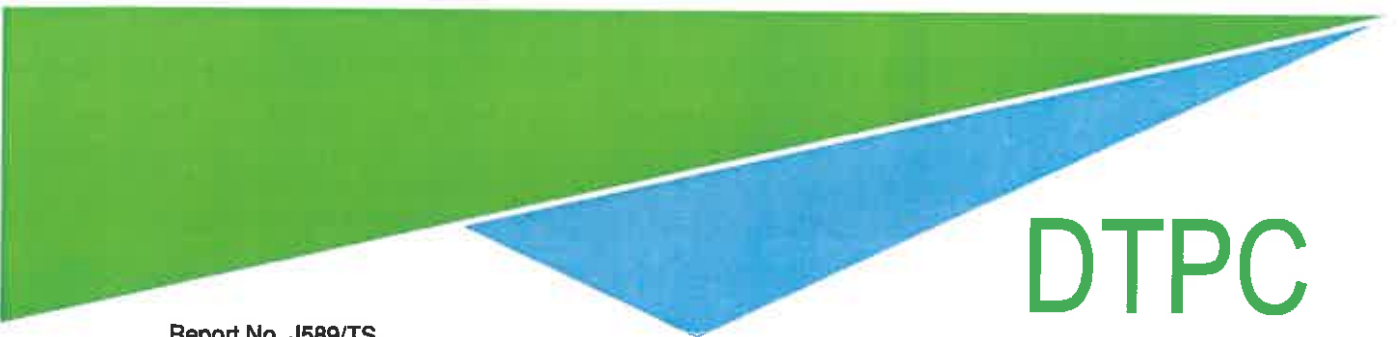




DTPC

Report No. J589/TS
September 2015

**RETROSPECTIVE VARIATION OF CONDITION 6 OF 3/2012/0490 TO ALLOW
USE AS A WEDDING VENUE FOR UP TO 40 DAYS PER YEAR**

THE OUTBARN CLOUGH BOTTOM BASHALL EAVES

TRANSPORT STATEMENT



**VARIATION OF CONDITION 6 OF PLANNING PERMISSION 3/2012/0490 TO
ALLOW USE AS A WEDDING VENUE FOR UP TO 40 DAYS PER YEAR**

THE OUTBARN CLOUGH BOTTOM BASHALL EAVES

CONTROLLED DOCUMENT

DTPC No:		J589/TS	
Status:	Final	Copy No:	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
Approved:	Alan Davies	AD	10 September 2015

Revision Record		
Rev.	Date	Summary of Changes
A		

**VARIATION OF CONDITION 6 OF PLANNING PERMISSION 3/2012/0490 TO
ALLOW USE AS A WEDDING VENUE FOR UP TO 40 DAYS PER YEAR**

THE OUTBARN CLOUGH BOTTOM BASHALL EAVES

TRANSPORT STATEMENT

C O N T E N T S

	Page
1. INTRODUCTION.....	1
2. THE PROPOSAL.....	2
3. NATIONAL AND LOCAL POLICY GUIDANCE.....	3
National Policy	3
National Planning Policy Framework	3
Summary	6
4. SITE DESCRIPTION.....	7
Site location context	7
Local Highway Provision	9
Existing traffic flows.....	22
Speed survey	32
Accident review	33
Summary	34
5. EXISTING ACCESSIBILITY FOR THE SITE	35
Walking.....	35
Cycling.....	36
Travel by public transport.....	37
Summary	38
6. INTERNAL AREAS AND PARKING	39
Introduction.....	39
Route A - Internal route from Training to Wedding Venue.....	39
Route B - from Wedding venue to easterly side access	42
Wedding venue parking	46
7. MANAGEMENT OF THE CURRENT SITUATION.....	47
Introduction.....	47
Management plan	47
Timetable of events	48
Trips comparisons for the two weddings.....	49
8. RESPONSE TO HIGHWAY FEEDBACK TO THE WITHDRAWN APPLICATION	51
Introduction.....	51
Highway responses and feedback	51
9. SUMMARY	55

Appendix A surveys

Appendix B management plan

1. INTRODUCTION

DTPC has been appointed by Avalon Planning on behalf of The Outbarn to provide transport and highway advice for the traffic and transportation implications associated with the The Outbarn Clough Bottom Rabbit Lane Bashall Eaves.

The uses set out are currently in operation and has been so for some time now and as such the impacts and operational needs are well established on the local network ie. no new trips.

The report sets out the following:

- Site and Local Area
- History of the site
- Current Highway Conditions
- Sustainability
- Summary & Conclusions.

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. THE PROPOSAL

The proposal is very simple. The site has approval for:

D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, **places of worship, church halls, law court. Non residential education and training centres.**

The planning portal states:

Planning permission is not needed when the existing and the proposed uses fall within the same "use class", or if the Town and Country Planning (Use Classes) Order 1987 (as amended) says that a change of class is permitted to another specified class.

For example, a greengrocer's shop could be changed to a shoe shop without the need for planning permission as these uses fall within the same 'use class', and a restaurant could be changed to a shop or a estate agency as the Use Classes Order allows this type of change to occur without requiring planning permission.

However, it has been agreed to submit an application that seeks to regularise the established and on-going use of the operation in precisely the same manner as it has operated for the past few years. Critically, no operational development is proposed; the use(s) do not change; and the only difference is an increase in the range of authorised users.

Essentially the application seeks a change of condition of the approved and implemented scheme retrospectively to regularise the operation to use the buildings for a wedding venue for a maximum 40 days in any calendar year as well as the approved Training Venue.

In reality from a highway point of view there is no change in circumstances that would require a detailed assessment.

Despite this the application which was recently withdrawn received an objection from the highway authority for a use that had already been approved previously for training and events held in the original main barn in the farmyard group.

This report is in response to the feedback to show that the current use for both training and wedding uses has no demonstrable harm on the network and no residual impacts that would be deemed severe – the key policy test.

3. 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.

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.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Abstracts are provided for reference, the ***bold italics*** are added to emphasis 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.

- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *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; and
- take account of and support local strategies to improve health, social and *cultural wellbeing for all, and deliver sufficient community and cultural facilities* and services to meet local needs.

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.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

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.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of access and parking.

The scheme provides a mix leisure destination for the local area and is in the rural area as such the access is assessed based on a rural area and the site meets this criteria.

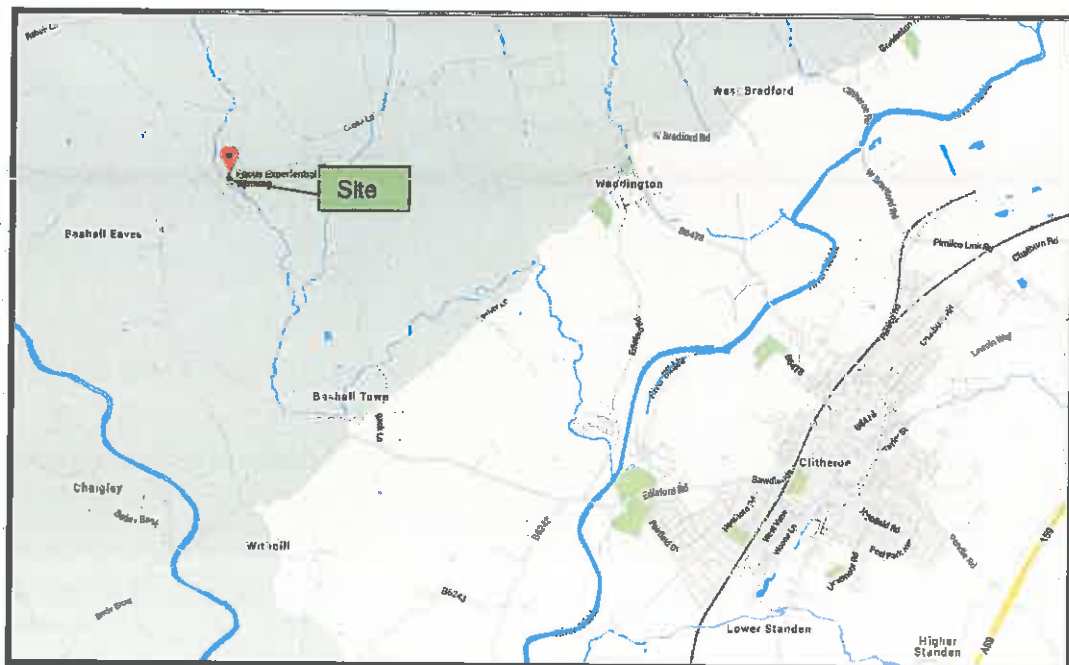
4. SITE DESCRIPTION

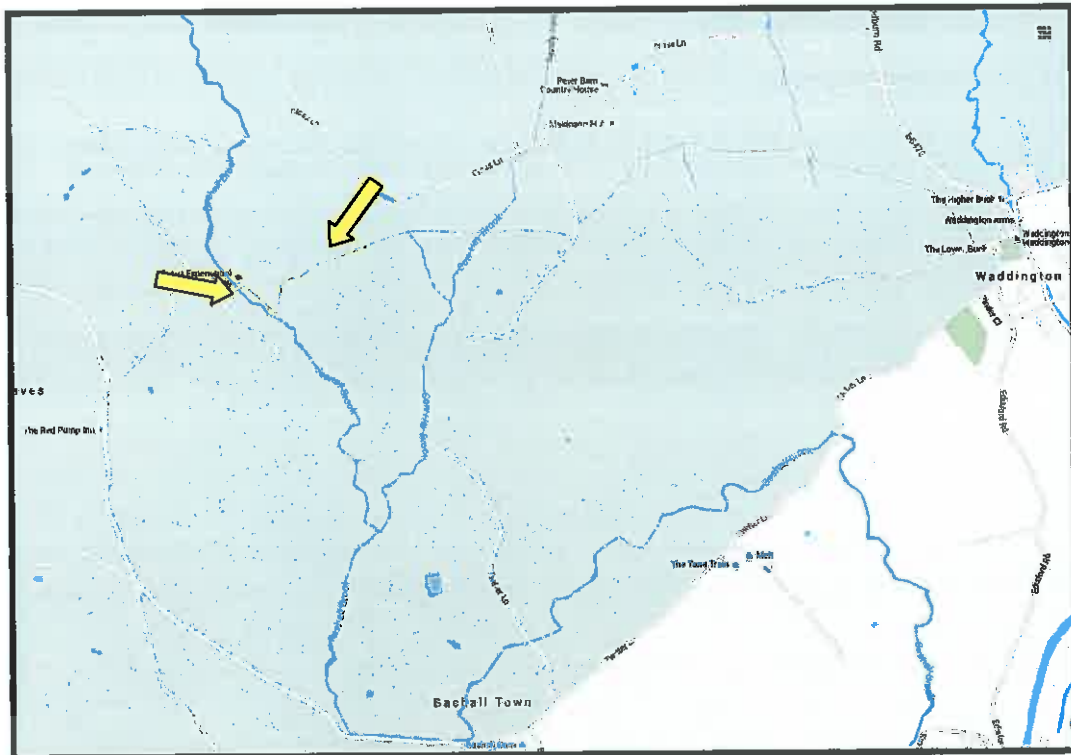
Site location context

The site is located NW of Clitheroe in the rural area, it has unclassified roads to either side of the property leading off Clitheroe Road in the west and the B6478 Slaidburn Road in the east.

