

STRATEGIC LAND GROUP LIMITED

PROPOSED RESIDENTIAL DEVELOPMENT

HENTHORN ROAD

CLITHEROE

Transport Statement

March 2017

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Plan 1 Proposed Site Plan

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Appendix 1 TRICS Output

1 INTRODUCTION

- 1.1.1 Croft have been commissioned by The Strategic Land Group Limited to produce a Transport Assessment to assist the Local Planning Authority's determination of a planning application for a residential development off Henthorn Road in Clitheroe.
- 1.1.2 The application site is located approximately a kilometre south west of Clitheroe town centre. The location of the application site is shown on **Plan 1**.
- 1.1.3 The site is undeveloped and is used as agricultural land but is connected to an existing residential development to the north that is being constructed at present by Story Homes. Further details pertaining to the site's existing use will be provided in Section 2.
- 1.1.4 It is proposed to develop the site with 25 residential units. Vehicular access will be provided via an extension through the Story Homes residential development that is accessed off Henthorn Road. Further details pertaining to the proposed development will be provided within Section 3 of the Report.
- 1.1.5 Section 4 briefly considers the accessibility of the site by non-car modes. Section 5 contains the traffic impact assessment and Section 6 contains the Report's conclusions.

2 EXISTING CONDITIONS

2.1 Existing Site Information

- 2.1.1 The application site is located approximately a kilometre south west of Clitheroe town centre.
- 2.1.2 The site is bound to the north by the Story Homes site that is currently under construction and is accessed off Henthorn Road, whilst to the west the site is bound by agricultural land. To the east the site is bound by existing residential properties that are accessed from Kenilworth Drive and to the south the site is bordered by Pendleton Brook.
- 2.1.3 The predominant land use in the vicinity of the site is residential with areas of recreational open space.
- 2.1.4 The site is undeveloped with no formal vehicular access.

2.2 Existing Highway Network

- 2.2.1 To the north of the proposed development site, Henthorn Road runs in an approximate southwest-northeast alignment until it forms the minor arm of the priority junction with Bawdlands.
- 2.2.2 The Henthorn Road carriageway is generally around 7.1 metres wide with a footway along the northern side of the carriageway in the vicinity of the site and then on both sides between the site's eastern boundary all the way to the junction with Bawdlands. Bawdlands is the B6243 and runs east into the town centre.

2.3 Baseline Transport Data

- 2.3.1 The site is currently undeveloped which therefore generates no existing vehicular traffic.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 It is proposed to develop the site to provide 25 residential units. The residential development will comprise a mix of house types and the final details of this will be confirmed as the application progresses.

3.1.2 However, at this stage the development will consist of the following mix of units:

- 18 three and four bedroom open market houses.
- 7 two and three bedroom affordable houses.

3.1.3 The proposed Masterplan is shown on **Plan 1**.

3.2 Vehicular Access

3.2.1 It is proposed that vehicular access into the development site will be provided through the Story Homes site which in turn is accessed off Henthorn Road via a new priority controlled junction.

3.2.2 The access will involve an extension to the main spine road through the Story Homes access (from the application reference D3-10-0719). This is 5.5 metres wide and has footways on both sides of 2 metres width and would therefore be in accordance with the standards contained within the Manual for Streets documents.

3.2.3 Beyond the main access into the site are two shorter cul-de-sacs on either side of the proposed adopted turning head. These cul-de-sacs are 4.5 metres wide with a footway of 2 metres width on one side and a service strip on the other.

4 NON-CAR ACCESSIBILITY OF THE SITE

4.1 Introduction

4.1.1 Within the recently released National Planning Policy Framework (NPPF), there is a presumption in favour of sustainable development. Transport is recognised as having an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF therefore advises that decisions should take account of the opportunities for sustainable transport modes.

4.1.2 New proposals should therefore be located and designed where practical to have access to high quality public transport facilities and to give priority to pedestrian and cycle movements. Planning policies are also to aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment and other activities.

