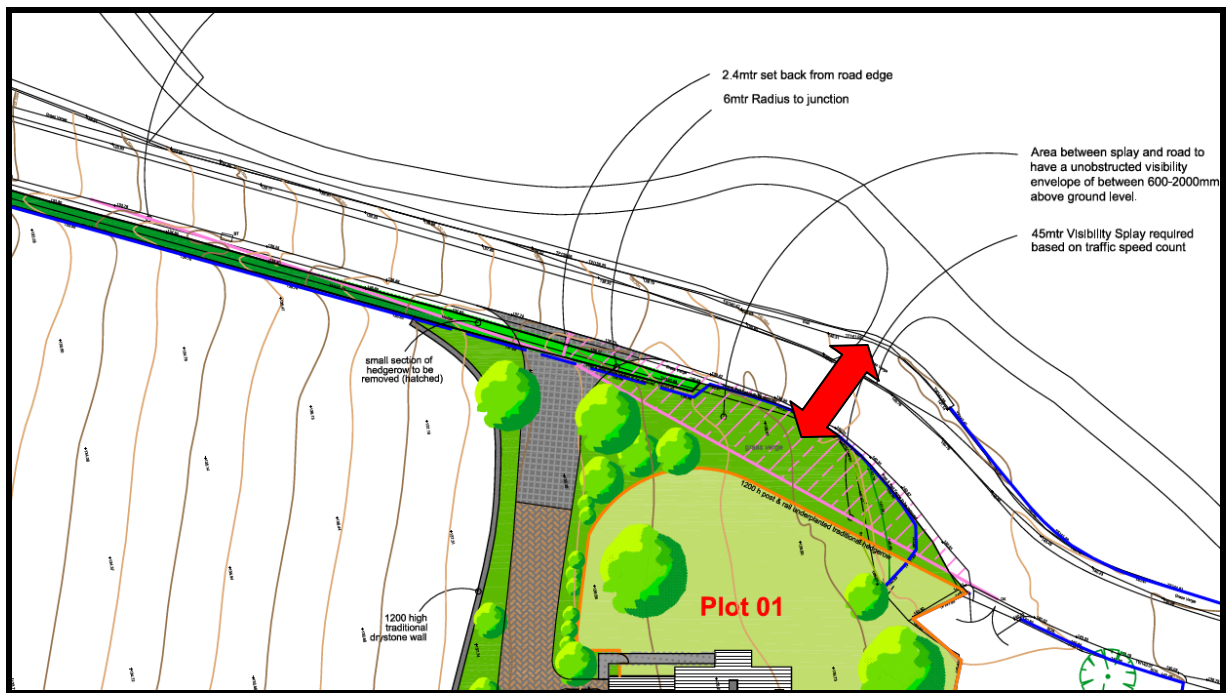
"...the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism...."

The above notwithstanding GTA does suggest that threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be required. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

The likely number of trips that will be generated by the residential uses based on the above 3 two way trips in the peak i.e. much lower than the 30 two way vehicle trips threshold, as defined in the GTA, in either of the weekday traditional peak hours.

In addition the councils threshold for residential schemes is for 50 units and above. Given this it is concluded that the need for the development to be assessed in terms of its impact on the capacity and delay of the network is not required.

Walk route and mitigation



The above plan shows that the site will have a footpath to the east side crossing Mill Lane to access the estates internal route as shown.

From the second gate way point the path then runs along the lane over the bridge with a 4.8m width i.e. car plus HGV can pass.

Alternatively the walkers can continue along the internal estate routes to Park Road which is a shared space linking to the village centre/bus stops.

Impact during Construction

The delivery of materials to and from the site will form a large component of the traffic generated by the construction process. A routeing strategy will be developed closer to the time of construction, based upon the principle of using appropriate major roads.

Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area. This daily programme will seek to ensure that the timing of the arrival and departure of construction vehicles is managed so as to try and minimise the number of vehicles on the immediate local highway

The exact routes used by construction traffic will depend upon the sourcing of materials and the destination of any spoil removed from the site. These details will be agreed between the contractor and the Council prior to commencement of the works and signed where appropriate.

These can be detailed and agreed as part of the Construction Management plan.

During construction, the site will be secured so that it will only be accessible to construction workers and vehicles. This will be the case both when there is activity on-site, and also when the site is unmanned. Access to the site will be gated and controlled to ensure the potential for vandalism is minimised. All vehicles waiting to enter the site will be provided with sufficient stacking space to wait off the highway to minimise disruption to traffic.

6. SUMMARY

The scheme accords with local and national policy to work towards reducing trips whilst acknowledging the sites rural location.

The layout accords with good practice.

The site is a sustainable location for development taking into account the rural location.

Traffic flows have been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise.

As such the scheme would have little or no impact on the local network

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.

Figures

(Note for full site plan refer to Architects layout)