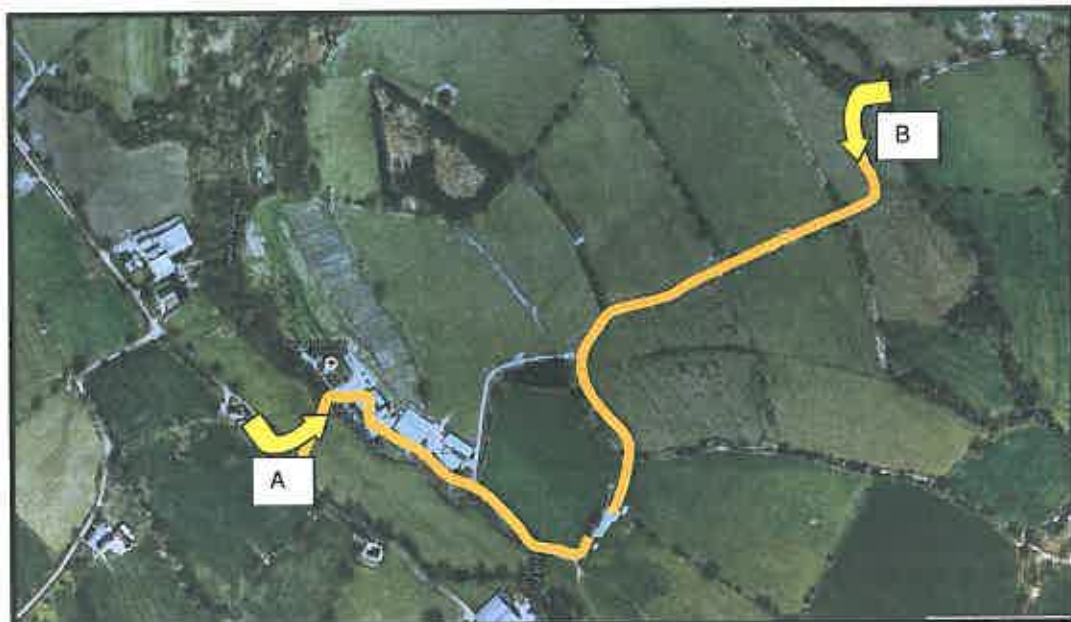


Site location plan in relation to neighbouring settlements and locally below





Local area showing the two access routes



The site has two access points, A leading to Clitheroe Road via Talbot Bridge Road and the Clough Bottom access road. B connects to Cross Lane, these lead to the main training and wedding area with associated external areas/parking.

Local Highway Provision

All the roads in the local area are of a standard carriageway width appropriate for their usage. They serve primarily a rural catchment supported by local services units.

The area has a typical traffic flow characteristic associated with a rural area i.e. no distinct AM and PM flow periods and low flows.

A detailed photographic record of the local access and setting is provided below for future reference.

This took place following a wedding event no verge damage was observed.

Access A from site to Cross Lane



View Into and out of the cul de sac route



Driving to unclassified road passed the single residential property.

Passing can actioned near the drive area on either side on the adopted areas.

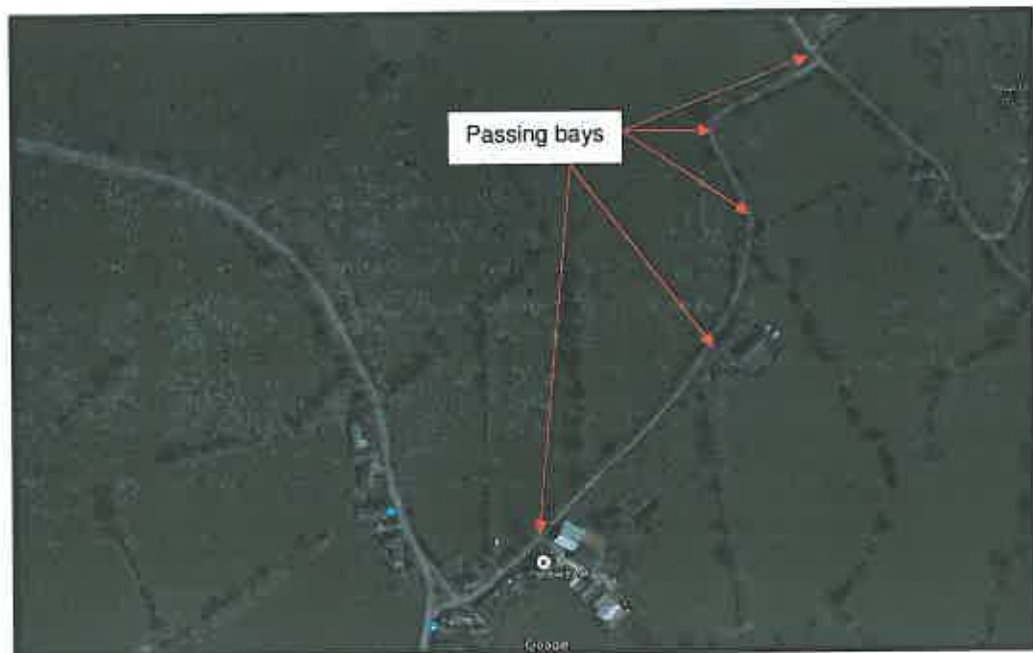


View towards site and back to unclassified road showing inter visibility



View left and right from cul de sac junction with Talbot Bridge Road

Talbot Bridge Road to Clitheroe Road



The first passing area is at the junction with Talbot Bridge Road.



Second passing bay with views of the approaches



Third passing bay with views of the approaches



Short passing area mid way along route to speed limit change and towards the bends



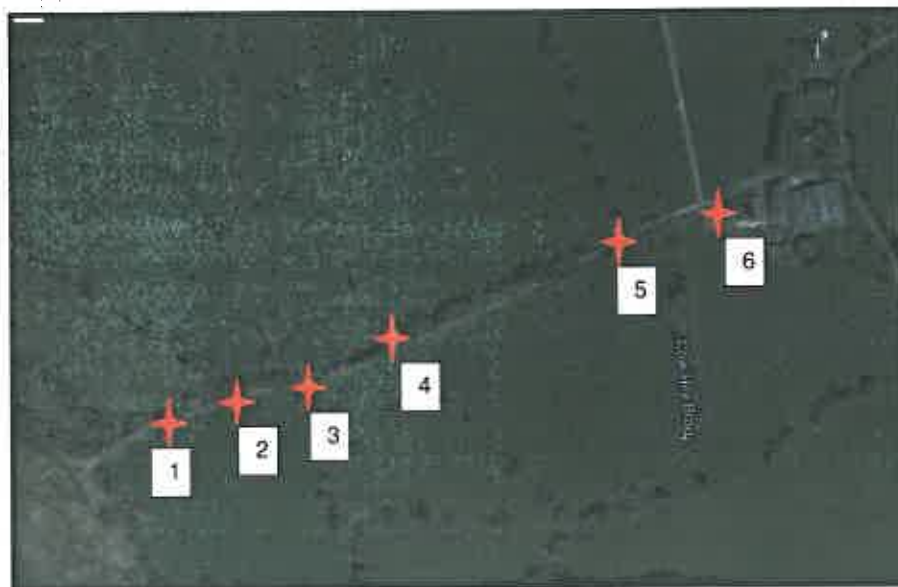
View to SW and NW to the speed limit change



View to Clitheroe Road junction and back towards the NW The route widens adjacent to the properties.

Access B from Cross Lane junction to Slaidburn Road

This route is approximately 2km in length. For ease it has been split into sections as shown.



The first section towards Cow Hey Brook is relatively straight. Passing areas shown by stars



View left and right from route B access to Cross Lane



View towards site access and to east star 1 passing between two field gates



View towards to west and to east star 2 passing at field gate



View west and east towards passing bay 3 at field gate

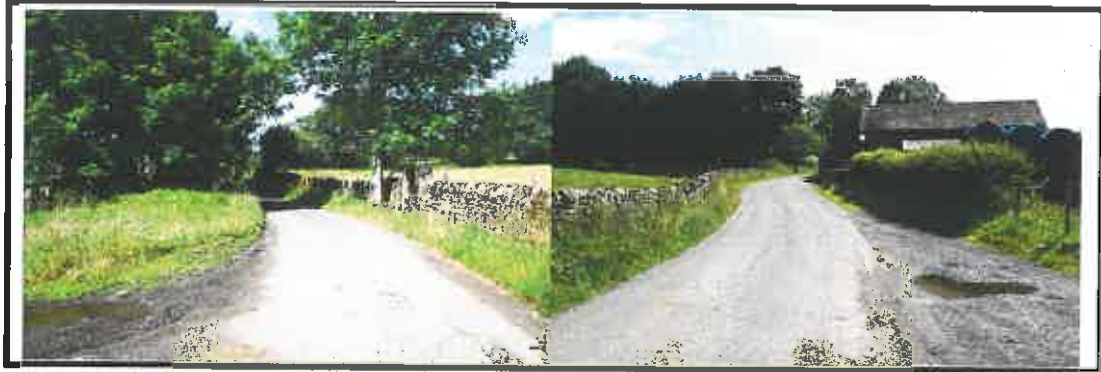


View west and east towards passing bay 4 at field gate

There s some 180m between bay 4 and 5 but little verge damage seen as such inter visibility suggest waiting to pass.



View west and east towards passing bay 5 at field gates



View west and east from passing area 6 near Cow Hey Farm





View to west and east showing passing bays near the farm 1



View northerly from bay 1 and westerly to bay 2



Bay 3 is along the residential frontage, the road widens here.



View west and east at bay 4



Bay 5 is approx 50m east of bay 4 at a field gate to the south side with two way flows.



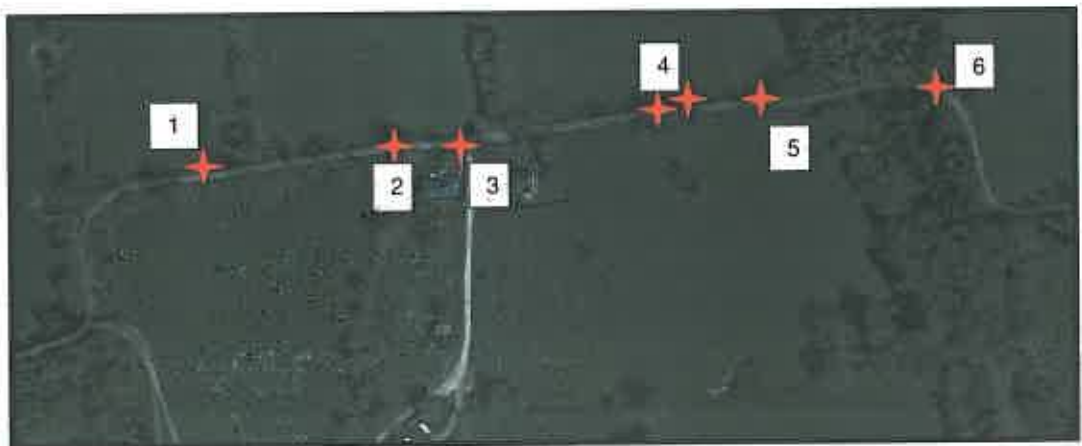
Bay 6 entrance to farm, road is wider here with two way flows.



Bay 7 west and east around bend at field gate access



Bay 8 to the south and to the east



The section is straight between the two bend sections.



View from bay 1 at double field gate location to east



Bay 3 field gate to the north side approx 30m west of the farm, west and east.