4.1.3 Having regard to this, the accessibility of the site has been considered by the following modes of transport.

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

4.2 Access by Foot

4.2.1 Pedestrian access into the site will be afforded via the proposed vehicular access point that leads through the Story Homes site onto Henthorn Road.

4.2.2 The internal highway infrastructure has been designed using the guidance within Manual for Streets 2 and as such ensures that the vehicular speeds through the site will be low and the design of the internal infrastructure will ensure a pedestrian friendly environment with areas of pedestrian priority to ensure safe and efficient movement for pedestrians through the site.

- 4.2.3 In the vicinity of the site, footways of at least 2 metres in width are located on Henthorn Road. These routes provide excellent connectivity from the site into Clitheroe town centre.
- 4.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.
- 4.2.5 Given recent residential development planning consents in the area, it is clear that the local planning and highway authorities consider that the site is accessible on foot and that the existing and proposed, by other applicants, pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 Regional Cycle Route 91 is located approximately 2.2 kilometres north-east of the site, this route is known as the 'Lancashire cycle way' and is ideal for recreational cycling providing numerous links to destinations across Lancashire.
- 4.3.3 The internal site layout will ensure that vehicular speeds are low and as such this would assist cycle accessibility.
- 4.3.4 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 The nearest bus stops to the site are located on Garnett Road approximately 600 metres north-east to the site. In addition, a hail and ride service is available from Kenilworth Drive/Kemple View close to the site.

4.4.2 Safe pedestrian access to these bus stops is provided for via the Story Homes site and the existing pedestrian footways located on Henthorn Road and Kemple View.

4.4.3 Two services per hour operate from these bus stops and run between Sawley and Clitheroe.

4.4.4 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Access by Rail

4.5.1 The nearest rail station to the site is Clitheroe is located within around 2 kilometre of the site. Pedestrian access to the rail station is provided via the B6243 Junction Lane then Castle View.

4.5.2 Clitheroe rail station provides an hourly service to destinations including Blackburn, Bolton and Manchester.

4.5.3 It is therefore concluded that the proposed development site it accessible by rail.

4.6 Summary

4.6.1 The proposals have been considered in terms of accessibility by non car modes for the proposed residential development. The following conclusions can be drawn from this section of the Report:

- The site is situated close to Clitheroe town centre, which will provide the scope for a high degree of linked walk trips between the development and the retail, commercial and employment in Clitheroe.
- The site is accessible by foot and by cycle however these links will be substantially improved as part of recent nearby development proposals. The existing and improved infrastructure will provide excellent pedestrian linkages with the surrounding retail and employment areas.

- There are up to 2 bus services per hour during peak periods to destinations including the town centre which provides good accessibility to the site by bus.
- Although Clitheroe rail station only provides one service per hour, it travels to Manchester Piccadilly which provides access to many more services to a much wider range of destinations.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the application site is accessible by modes of transport other than the private car and would be in general accordance with land use and transport policies and the Framework which seeks to deliver sustainable development, the following section of the report considers the traffic impact of the development proposals on the local highway network.

5.2 Traffic Generation

5.2.1 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'private housing' range of sites based on the 'Residential - Privately Owned Houses' category with any Greater London and Eire sites excluded and sites between 20 and 100 units. These trip rates are also considered to be robust as around 30% of the site consists of affordable units which tend to exhibit a lower traffic generation.

5.2.2 The full TRICS outputs are contained within **Appendix 1**.

5.2.3 The peak hour trip rates and forecast trip generation for the proposed 25 units are shown within Table 5.1.

Peak Hour	Trip Rates		Trip Generation	
	Arr	Dep	Arr	Dep
AM	0.150	0.368	4	9
PM	0.359	0.187	9	5

Table 5.1 - Forecast Trip Generation of Proposed Residential Development

- 5.2.4 As demonstrated above, the residential development is forecast to generate a two-way total of approximately 13 trips in the AM peak hour and 14 trips in the PM peak hour.
- 5.2.5 This equates to an additional two-way traffic movement less than every 4 minutes even during the busiest periods of the day.
- 5.2.6 It is therefore concluded that the development proposals will result in a minimal impact on the local highway network.