Bay 4 is a double passing bay using the farm access and field gate view west and east



Bay 5 is a double passing bay using the field gates north and south view west and east



Bay 6 at the bend looking west and east

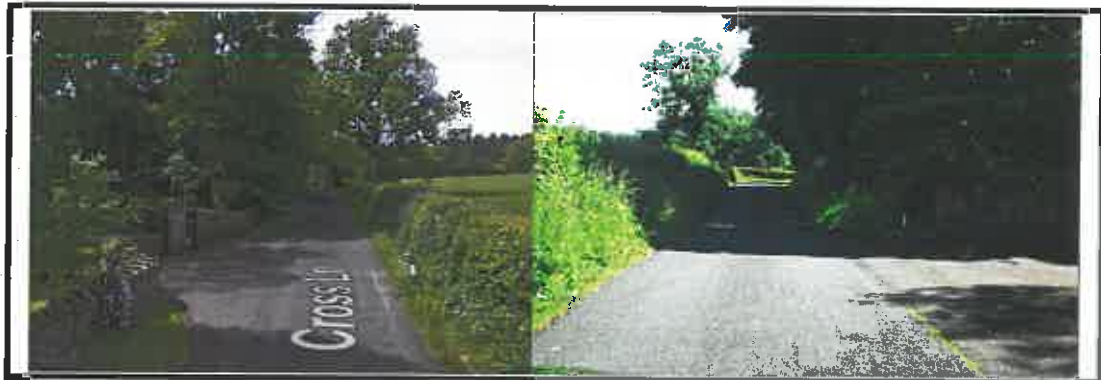




Bay 1 looking northerly and easterly



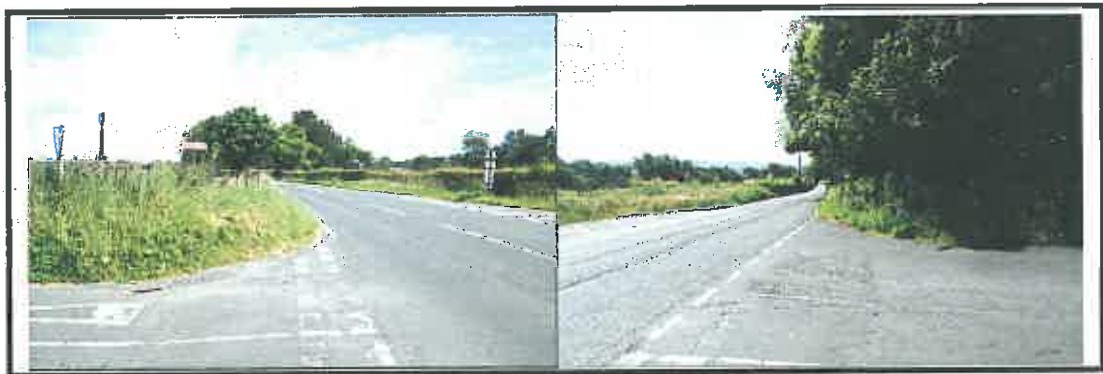
Bay 2 at field gate on north side looking west and east.



Bay 3 at house access location looking west and east



Looking east to junction and away, road widens to two way.



Left and right view at Slaidburn Road

Existing traffic flows

The local area has been surveyed (appendix A) to ascertain the background level of traffic and changes when events take place over a three week period. These will be used for the assessment later in the report.



Site 1

Southbound away from site

Automatic Classified Counts, Clitheroe									
DATE: 10/07/2015 TO 18/07/2015									
LOCATION: SITE 1									
Direction: SOUTHBOUND									
TIME PERIOD	VEHICLE COUNTS								Total
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Weekly Average	
15/07/2015	16/07/2015	17/07/2015	18/07/2015	19/07/2015	20/07/2015	21/07/2015	22/07/2015		
5:00 - 1:00	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0
3:00 - 4:00	1	1	0	1	1	0	2	1	1
4:00 - 5:00	1	0	0	0	0	0	0	0	0
5:00 - 6:00	2	0	1	1	1	2	0	1	1
6:00 - 7:00	0	1	0	4	3	3	2	2	2
7:00 - 8:00	5	3	1	3	4	5	3	4	3
8:00 - 9:00	12	2	4	8	10	8	7	8	7
9:00 - 10:00	0	2	1	11	7	7	7	8	6
10:00 - 11:00	5	1	8	5	4	5	5	5	8
11:00 - 12:00	6	0	5	2	3	5	4	4	5
12:00 - 13:00	12	0	9	6	5	2	8	7	7
13:00 - 14:00	9	12	5	4	7	2	7	6	7
14:00 - 15:00	3	2	3	7	3	2	5	4	4
15:00 - 16:00	4	16	6	7	5	7	4	5	7
16:00 - 17:00	6	7	3	5	8	10	9	7	7
17:00 - 18:00	10	1	3	8	8	5	8	7	6
18:00 - 19:00	0	4	2	2	5	4	4	4	4
19:00 - 20:00	0	1	5	0	3	4	3	3	4
20:00 - 21:00	2	0	5	1	0	0	1	1	2
21:00 - 22:00	0	0	0	1	1	0	3	2	2
22:00 - 23:00	0	0	0	0	0	0	0	0	1
23:00 - 0:00	0	0	0	0	0	0	0	0	0
7-19	55	74	51	54	57	51	74	70	68
6-22	100	32	53	70	71	52	30	78	77
5-24	100	57	63	70	74	59	20	78	77
0-24	100	38	64	72	73	70	82	81	79

DATE: 17/07/2015 TO 23/07/2015									
LOCATION: SITE 1									
Direction: SOUTHBOUND									
TIME PERIOD	VEHICLE COUNTS								Total
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Weekly Average	
17/07/2015	18/07/2015	19/07/2015	20/07/2015	21/07/2015	22/07/2015	23/07/2015	24/07/2015		
0:00 - 1:00	0	1	4	0	0	0	0	0	1
1:00 - 2:00	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0
3:00 - 4:00	1	1	0	1	1	0	0	1	1
4:00 - 5:00	2	6	0	0	0	0	1	1	0
5:00 - 6:00	2	0	1	1	0	3	0	1	1
6:00 - 7:00	3	1	0	3	3	3	3	3	2
7:00 - 8:00	2	2	0	4	4	7	4	4	3
8:00 - 9:00	5	6	1	5	5	6	12	7	6
9:00 - 10:00	3	6	1	5	3	5	4	5	5
10:00 - 11:00	1	4	3	5	19	9	5	7	6
11:00 - 12:00	0	8	6	0	2	3	4	5	4
12:00 - 13:00	1	5	3	3	4	3	2	4	4
13:00 - 14:00	5	3	4	4	6	5	1	6	5
14:00 - 15:00	4	2	1	5	19	1	0	5	5
15:00 - 16:00	2	5	4	1	7	7	0	4	4
16:00 - 17:00	1	3	4	4	6	13	4	7	6
17:00 - 18:00	1	4	5	2	6	4	4	6	6
18:00 - 19:00	3	11	4	2	6	7	6	6	7
19:00 - 20:00	1	1	2	1	5	1	3	3	3
20:00 - 21:00	2	1	2	0	2	4	2	2	3
21:00 - 22:00	4	2	0	0	0	3	0	1	1
22:00 - 23:00	1	2	0	0	1	0	0	0	1
23:00 - 0:00	0	6	0	0	0	0	1	0	1
7-19	54	55	35	34	35	70	64	64	61
6-23	80	74	49	55	73	55	72	74	70
5-24	81	62	49	55	50	39	73	75	72
0-24	85	54	64	50	34	64	74	77	75

DATE: 24/07/2015 TO 30/07/2015										
LOCATION: SITE 1										
Direction: SOUTHBOUND										
TIME PERIOD	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Monday 27/07/2015	Tuesday 28/07/2015	Wednesday 29/07/2015	Thursday 30/07/2015	Weekly Average	100%	Weekly Average
0:00 - 1:00	0	0	0	0	0	1	0	0	1	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	2	1	2	1	0	1	1	1	1
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	2	0	1	1	1	2	0	1	1	1
6:00 - 7:00	3	1	0	2	2	3	1	2	2	2
7:00 - 8:00	4	1	0	2	5	6	7	5	4	4
8:00 - 9:00	9	4	3	5	4	9	8	7	6	6
9:00 - 10:00	12	4	5	7	8	5	4	7	6	6
10:00 - 11:00	7	8	9	7	7	15	8	9	9	9
11:00 - 12:00	4	8	10	6	6	4	6	4	6	6
12:00 - 13:00	10	6	9	5	8	7	6	8	8	8
13:00 - 14:00	9	5	7	4	7	13	7	8	7	7
14:00 - 15:00	7	6	4	7	4	10	4	6	6	6
15:00 - 16:00	7	12	2	7	6	4	10	7	7	7
16:00 - 17:00	9	5	7	4	7	6	3	6	6	6
17:00 - 18:00	4	5	2	4	5	5	11	6	5	5
18:00 - 19:00	3	4	6	1	8	11	1	5	5	5
19:00 - 20:00	3	7	3	0	2	5	0	2	3	3
20:00 - 21:00	3	4	1	4	2	0	0	2	2	2
21:00 - 22:00	0	1	1	0	5	0	0	1	1	1
22:00 - 23:00	0	4	0	0	0	2	0	0	0	0
23:00 - 0:00	0	1	0	0	0	0	0	0	0	0
TOTAL	85	71	84	59	62	95	77	77	74	74
AVERAGE	94	84	89	65	80	103	78	84	82	82
PERCENTAGE	94	68	69	65	80	105	78	84	83	83
PERCENTAGE	96	81	80	68	82	108	79	87	86	86

Northbound towards the site

Automatic Classified Counts, Clitheroe										
DATE: 10/07/2015 TO 18/07/2015										
LOCATION: SITE 1										
Direction: NORTHBOUND										
TIME PERIOD	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Weekly Average	100%	Weekly Average
0:00 - 1:00	0	2	1	0	0	0	0	0	1	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	1	0	1	0	0	0	0	0
5:00 - 6:00	2	0	0	0	0	0	0	1	1	1
6:00 - 7:00	2	1	0	2	0	2	1	1	1	1
7:00 - 8:00	2	5	0	2	3	2	3	3	3	3
8:00 - 9:00	5	3	1	4	7	8	10	6	5	5
9:00 - 10:00	7	1	1	3	4	5	7	5	4	4
10:00 - 11:00	5	9	2	8	5	5	10	7	7	7
11:00 - 12:00	7	7	4	2	3	5	4	4	5	5
12:00 - 13:00	12	10	4	6	7	1	5	6	6	6
13:00 - 14:00	7	6	0	2	2	5	12	6	6	6
14:00 - 15:00	2	2	2	6	1	1	5	3	4	4
15:00 - 16:00	5	0	2	7	5	1	4	5	5	5
16:00 - 17:00	6	7	5	7	8	12	7	8	7	7
17:00 - 18:00	14	4	2	8	9	8	9	10	8	8
18:00 - 19:00	5	2	5	4	7	9	0	7	6	6
19:00 - 20:00	6	2	3	3	5	3	2	4	3	3
20:00 - 21:00	1	2	3	4	4	1	4	3	3	3
21:00 - 22:00	5	0	0	2	1	1	4	3	2	2
22:00 - 23:00	2	5	2	0	0	2	0	1	2	2
23:00 - 0:00	0	3	0	0	1	0	0	0	1	1
TOTAL	86	71	39	62	62	80	84	71	66	66
AVERAGE	102	76	45	73	72	87	95	82	76	76
PERCENTAGE	105	84	47	73	73	89	95	83	78	78
PERCENTAGE	106	86	49	73	74	89	95	84	79	79

DATE: 17/07/2015 TO 23/07/2015

LOCATION: SITE 1

Direction : NORTHBOUND

TIME PERIOD	WEEKLY VOLUMES								Weekday Average	Weekend Average
	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015			
	0:00 - 1:00	0	1	2	0	0	0	0		
1:00 - 2:00	0	0	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	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	0	0	0	0	0	0	0	0	0	
6:00 - 7:00	1	1	1	2	1	1	1	1	1	
7:00 - 8:00	2	2	0	2	3	2	2	2	2	
8:00 - 9:00	5	4	1	2	1	11	6	5	4	
9:00 - 10:00	4	4	1	4	7	4	6	5	5	
10:00 - 11:00	7	6	5	4	2	3	4	4	4	
11:00 - 12:00	4	7	3	3	5	2	6	4	4	
12:00 - 13:00	7	6	6	3	6	7	5	6	6	
13:00 - 14:00	5	15	5	4	3	3	4	4	6	
14:00 - 15:00	4	4	5	4	2	1	5	3	4	
15:00 - 16:00	5	6	1	5	10	7	3	6	5	
16:00 - 17:00	3	10	4	4	5	6	3	5	6	
17:00 - 18:00	10	4	3	11	10	6	6	8	8	
18:00 - 19:00	6	7	3	7	9	11	7	8	7	
19:00 - 20:00	3	3	4	1	4	5	4	3	3	
20:00 - 21:00	6	7	3	1	4	1	3	3	4	
21:00 - 22:00	0	3	1	2	3	3	1	2	2	
22:00 - 23:00	2	3	2	0	2	0	1	1	1	
23:00 - 0:00	0	4	0	1	0	0	2	1	1	
7-19	62	75	37	53	63	65	63	62	61	
6-24	73	89	46	59	75	75	72	72	71	
5-24	30	95	43	60	77	75	75	73	73	
4-24	30	97	50	60	77	75	75	73	73	

DATE: 24/07/2015 TO 30/07/2015

LOCATION: SITE 1

Direction : NORTHBOUND

TIME PERIOD	WEEKLY VOLUMES								Weekday Average	Weekend Average
	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Monday 27/07/2015	Tuesday 28/07/2015	Wednesday 29/07/2015	Thursday 30/07/2015			
0:00 - 1:00	0	1	5	0	1	0	1	0	1	
1:00 - 2:00	0	0	1	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	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	0	0	0	0	0	0	0	0	0	
6:00 - 7:00	1	1	0	2	1	1	2	2	1	
7:00 - 8:00	3	2	1	3	3	5	3	3	3	
8:00 - 9:00	7	3	2	3	3	6	8	5	4	
9:00 - 10:00	12	4	4	4	4	2	5	6	5	
10:00 - 11:00	1	8	7	5	6	7	11	6	6	
11:00 - 12:00	7	6	5	7	3	6	7	6	6	
12:00 - 13:00	7	6	3	6	6	4	6	6	7	
13:00 - 14:00	9	5	4	5	9	9	5	7	7	
14:00 - 15:00	8	4	5	6	7	5	5	6	6	
15:00 - 16:00	10	14	3	3	7	4	3	5	6	
16:00 - 17:00	3	6	1	5	9	5	4	6	5	
17:00 - 18:00	7	5	7	5	10	3	4	7	7	
18:00 - 19:00	9	2	6	5	3	5	6	6	5	
19:00 - 20:00	6	6	2	1	4	0	0	3	3	
20:00 - 21:00	3	5	3	4	0	2	0	3	3	
21:00 - 22:00	1	3	3	0	1	2	0	1	1	
22:00 - 23:00	0	1	1	1	0	2	0	1	1	
23:00 - 0:00	0	4	0	0	1	2	0	1	1	
7-19	84	63	54	62	70	64	70	70	67	
6-24	88	78	62	69	82	74	72	79	76	
5-24	66	83	53	70	83	78	72	80	78	
4-24	66	84	55	76	84	78	73	80	79	

Southbound the ave/max flow was 8/18 in any hour and 97/104 for a full day, Northbound the ave/max flow was 10/14 in any hour and 84/97.

Site 2

Southbound to site

Automatic Classified Counts, Clitheroe									
DATE: 10/07/2015 TO 16/07/2015									
LOCATION: SITE 2									
Direction : SOUTHBOUND									
TIME PERIOD	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Weekly Average	80th Percentile
0:00 - 1:00	0	0	1	0	0	0	0	0	0
1:00 - 2:00	0	0	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	1	0	1	1	0	1	1	1
4:00 - 5:00	0	0	1	0	1	0	0	0	0
5:00 - 6:00	2	0	0	1	0	2	0	1	1
6:00 - 7:00	1	1	0	1	0	1	1	1	1
7:00 - 8:00	4	6	0	2	2	1	2	2	3
8:00 - 9:00	5	1	0	2	6	6	10	6	4
9:00 - 10:00	0	0	1	1	2	3	10	3	2
10:00 - 11:00	5	6	2	7	3	2	0	4	4
11:00 - 12:00	3	3	2	0	2	3	0	2	2
12:00 - 13:00	4	9	0	1	4	1	0	3	4
13:00 - 14:00	5	0	0	2	0	2	0	2	3
14:00 - 15:00	2	0	0	1	0	1	1	1	2
15:00 - 16:00	4	5	1	2	2	3	4	3	3
16:00 - 17:00	3	1	2	3	5	1	0	3	3
17:00 - 18:00	4	4	1	10	7	6	7	6	5
18:00 - 19:00	3	3	5	2	1	3	2	2	3
19:00 - 20:00	3	1	2	1	2	2	0	2	2
20:00 - 21:00	1	1	2	1	0	1	2	1	1
21:00 - 22:00	6	0	1	0	1	0	2	2	1
22:00 - 23:00	1	0	0	0	1	1	0	1	1
23:00 - 0:00	0	0	0	0	1	0	0	0	0
7:15	45	22	20	22	34	22	45	38	38
8:30	58	52	21	21	37	36	50	43	42
9:45	57	57	22	21	39	27	50	44	44
0:15	58	52	24	28	41	29	51	45	46

DATE: 17/07/2015 TO 23/07/2015									
LOCATION: SITE 2									
Direction : SOUTHBOUND									
TIME PERIOD	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Weekly Average	80th Percentile
0:00 - 1:00	0	0	2	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0
3:00 - 4:00	1	1	0	1	1	0	0	1	1
4:00 - 5:00	0	0	0	0	0	0	1	0	0
5:00 - 6:00	2	0	0	0	0	2	0	1	1
6:00 - 7:00	0	1	0	1	1	0	0	0	0
7:00 - 8:00	2	2	0	2	3	2	3	2	2
8:00 - 9:00	5	4	1	1	1	10	5	4	4
9:00 - 10:00	4	1	1	2	5	4	3	4	3
10:00 - 11:00	5	3	2	4	2	3	3	3	3
11:00 - 12:00	2	3	0	0	6	1	2	3	3
12:00 - 13:00	6	0	4	3	2	3	4	4	4
13:00 - 14:00	4	0	2	2	4	1	1	3	4
14:00 - 15:00	0	2	1	2	0	0	2	1	1
15:00 - 16:00	5	3	0	2	1	3	2	3	3
16:00 - 17:00	4	3	1	3	2	6	2	3	3
17:00 - 18:00	5	5	4	0	7	4	5	5	5
18:00 - 19:00	3	4	1	2	2	3	4	3	3
19:00 - 20:00	1	4	1	1	2	3	1	2	2
20:00 - 21:00	2	3	1	1	5	0	0	2	2
21:00 - 22:00	1	4	1	1	0	0	0	1	1
22:00 - 23:00	0	2	1	0	1	0	0	0	1
23:00 - 0:00	0	3	0	0	0	1	1	0	1
7:15	45	45	24	33	35	20	40	39	37
8:30	48	57	27	37	43	46	21	43	43
9:45	49	62	28	37	44	47	22	44	44
0:15	52	83	30	39	45	42	43	46	46

DATE: 24/07/2015 TO 30/07/2015									
LOCATION: SITE 2									
Direction: SOUTHBOUND									
TIME PERIOD	VEHICLE VOLUMES								Total
	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Monday 27/07/2015	Tuesday 28/07/2015	Wednesday 29/07/2015	Thursday 30/07/2015	Weekday Average	
0:00 - 1:00	0	1	5	0	0	0	0	0	1
1:00 - 2:00	0	0	1	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	1	0	1	1	0	1	1	1
4:00 - 5:00	0	0	0	0	0	0	0	0	0
5:00 - 6:00	2	0	0	1	0	2	0	1	1
6:00 - 7:00	1	1	0	1	1	0	2	1	1
7:00 - 8:00	3	2	0	3	1	5	3	3	2
8:00 - 9:00	7	1	1	1	2	4	8	4	3
9:00 - 10:00	8	4	2	3	5	3	6	5	5
10:00 - 11:00	1	3	3	2	5	3	2	3	3
11:00 - 12:00	2	4	2	4	3	6	5	4	4
12:00 - 13:00	4	4	6	4	6	2	3	4	4
13:00 - 14:00	6	4	1	4	6	2	3	4	4
14:00 - 15:00	2	2	1	5	4	2	2	3	3
15:00 - 16:00	5	14	2	2	8	2	1	4	5
16:00 - 17:00	1	2	1	3	2	2	0	2	2
17:00 - 18:00	4	5	2	3	4	2	8	4	4
18:00 - 19:00	2	1	3	2	3	2	0	2	2
19:00 - 20:00	2	6	0	0	1	4	0	1	2
20:00 - 21:00	1	3	1	2	2	0	0	1	1
21:00 - 22:00	1	0	2	0	1	1	0	1	1
22:00 - 23:00	0	2	1	0	0	1	0	0	1
23:00 - 0:00	0	5	0	0	1	1	0	0	1
TOTAL	46	48	24	38	47	32	37	41	39
4:30	51	58	27	32	52	44	38	45	44
8:30	51	63	23	39	53	46	38	48	46
0:30	53	65	34	41	54	48	40	47	48

Northbound away from site

Automatic Classified Counts, Clitheroe									
DATE: 10/07/2015 TO 19/07/2015									
LOCATION: SITE 2									
Direction: NORTHBOUND									
TIME PERIOD	VEHICLE VOLUMES								Total
	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015	Weekday Average	
0:00 - 1:00	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0
3:00 - 4:00	1	1	0	1	1	0	2	1	1
4:00 - 5:00	1	0	0	0	0	0	0	0	0
5:00 - 6:00	2	0	1	1	1	2	0	1	1
6:00 - 7:00	2	1	0	4	2	3	2	3	2
7:00 - 8:00	1	1	1	1	1	1	0	1	1
8:00 - 9:00	3	2	1	4	7	4	7	6	5
9:00 - 10:00	4	4	1	2	1	3	4	3	3
10:00 - 11:00	1	2	2	4	3	3	1	2	3
11:00 - 12:00	3	0	4	0	2	4	1	2	3
12:00 - 13:00	8	3	7	4	3	0	4	3	4
13:00 - 14:00	4	11	0	1	1	2	1	2	3
14:00 - 15:00	3	1	3	2	1	2	2	2	2
15:00 - 16:00	3	12	3	2	1	5	4	3	4
16:00 - 17:00	2	4	2	5	3	2	8	5	4
17:00 - 18:00	5	2	3	4	6	3	7	5	4
18:00 - 19:00	1	0	0	1	1	1	2	1	1
19:00 - 20:00	4	5	1	0	1	2	2	2	2
20:00 - 21:00	2	0	4	0	2	0	1	1	1
21:00 - 22:00	4	0	0	0	0	0	1	1	1
22:00 - 23:00	0	1	0	0	0	0	0	0	0
23:00 - 0:00	0	2	0	0	0	0	0	0	0
TOTAL	43	43	28	35	30	35	41	35	36
4:30	53	54	34	34	35	40	47	42	42
8:30	53	57	34	34	35	40	47	42	43
0:30	57	58	35	36	37	42	49	44	45

DATE: 17/07/2015 TO 23/07/2015										
LOCATION: SITE 2										
Direction : NORTHBOUND										
TIME PERIOD	VEHICLE VOLUMES								Average	Max
	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday Average		
0:00 - 1:00	0	0	4	0	0	0	0	0	1	
1:00 - 2:00	0	0	0	0	0	0	0	0	0	
2:00 - 3:00	0	0	0	0	0	0	0	0	0	
3:00 - 4:00	1	1	0	1	1	0	0	1	1	
4:00 - 5:00	2	0	0	0	0	0	1	1	0	
5:00 - 6:00	2	0	1	1	0	2	0	1	1	
6:00 - 7:00	2	1	0	3	2	2	2	2	2	
7:00 - 8:00	1	3	0	2	1	2	0	1	1	
8:00 - 9:00	4	5	1	3	5	3	5	4	4	
9:00 - 10:00	6	3	1	3	1	3	1	3	3	
10:00 - 11:00	3	1	3	3	6	6	3	5	4	
11:00 - 12:00	0	6	7	4	2	1	0	1	3	
12:00 - 13:00	7	2	2	4	4	3	3	4	4	
13:00 - 14:00	4	2	2	1	5	1	2	3	2	
14:00 - 15:00	1	1	4	3	2	2	5	3	3	
15:00 - 16:00	2	2	2	2	1	2	2	2	2	
16:00 - 17:00	5	3	3	4	3	11	5	6	5	
17:00 - 18:00	4	2	2	3	5	3	5	4	4	
18:00 - 19:00	4	8	1	2	2	4	3	3	3	
19:00 - 20:00	3	3	0	0	5	0	1	2	2	
20:00 - 21:00	0	3	0	0	0	1	0	0	0	
21:00 - 22:00	2	0	1	1	0	1	1	1	1	
22:00 - 23:00	0	2	0	0	1	1	0	0	1	
23:00 - 0:00	0	2	0	0	0	0	1	0	1	
7:15	41	39	26	34	37	43	34	38	37	
8:30	48	45	30	38	44	47	38	43	41	
8:45	48	54	30	38	45	48	39	44	43	
0:24	53	55	35	40	46	50	40	46	46	

DATE: 24/07/2015 TO 30/07/2015										
LOCATION: SITE 2										
Direction : NORTHBOUND										
TIME PERIOD	VEHICLE VOLUMES							Average	Max	
	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Monday 27/07/2015	Tuesday 28/07/2015	Wednesday 29/07/2015	Thursday 30/07/2015	Friday Average		
0:00 - 1:00	0	1	3	0	0	0	0	0	1	
1:00 - 2:00	0	0	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	2	1	2	1	0	1	1	1	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	2	0	1	1	0	2	0	1	1	
6:00 - 7:00	3	1	0	2	1	1	1	2	1	
7:00 - 8:00	0	1	0	3	1	3	2	2	1	
8:00 - 9:00	5	1	1	1	4	4	4	4	3	
9:00 - 10:00	5	2	3	2	2	5	2	3	3	
10:00 - 11:00	7	5	2	5	6	3	3	5	4	
11:00 - 12:00	2	5	10	5	3	4	3	5	5	
12:00 - 13:00	7	6	2	4	7	4	5	5	5	
13:00 - 14:00	6	1	1	4	4	3	3	4	3	
14:00 - 15:00	7	2	2	3	2	2	1	3	3	
15:00 - 16:00	3	5	3	5	6	2	2	4	4	
16:00 - 17:00	3	2	4	3	4	4	4	4	3	
17:00 - 18:00	3	1	0	1	6	3	10	5	3	
18:00 - 19:00	1	4	4	0	2	6	0	2	2	
19:00 - 20:00	1	5	0	0	2	2	0	1	1	
20:00 - 21:00	2	3	0	2	2	0	0	1	1	
21:00 - 22:00	0	0	1	0	0	0	0	0	0	
22:00 - 23:00	0	5	0	0	0	1	0	0	1	
23:00 - 0:00	0	1	0	0	0	0	0	0	0	
7:15	49	35	32	38	47	42	39	43	40	
8:30	55	44	33	40	52	46	40	47	44	
8:45	55	50	33	40	52	47	40	47	45	
0:24	57	53	43	43	53	49	41	49	48	

Southbound the ave/max flow was 6/14 in any hour and 46/65 for a full day, Northbound the ave/max flow was 6/12 in any hour and 46/57.

Site 3

Eastbound to site

Automatic Classified Counts, Clitheroe									
DATE: 18/07/2015 TO 18/07/2015									
LOCATION: SITE 3 (CROSS LANE)									
Direction: EASTBOUND									
TIME PERIOD	Weekly Values								Week Average
	Friday 18/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	
0:00 - 1:00	0	2	2	0	0	0	0	0	1
1:00 - 2:00	0	0	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	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0
6:00 - 7:00	0	0	0	0	0	0	0	0	0
7:00 - 8:00	1	0	0	0	0	1	0	0	0
8:00 - 9:00	4	2	0	3	4	3	4	4	3
9:00 - 10:00	1	1	2	0	0	1	3	1	1
10:00 - 11:00	0	0	2	2	2	1	2	1	1
11:00 - 12:00	2	3	0	1	1	1	4	2	2
12:00 - 13:00	4	3	1	0	3	4	1	2	2
13:00 - 14:00	3	2	3	1	2	3	0	2	2
14:00 - 15:00	2	2	3	3	1	3	0	2	2
15:00 - 16:00	0	11	3	3	0	3	2	2	3
16:00 - 17:00	3	5	0	1	0	5	3	2	2
17:00 - 18:00	4	0	0	2	0	3	2	2	2
18:00 - 19:00	1	0	0	0	1	1	0	1	0
19:00 - 20:00	3	1	3	1	1	5	0	2	2
20:00 - 21:00	0	0	1	0	1	1	1	1	1
21:00 - 22:00	1	0	0	0	2	0	0	1	0
22:00 - 23:00	1	3	0	0	0	0	0	0	1
23:00 - 0:00	1	1	0	0	0	0	0	0	0
TOTAL	24	29	14	10	14	20	21	21	21
6-22	23	30	13	17	10	35	22	24	24
6-24	31	34	13	17	10	35	22	25	25
0-24	31	39	24	17	10	35	22	25	26

DATE: 17/07/2015 TO 23/07/2015									
LOCATION: SITE 3 (CROSS LANE)									
Direction: EASTBOUND									
TIME PERIOD	Weekly Values								Week Average
	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Friday 24/07/2015	
0:00 - 1:00	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	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	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0
6:00 - 7:00	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	2	0	0	0	0	0	0	0
8:00 - 9:00	3	0	0	2	4	1	1	2	2
9:00 - 10:00	2	1	0	1	1	0	3	1	1
10:00 - 11:00	2	3	0	3	0	1	1	1	3
11:00 - 12:00	4	4	0	3	4	0	3	2	2
12:00 - 13:00	4	3	7	2	2	2	0	2	3
13:00 - 14:00	3	3	1	1	3	1	3	2	2
14:00 - 15:00	3	1	1	6	2	4	4	4	3
15:00 - 16:00	2	2	2	2	1	1	0	1	1
16:00 - 17:00	1	2	4	1	1	7	10	4	4
17:00 - 18:00	3	4	1	4	3	3	1	3	3
18:00 - 19:00	4	4	1	1	3	2	1	2	2
19:00 - 20:00	2	3	0	1	1	1	0	1	1
20:00 - 21:00	0	10	0	0	0	0	0	0	1
21:00 - 22:00	0	5	1	2	2	3	0	3	3
22:00 - 23:00	1	13	1	0	0	0	1	0	3
23:00 - 0:00	4	13	1	1	0	0	0	1	3
TOTAL	32	26	26	23	24	22	27	26	26
6-22	40	47	23	29	27	23	27	30	32
6-24	45	72	23	30	27	28	28	31	37
0-24	46	79	30	30	27	29	28	31	38

DATE: 24/07/2015 TO 30/07/2015										
LOCATION: SITE 3 (CROSS LANE)										
Direction : EASTBOUND										
TIME PERIOD	VEHICLE VOLUMES							Weekday Average	Week Average	
	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Monday 27/07/2015	Tuesday 28/07/2015	Wednesday 29/07/2015	Thursday 30/07/2015			
0:00 - 1:00	0	1	3	0	0	0	0	0	1	
1:00 - 2:00	0	0	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	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	0	0	0	0	0	0	0	0	0	
6:00 - 7:00	0	0	0	3	1	0	0	1	1	
7:00 - 8:00	3	6	1	1	2	1	1	2	1	
8:00 - 9:00	0	1	1	1	1	0	2	1	1	
9:00 - 10:00	2	3	4	1	1	1	1	1	2	
10:00 - 11:00	2	3	2	3	3	3	1	2	2	
11:00 - 12:00	3	4	4	3	0	1	1	2	2	
12:00 - 13:00	4	3	2	1	0	3	1	2	2	
13:00 - 14:00	0	7	1	1	2	5	1	2	2	
14:00 - 15:00	7	8	3	1	2	5	9	5	5	
15:00 - 16:00	2	3	1	2	2	0	2	2	2	
16:00 - 17:00	0	3	0	1	2	3	1	1	2	
17:00 - 18:00	1	3	2	1	0	0	0	0	1	
18:00 - 19:00	3	5	1	1	0	1	0	1	2	
19:00 - 20:00	0	3	1	1	0	0	0	0	1	
20:00 - 21:00	1	4	0	1	0	0	0	0	1	
21:00 - 22:00	0	2	0	0	0	0	0	0	1	
22:00 - 23:00	0	6	0	0	0	0	0	0	1	
23:00 - 0:00										
7-19	24	43	21	19	16	22	20	20	24	
6-22	28	55	23	22	16	23	20	22	27	
6-24	28	69	23	22	16	23	20	22	29	
6-24	28	70	26	22	16	23	20	22	29	

Westbound away from the site

Automatic Classified Counts, Clitheroe

DATE: 10/07/2015 TO 16/07/2015

LOCATION: SITE 3 (CROSS LANE)

Direction: WESTBOUND

TRANSPORT
DATA COLLECTION

TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Friday 10/07/2015	Saturday 11/07/2015	Sunday 12/07/2015	Monday 13/07/2015	Tuesday 14/07/2015	Wednesday 15/07/2015	Thursday 16/07/2015			
0:00 - 1:00	0	1	3	0	0	0	0	0	0	
1:00 - 2:00	0	0	1	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	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	0	0	0	0	0	0	0	0	0	
6:00 - 7:00	0	1	0	0	0	0	0	0	0	
7:00 - 8:00	1	4	1	0	1	2	1	1	1	
8:00 - 9:00	0	3	0	2	1	4	4	2	2	
9:00 - 10:00	0	3	0	0	3	3	4	2	2	
10:00 - 11:00	2	3	5	0	3	3	2	2	3	
11:00 - 12:00	0	2	4	0	3	3	4	2	3	
12:00 - 13:00	0	1	2	4	7	3	1	3	3	
13:00 - 14:00	1	3	7	1	3	2	1	2	3	
14:00 - 15:00	1	7	2	2	3	4	4	3	3	
15:00 - 16:00	2	6	1	3	3	4	1	3	3	
16:00 - 17:00	3	4	1	2	0	0	2	1	2	
17:00 - 18:00	2	3	2	2	4	2	2	2	2	
18:00 - 19:00	3	3	2	0	2	4	1	2	2	
19:00 - 20:00	2	4	1	0	1	1	0	1	1	
20:00 - 21:00	3	0	2	0	1	1	0	1	1	
21:00 - 22:00	1	3	1	0	1	0	0	0	1	
22:00 - 23:00	0	3	0	0	0	0	0	0	0	
23:00 - 0:00	1	0	0	0	0	0	0	0	0	
7-19	15	47	27	16	35	31	27	25	29	
6-22	21	55	31	16	38	36	27	28	32	
6-24	22	49	31	16	38	36	27	28	33	
6-24	22	49	32	16	38	36	27	28	33	

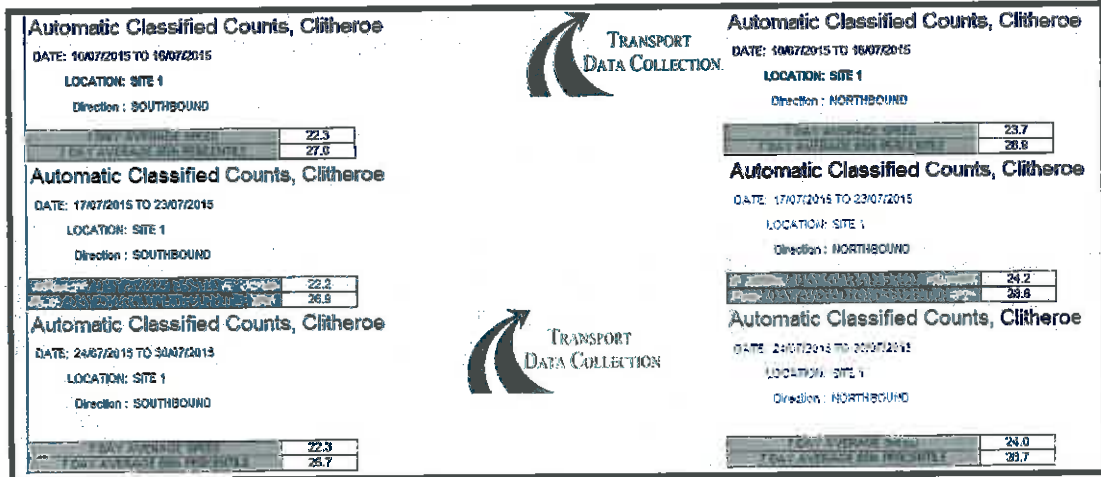
DATE: 17/07/2015 TO 23/07/2015										
LOCATION: SITE 3 (CROSS LANE)										
Direction : WESTBOUND										
TIME PERIOD	VEHICLE VOLUMES									
	Friday 17/07/2015	Saturday 18/07/2015	Sunday 19/07/2015	Monday 20/07/2015	Tuesday 21/07/2015	Wednesday 22/07/2015	Thursday 23/07/2015	Weekday Average	Weekend Average	24hr Average
0:00 - 1:00	0	1	1	1	0	0	1	0	1	1
1:00 - 2:00	0	0	1	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	1	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0
6:00 - 7:00	0	0	0	1	1	0	1	1	0	0
7:00 - 8:00	0	4	0	0	1	1	2	1	1	1
8:00 - 9:00	0	0	0	2	1	0	15	5	3	5
9:00 - 10:00	7	1	3	0	2	5	14	6	5	5
10:00 - 11:00	2	5	7	4	2	4	14	5	5	5
11:00 - 12:00	2	10	5	3	3	5	14	5	6	6
12:00 - 13:00	5	20	3	1	6	4	9	5	7	7
13:00 - 14:00	3	20	3	2	3	2	11	4	6	6
14:00 - 15:00	5	2	6	5	0	2	7	4	4	4
15:00 - 16:00	3	2	0	2	5	4	3	3	3	3
16:00 - 17:00	3	3	2	1	2	2	2	2	2	2
17:00 - 18:00	5	6	2	3	8	2	1	3	3	3
18:00 - 19:00	9	4	3	2	2	2	0	2	2	2
19:00 - 20:00	9	3	5	1	0	0	2	2	3	3
20:00 - 21:00	4	1	1	1	1	2	0	2	1	1
21:00 - 22:00	2	3	0	0	0	1	0	1	1	1
22:00 - 23:00	1	1	0	1	0	0	0	0	0	0
23:00 - 0:00	0	1	0	0	0	0	0	0	0	0
7-15	39	77	34	25	32	38	92	45	48	48
6-24	47	84	40	29	34	42	95	50	54	54
5-34	48	88	40	29	34	48	95	51	54	54
0-24	48	87	42	30	34	48	96	51	55	55

DATE: 24/07/2015 TO 30/07/2015										
LOCATION: SITE 3 (CROSS LANE)										
Direction : WESTBOUND										
TIME PERIOD	VEHICLE VOLUMES									
	Friday 24/07/2015	Saturday 25/07/2015	Sunday 26/07/2015	Monday 27/07/2015	Tuesday 28/07/2015	Wednesday 29/07/2015	Thursday 30/07/2015	Weekday Average	Weekend Average	24hr Average
0:00 - 1:00	0	0	1	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0
6:00 - 7:00	1	1	0	1	1	0	0	1	1	1
7:00 - 8:00	4	1	0	0	1	1	1	1	1	1
8:00 - 9:00	2	0	1	0	1	0	1	3	2	2
9:00 - 10:00	10	2	1	3	2	7	0	4	4	4
10:00 - 11:00	8	3	4	1	1	24	1	7	7	7
11:00 - 12:00	13	6	3	1	1	21	3	8	7	7
12:00 - 13:00	6	4	6	6	2	10	3	5	5	5
13:00 - 14:00	4	10	2	2	2	24	0	6	6	6
14:00 - 15:00	7	14	1	3	3	19	0	6	7	7
15:00 - 16:00	3	15	2	3	1	10	4	4	6	6
16:00 - 17:00	1	2	3	2	2	2	6	3	3	3
17:00 - 18:00	2	5	1	0	2	0	2	1	2	2
18:00 - 19:00	1	3	2	1	2	1	0	1	1	1
19:00 - 20:00	1	5	1	0	0	3	0	1	2	2
20:00 - 21:00	2	3	0	0	1	1	0	1	1	1
21:00 - 22:00	1	3	1	0	0	0	0	0	1	1
22:00 - 23:00	0	1	0	0	0	0	0	0	0	0
23:00 - 0:00	0	3	0	0	0	0	0	0	0	0
7-15	65	60	28	22	20	125	21	51	50	50
6-24	73	81	23	28	22	129	21	54	54	54
5-34	73	85	28	28	22	129	21	54	55	55
0-24	73	85	29	28	22	129	21	54	55	55

Eastbound the ave/max flow was 6/18 in any hour and 46/78 for a full day, Westbound the ave/max flow was 8/54 in any hour and 24/129.

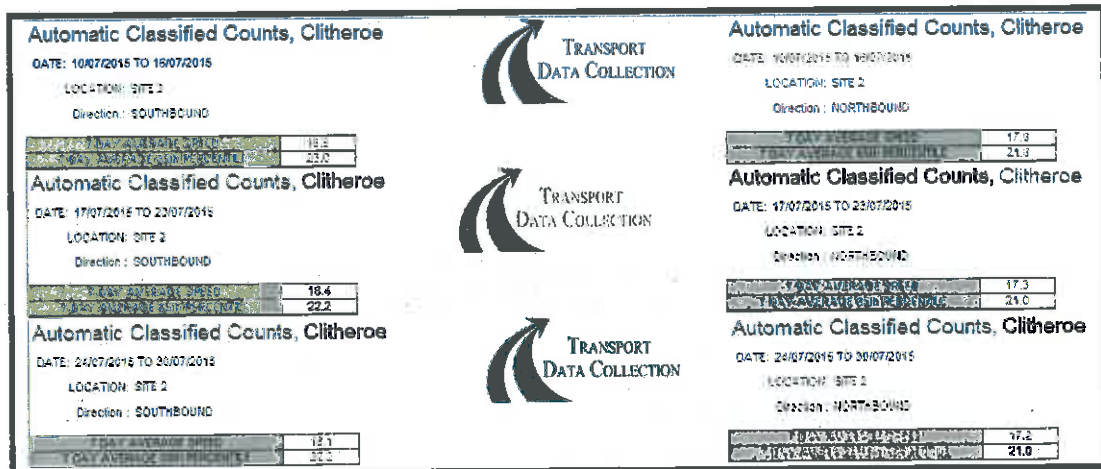
Speed survey

Site 1



The speeds are well below the national speed limit with an 85%ile of below 29 mph in each direction.

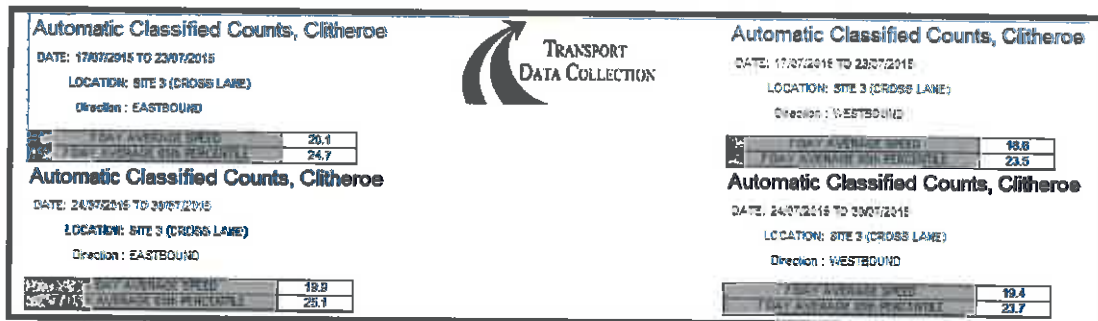
Site 2



The speeds are well below the national speed limit with an 85%ile of below 23 mph in each direction.

Site 3





The speeds are well below the national speed limit with an 85th percentile of below 25 mph in each direction.

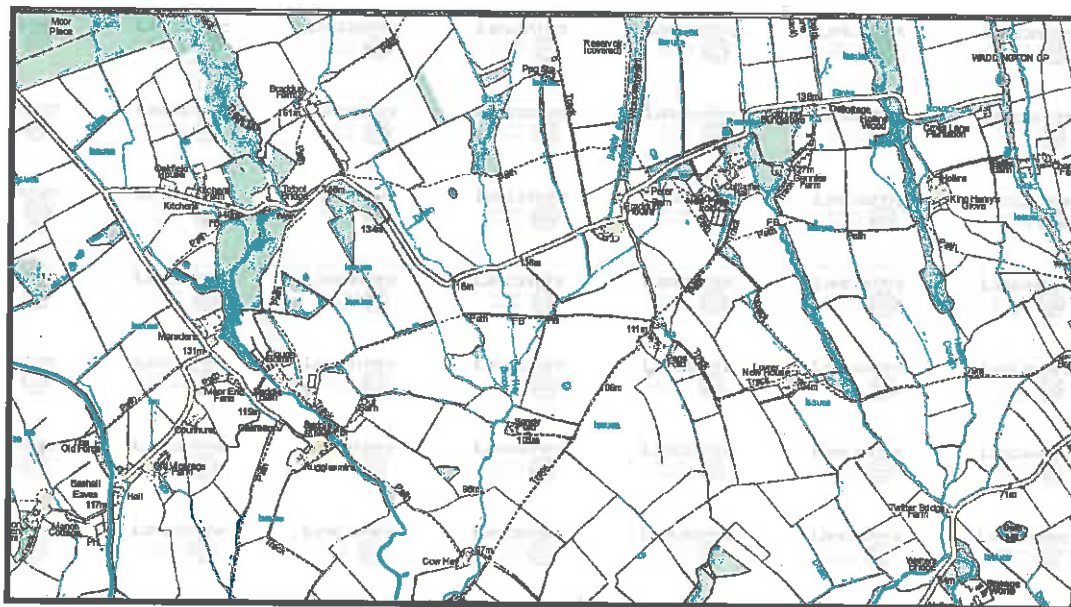
Accident review

The Mario accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Access to the national data base has been undertaken and the resultant mapping provided for reference.

The following shows the 5 years with the site fully operational.



The westerly access route has no recorded accidents, the easterly has one north of the Slaidburn Road junction.

The frontage has no recorded accidents or safety issues.

Any accident is regrettable however the analysis of accident records has not identified any patterns that would indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS taking not account the use already affects the route in terms of flows.

Summary

As discussed the applied use is already on site and occurring as such the summary takes onboard that the operational situation has this included.

- The flows on the approach links on average or maximum are well below the link capacity,
- the local area has no recorded safety issues with the flows occurring now.
- The speeds are well below the national speed limit ranging from 23 to 28 mph

1. The uses are largely event based and attract users from a wide area as such most travel will be car/bus borne. However, for local staff etc the accessibility has been reviewed.

The proposed development site is located within a rural area.

The GIHT provides 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, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

Historic guidance in PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot for a rural area.

Cycling

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 annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace.

An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km. Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance) are shown below in yellow.

The yellow area overlaid indicates the 5 km distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site, the grey are the wider 10km catchment. It incorporates a substantial part of the adjacent rural and localised urban areas, which means the development site is linked to the wider area.



Cycle Catchment

In conclusion, the proposed application site can be considered as being served by the cycle use and is therefore accessible by cycle for a rural area.

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, education, shopping, leisure and healthcare in the town and beyond.

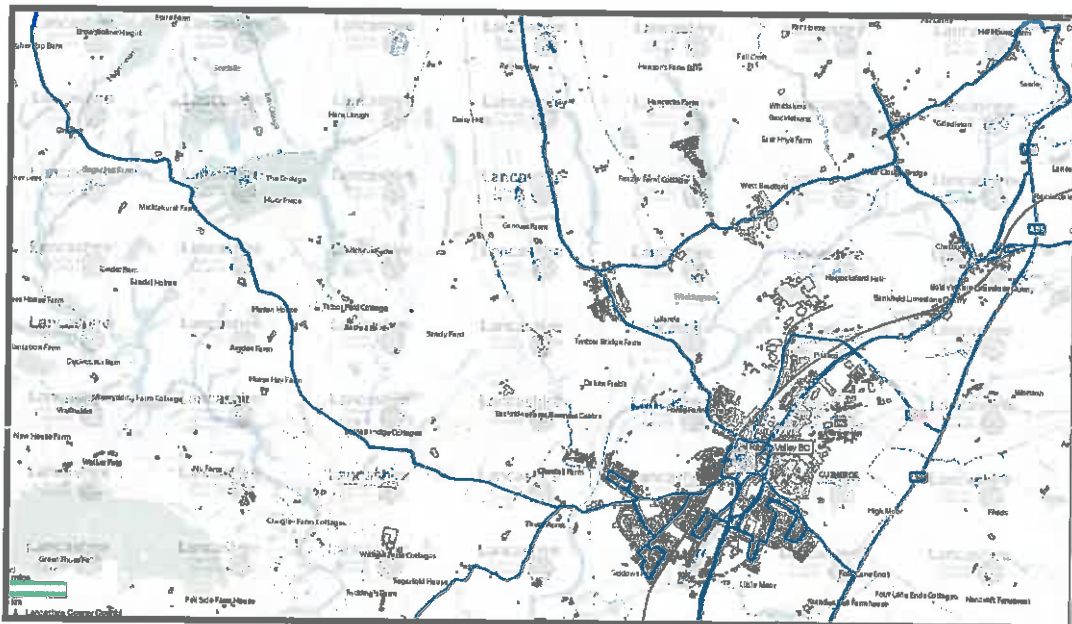
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"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 No 10 route is some 1km from the middle of the site.



Timetable for Bus Number 10						
PIL - Pillingham Lane *0 - Unspecified *1 - Monday - Friday, Holidays Only - Except Bank Holidays						
Monday to Friday (not Bank Hols)		CLITHEROE - HODDER VALLEY CIRCULAR				
Bus Stop	Journey Times					
Operator	PIL	PIL	PIL	PIL	PIL	PIL
Notes	*0	*0	*0	*0	*1	*1
Interchange Stand 3	0925	1035	1235	1345	1545	1655
Market Place Stand A	0926	1036	1236	1346	1546	1656
Post Office	0936	1046	1246	1356	1556	---
Telephone Kiosk	0942	1052	1252	1402	1602	---
The Inn at Whitwell	0950	1100	1300	1410	1610	---
Car Park	0957	1107	1307	1417	1617	---
Chapel Street	1010	1120	1320	1430	1630	---
Police Station	1015	1125	1325	1435	1635	---
Waddington Arms	1023	1133	1333	1443	1643	---
Interchange Stand 3	1030	1140	1340	1450	1650	---

The bypass has a rural bus route that can be used in combination with the walk modes.

Summary

In summary, therefore, the application site can be considered as being modestly accessible by public transport, walking and cycling in accordance with planning policy guidance for a rural location.

6. INTERNAL AREAS AND PARKING

Introduction

The internal area has been improved over time to take on board the change in uses. The routes have been assessed and shown below.



Route A - Internal route from Training to Wedding Venue

The route is a unsurfaced track using scalping but is generally smooth and has 6 existing passing bays to accommodate two way flows between 30 and 55 with one for 107m apart.





To and from access point



View to and from access point onto unclassified road to SW of site



View to exist area and across bridge from car park to training centre.



Into site and from site at bridge entrance



View to training car park area NW and SE along farm buildings



Route continues to the SE direction above and below showing passing areas between buildings



Track between farm buildings and the bend/field above and below.

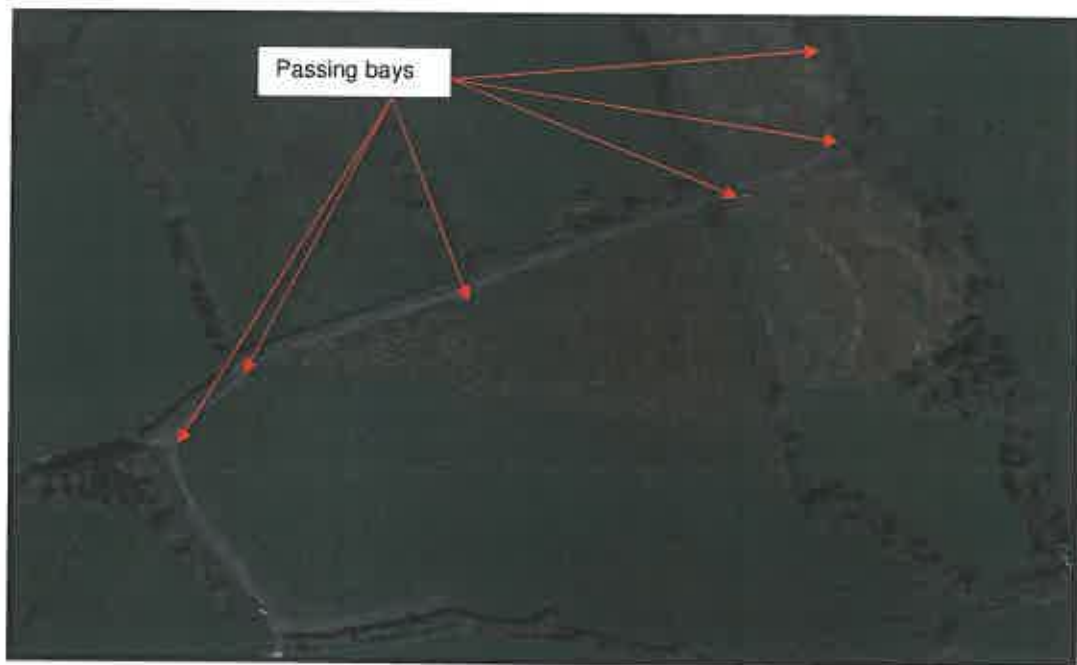


Approach to the and the southerly side parking/access to north.

Route B - from Wedding venue to easterly side access

The route is an unsurfaced track using scalping but is generally smooth and has 5 existing passing bays to accommodate two way flows between 55, 115, 150 and 50m apart.

The main section of the road is straight with clear visibility along the route.



View from the venue to and from the NE gate



Route turns to the left and runs along the field edge



Route turns 90 degrees to run along field boundary



Passing bay to SW and red cross to next bay with view NE along track



Passing bay to SW and red cross to next bay with view NE along track

To the NE the distance to next bay is 150m and has a slight dip in the road in between.



View SW to passing bay and NE to next bay from dip area.



View to SW and NE as the track turns towards the road from passing area.



Route towards road from passing bay



View to and from the access

Wedding venue parking



Main car park to north east side along access route and to right as parking only



Parking to south side an north side of the venue

7. MANAGEMENT OF THE CURRENT SITUATION

Introduction

The above review sets out that the wider and local network has no link capacity issues for traffic flows.

The main uses operate largely outside the peak periods.

The use has occurred on the network for a number of years albeit on a smaller scale and therefore as such the assessment is to show the situation as it stands and to highlight that it operates safely with adequate onsite parking and no likelihood of any overspill onto the local network.

The flows are not new but existing.

Management plan

Appendix B provides the current management plan for the training and wedding events. Abstracts are provided below that relate directly to the operation of the highway network.

The site also provides onsite rooms for key guest which helps to minimise traffic movements.

Transport to and from the venue

Guests are encouraged where ever possible to share transport and taxis. We have two preferred suppliers who know the venue well.

For hire of coaches we use Lakeland Coaches and pre book transport for guests using coaches no larger than a 39 seated coach. Lakeland Coaches have worked with us over 10 years and understand our needs.

We use Town Private Hire, Clitheroe for taxis and minibuses – 12, 8 and 6 seated vehicles are used on weddings/ events. Prior to an event Town Private Hire are notified that we have an event on an indicated day and that taxis will be required from 11pm onwards until we have cleared the building of guests.

On arrival the Event Coordinator / Wedding Planner has a schedule of taxis timings that are available for departure from the venue and slots are booked on behalf of guests, encouraging them to share wherever possible back to their destination.

This allows local use of taxi businesses which helps to minimise traffic movements and in addition reduces the use of guests cars.

Accommodation

Local accommodation is promoted and used within a 10 mile radius of the venue. There is a preferred list of suppliers which is shared with the guests before the event. Initially, we recommend guests to use local accommodation in Bashall Eaves and Waddington. As weddings are a weekend booking, guests are usually booking more than one night and therefore bed and breakfasts plus self-catering cottages are also available within the locality. We arrange taxis to and from their accommodation in the immediate vicinity and provide 8-12 seated transport, encouraging guests to share aids traffic management on our site and on the roads.

This allows local use of rooms which helps to minimise traffic movements.

Timetable of events

The following sets out the events across the three week survey period. The training has no issues regarding uses and approvals so forms the baseline.

The use of the building can either be training or wedding but not at the same time. As an example a training event took place after the assessment a conference for over 200 people plus staff (78 cars) which is higher than the two weddings reviewed, simply put the weddings are of a similar scale to training and do not make a material difference locally.

Date (Day dd/mm/yy)	Focus Training	Wedding
Friday 10/07/15		
Saturday 11/07/15	Training course (Blair Dimpley) 15 delegates + 2 trainers 17 total Arrived 8.30-10.00am, finished 4.00pm.	
Sunday 12/07/15		
Monday 13/07/15		
Tuesday 14/07/15	Training course (Robby Hall) 7 delegates + 2 trainers 9 total Arrived 8.30-09.00am, finished 5.15pm.	
Wednesday 15/07/15	Training Course (Senator Intl) 10 delegates + 2 trainers 12 total Arrived 8.30-09.00am, finished 5.00pm.	
Thursday 16/07/15	Training course (Senator Intl) 12 delegates + 2 trainers 14 total Arrived 8.30-09.00am, finished 5.00pm.	
Friday 17/07/15		
Saturday 18/07/15		Wedding Party (Caroline Woods + Andrew Towers) 112 guests + 15 staff 127 total Arrived 12.45-13.00pm.

Sunday 19/07/15		
Monday 20/07/15		
Tuesday 21/07/15		
Wednesday 22/07/15	Training Course (Senator Intl) 13 delegates + 2 trainers 15 total Arrived 8.30-09.00am, finished 5.00pm.	
Thursday 23/07/15	Training Course (Senator Intl) 14 delegates + 2 trainers 16 total Arrived 08.30-09.00am, finished 5.00pm.	
Friday 24/07/15		
Saturday 25/07/15		Wedding Party (Sarah Willacey + David Taylor) 114 guests + 16 staff 130 total Arrived 14.00-14.40pm.
Sunday 26/07/15		
Monday 27/07/15		
Tuesday 28/07/15		
Wednesday 29/07/15	Training Course (Coca Cola Entrop) 7 delegates + 1 trainers 8 total (2 day event) Arrived 08.30-09.00am, finished 3.30pm.	

Thursday 30/07/15	Training Course (Coca Cola Entree) 7 delegates + 1 trainers 8 total (2 day event) Arrived 08.30-09.30am, finished 4.30pm.	
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Trips comparisons for the two weddings

Wedding one on Sat 18th. The start was around 12.30 and has a profile of arrivals, little or no movements except support needs then arrivals of the evening guests and final exit.

TIME PERIOD	Site 1		Site 2		Site 3	
	away	to	to	away	away	to
	Saturday 18/07/2015	Saturday 18/07/2015	Saturday 18/07/2015	Saturday 18/07/2015	Saturday 18/07/2015	Saturday 18/07/2015
0.00 - 1.00	1	1	0	0	0	1
1.00 - 2.00	0	0	0	0	0	0
2.00 - 3.00	0	0	0	0	0	0
3.00 - 4.00	1	0	1	1	0	0
4.00 - 5.00	0	0	0	0	0	0
5.00 - 6.00	0	0	0	0	0	0
6.00 - 7.00	1	1	1	1	0	0
7.00 - 8.00	2	2	2	3	2	4
8.00 - 9.00	0	4	4	5	0	0
9.00 - 10.00	0	4	1	3	1	1
10.00 - 11.00	4	0	3	1	3	5
11.00 - 12.00	6	7	3	0	4	10
12.00 - 13.00	5	8	6	2	3	20
13.00 - 14.00	3	15	9	2	3	20
14.00 - 15.00	2	4	2	1	1	2
15.00 - 16.00	5	0	3	2	2	2
16.00 - 17.00	7	10	3	3	2	3
17.00 - 18.00	4	4	5	3	4	6
18.00 - 19.00	11	7	4	0	4	4
19.00 - 20.00	3	3	4	3	3	3
20.00 - 21.00	5	7	3	2	10	1
21.00 - 22.00	2	3	4	0	5	3
22.00 - 23.00	2	3	2	2	13	1
23.00 - 0.00	6	4	3	7	12	1
7-10	83	16	45	39	29	77
6-22	74	99	57	45	47	64
5-24	82	106	62	54	78	88
0-24	84	87	63	55	78	87

Sites 2 and 3 are used to consider the flows to and from the site.

The survey indicates around 65 in at the start of the wedding between 11 and 14.00 and around 55 out between 20.00 an midnight. After midnight around 15 out and 11 in suggesting the use of taxis to the local hotels.

There were 127 guests and staff but some 65 car movements thus around an average occupancy of 2 per car.

Wedding one on Sat 25th. The start was around 14.00 and again has a profile of arrivals, little or no movements except support needs then arrivals of the evening guests and final exit.

TIME PERIOD	Site 1		Site 2		Site 3	
	away	to	to	away	away	to
	Saturday 25/07/2015	Saturday 25/07/2015	Saturday 25/07/2015	Saturday 25/07/2015	Saturday 25/07/2015	Saturday 25/07/2015
0:00 - 1:00	0	1	1	1	1	0
1:00 - 2:00	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0
3:00 - 4:00	2	0	1	2	0	0
4:00 - 5:00	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0
6:00 - 7:00	1	1	1	1	0	1
7:00 - 8:00	1	2	2	1	0	1
8:00 - 9:00	4	3	1	1	0	0
9:00 - 10:00	4	4	4	2	1	2
10:00 - 11:00	8	6	3	5	3	3
11:00 - 12:00	9	6	4	5	3	6
12:00 - 13:00	8	6	4	6	4	4
13:00 - 14:00	5	5	4	1	3	10
14:00 - 15:00	8	4	2	2	7	14
15:00 - 16:00	12	14	14	5	8	16
16:00 - 17:00	5	6	2	2	3	2
17:00 - 18:00	5	5	5	1	8	8
18:00 - 19:00	4	2	1	4	2	3
19:00 - 20:00	7	6	6	5	5	5
20:00 - 21:00	4	5	3	3	3	3
21:00 - 22:00	1	3	0	0	4	3
22:00 - 23:00	4	1	2	5	8	1
23:00 - 0:00	1	4	6	1	8	3
7-19	71	63	46	35	43	69
6-22	84	78	56	44	55	81
8-24	89	83	63	50	69	85
0-24	81	84	65	53	70	86

Again sites 2 and 3 are used to consider the flows to and from the site.

The survey indicates around 65 in at the start of the wedding between 13 and 15.00 and around 28 out between 20.00 and midnight. The profile suggest guest left after the wedding i.e. did not stay for the later reception etc.

There were 140 guests and staff but some 65 car movements, an average of more than 2 per car.

On cross lane the highest in of 20 or 1:3 minutes was opposed by 3 or 1 per 20 minutes and the 16 or 1 per 4 minutes opposed by 8 or 1:7.5 minutes.

Movements of this level even if new would not be considered unacceptable or give rise to operational issues, in reality they are already occurring and do not have recorded operational issues locally.

8. RESPONSE TO HIGHWAY FEEDBACK TO THE WITHDRAWN APPLICATION

Introduction

The withdrawn application for the same wedding use received a highway objection and detailed response, this is considered at odds with the situation as the operational impacts are known and not projected/new.

Highway responses and feedback

The Highway Development Control Section is of the opinion that the proposed development will have a detrimental impact on highway safety and amenity in the immediate vicinity of the site due to the increased number of vehicle movements associated with guests to a wedding and the servicing of the wedding venue will also increase the number of vehicles to bring in staff and supplies for the catering side of the wedding functions, than presently required for the current use of the site.

This is a surprising comment given the site is already in operation and a similar scale training even can take place 7 days per week with no mitigation or objection received when approved.

The applicant is proposing to use both Rabbit Lane and Cross Lane to access the site, both of these roads are also definitive footpaths and are regularly used by walkers and cyclists the associated definitive footpaths which will be directly affected by the development are 3-5-FP8, 3-5-FP11 and 3-5-FP20. I have forwarded details of this planning application to Lancashire County Councils Public Rights of Way Section and asked them to contact you directly regarding any comments they may like to make.

The footpaths are accommodated on site and no recorded issues have arisen between the shared use of the paths where vehicles are also in place. Speeds have been shown to be low and flows also.

The site has a very low accessibility score and it would be expected that all guests and staff would need to use various types of vehicular transport to access the site and it would not be appropriate to expect all guests to use coaches or taxis.

It would be expected that rural areas have a lower accessibility score, the question is is it of a level that is acceptable for a rural area, NPPF accepts that there will be variations that need to be considered. The use of taxis and coaches etc reduce movements. Rural employment and enterprise has to be supported acknowledging that the use of cars will be the key mode.

Rabbit Lane and Cross Lane have very restricted highway widths for the full lengths of the roads, meaning vehicle are unable to pass on either of these narrow roads. From observations on site Cross Lane is showing signs of vehicles driving on the verges in various locations.

Verge overrun is not unusual in rural areas especially with large tractors used today, the critical question is does it occur to such a level where the damage is severe, from observation it does not.

Both roads have very limited forward visibility in both the horizontal and vertical planes which reduces speed but means that reversing any distance to find a suitable passing place to allow vehicles to pass is very difficult, especially with the restricted carriageway width, the gradients, and the close proximity of walls, fences, planting etc. to the carriageway edge. Additional safety issues for reversing vehicles when another vehicle is approaching from behind with restricted forward visibility.

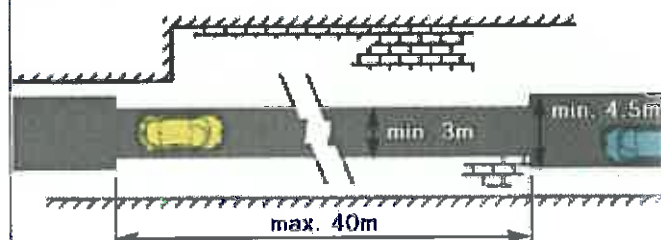
The passing bays situation even if informal have been assessed in detail and provided for review, in addition the use for rural single track roads is not uncommon for diversification in the rural area.

An assessment based on guidance has been used at application and inquiry support stages as set out.

Reference to Manual for Streets (MFS), Traffic Advisory Leaflet 2/04 and homezone guidance for narrow sections with passing bays is provided below.

G6. Home Zone streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour. This is usually the time of day when there is most conflict between vehicles and people, including children playing.

3.5.19 On two-way streets, some sections of vehicle track can be clearly designed for one-way "shuttle" use – ie, too narrow for two light vehicles to pass. This approach will help to reduce speeds and make drivers take particular care. In such layouts, standards in the Netherlands suggest that the track should be widened to 4.5m wide at least every 40m to enable two vehicles to pass.



Distances between passing places.

IHIE Homezone guidance

CONSIDERATIONS WHEN PLANNING A SINGLE TRACK WITH PASSING PLACES SCHEME

- To prevent excessive delay to vehicles, it is recommended that maximum two-way flow should not exceed 300 vehicles per hour. A certain equality of flow is important in order to achieve speed reductions and help prevent vehicles travelling in one direction forcing all others to give way.
- Passing places should have a minimum length of 3 cars. Ideally each passing place should be clearly visible from the last, with spacing no greater than 60m (research shows this is sufficient for vehicle flows of up to 300 vehicles per hour).

TAL abstract

There is anecdotal evidence that similar routes with bays wider apart than 60m can achieve 500 two way flow per day without causing undue stress. The flows are nowhere near the maximum indicated as such a variation in the passing bays distance would not give rise to issues and again does not for the use, both the wedding or the approved training level uses.

The applicant is indicating 100 to 120 guests for day time events and as such this will have a highway impact during the day as guests arrive and assumingly this will be at weekends where vehicle movements, cyclists and walkers movements will be higher along both Rabbit Lane and Cross Lane. The introduction of evening quests would then expect an additional 60 to 80 new guests travelling to the site resulting in additional vehicle movements during the early evening.

The actual highway impact is known and the survey shows these rather than assuming what takes place. The flows set out show that 20 in and less out would be the norm and again no local issues have been recorded.

The applicant is indicting that 20 seater coaches can be used to access the site. Where the guests all use the coaches this may result in 5 to 6 coach movements for the day guests and as such parking provision for coaches should be considered with adequate turning facilities to ensure they can enter and exit the site in forward gear. At the end of the evening event where all the guests use the coaches this could result in 9 coaches entering and exiting the event, late at night.

It is highly unlikely that all guest will use the coaches to travel to the venue as they as normal for weddings etc come from a wide area and direction of approach, the situation alluded to would not take place and indeed from experience has not taken place. However even if it did the site could operate a one way system internal to ensure no coaches meet each other or even have steward with radios to keep coaches on site until those entering have done so. The events are planned and the travel arrangements know before they take place as such the use of coach's can be catered for with good management as occurs now.

The use of local taxis is highly commendable but this will result in increasing two way traffic movements at the peak periods for the event, which will intensify the issues for vehicles to pass each other along Rabbit Lane and Cross Lane. It should also not be expected that all guests will arrive and exit at the same time, for various reasons such as health and children etc.

The commendation for local taxis to reduce car movements is appreciated and again as the site already operates for training and weddings/other events the increase will not take place it already exists and the surveys show that the flows are at low level. The survey shows that flows are spread across 1-3 hours.

From observations on site the private approach road to Clough Bottom is rutting up with deep pot holes, which may result in coach and taxi companies refusing to service the site in the future due to damage and improvements to this road should be considered. The rutting and potholes will also increase noise and vibration when being driven over, especially by coaches and delivery vehicles.

The access is regularly maintained and updated as required, indeed has recently been widened and the surface regraded. The coach and taxi suppliers are all known and any issues can quickly be resolved but to date none have arisen. The comment alludes to a situation that does not occur.

Where a scheme for passing places is considered to reduce the highway impact by allowing passing along Rabbit Lane and Cross Lane the applicant is advised that the each passing place should be seen from the adjacent passing place.

The review shows that the local network operates with informal passing bays as is expected of single track rural roads, the Informal spaces provide the opportunity for passing of vehicles safely and from observations this is the case. In addition the same level of flows can be generated by the approved training use and do so with no requirement for any off site mitigation at the approval stage.

Due to the restricted width and low tree branches on both Rabbit Lane and Cross Lane the Highway Development Control Section is of the opinion that the fire authority is to be consulted to ensure the existing highway is suitable for fire appliances and/or if they can recommend additional fire safety features as part of the development. **Again this assumes the use is new and these assessments have already been undertaken when the initial application was approved in 2012.**

The Highway Development Control Section typical highway comments regarding an access to a site are:-

- On a private access road a fire appliance requires a minimum carriageway width of 2.75 and an unobstructed working width of 3.7m. From Manual for Streets and table 8 of Approved Document B (Fire Safety).
- A fire appliance requires a minimum height clearance of 3.7m. From table 8 of Approved Document B (Fire Safety).

The site operates under an agreed inspection regime with the Fire Service who attend as required to ensure the licence for the site is operated safely. The building use/conversion has been signed off and approved by a building control inspector. The comments made are therefore considered unfounded and the site has no fire safety issues.

9. SUMMARY

The site is located in the rural area.

The use has been operational for some years as such there are no new trips on the network.

There are no recorded local highway capacity or safety issues along the road frontage or the two access points.

The site is accessible for a rural area.

Parking levels have been assessed against provision on site against uses and the latest policy standards and the spaces provided are considered sufficient for the uses approved.

The above confirms the previous approval to the uses that there are no transport or highway reasons that could be considered severe in nature that would prevent the site from being taken forward with full approval.

Appendix A

Appendix B