6 CONCLUSIONS

6.1.1 This Report has considered proposals for a residential development off Henthorn Road in Clitheroe.

6.1.2 The following conclusions have been drawn with regard to the proposed development:

- The proposed development will be accessed by a safe and efficient vehicular access arrangement.
- The proposed development complies with local, regional and national planning policy.
- The proposed development benefits from being highly accessible on foot with the existing and proposed pedestrian footways providing access to a wide of range of services including Clitheroe town centre.
- The proposed development is ideally located to encourage journeys by bus via the bus services available in the vicinity of the site.
- Pedestrian and public transport infrastructure will be enhanced in the vicinity of the site following a series of localised improvements proposed as part of a number of recently consented development sites.
- The traffic impact assessment indicated that the proposed development would be able to be accommodated on the local highway network.
- The proposals will have a negligible impact on the local highway network.

6.1.3 In conclusion, the proposals for a residential development off Henthorn Road in Clitheroe will provide a sustainable development in transport terms and planning permission should be granted in accordance with the Framework.



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TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 20 to 99 (units:)
Range Selected by User: 20 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/03/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	6 days
Wednesday	6 days
Thursday	7 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	16
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	29
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	32 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	7 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	8 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	23 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	32 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	59		
	Survey date: FRIDAY	18/05/12		Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: MONDAY	08/10/07		Survey Type: MANUAL
5	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
6	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
7	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
9	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
10	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
11	FA-03-A-01	SEMI-DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: THURSDAY	30/05/13		Survey Type: MANUAL
12	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
13	HI-03-A-11	BUNGALOWS		HIGHLAND
	STEVENSON ROAD			
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL
14	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	KI-03-A-02 WOLSEY CLOSE	DETACHED		KINGSTON
	KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 Survey date: THURSDAY 24/06/10			Survey Type: MANUAL
16	LC-03-A-30 WATSON ROAD	SEMI-DETACHED		LANCASHIRE
	BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings: 24 Survey date: FRIDAY 14/06/13			Survey Type: MANUAL
17	LN-03-A-03 ROOKERY LANE BOULTHAM LINCOLN	SEMI DETACHED		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12			Survey Type: MANUAL
18	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12			Survey Type: MANUAL
19	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12			Survey Type: MANUAL
20	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11			Survey Type: MANUAL
21	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES		NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
23	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
24	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
25	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
26	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
27	SF-03-A-01	SEMI DETACHED		SUFFOLK
		A1156 FELIXSTOWE ROAD		
		RACECOURSE		
		IPSWICH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	77	
		Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL
28	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
30	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
31	WM-03-A-01	TERRACED	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	
	Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
32	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL
33	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-07	ire/ldn
BT-03-A-01	The visibility from this access can achieve 2.4 metres by 25 metres to accord wi
CS-03-A-01	ire/ldn
CS-03-A-02	ire/ldn
CV-03-A-01	ire/ldn
DL-03-A-07	ire/ldn
DL-03-A-08	ire/ldn
DO-03-A-03	ire/ldn
GA-03-A-03	ire/ldn
GA-03-A-04	ire/ldn
KD-03-A-02	ire/ldn
KK-03-A-03	ire/ldn
KK-03-A-04	ire/ldn
KN-03-A-01	ire/ldn
MA-03-A-01	ire/ldn
RO-03-A-01	ire/ldn
RO-03-A-02	ire/ldn

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WA-03-A-01	ire/ldn
WF-03-A-01	ire/ldn

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	50	0.070	33	50	0.273	33	50	0.343
08:00 - 09:00	33	50	0.150	33	50	0.368	33	50	0.518
09:00 - 10:00	33	50	0.158	33	50	0.205	33	50	0.363
10:00 - 11:00	33	50	0.138	33	50	0.159	33	50	0.297
11:00 - 12:00	33	50	0.163	33	50	0.167	33	50	0.330
12:00 - 13:00	33	50	0.178	33	50	0.152	33	50	0.330
13:00 - 14:00	33	50	0.177	33	50	0.178	33	50	0.355
14:00 - 15:00	33	50	0.186	33	50	0.205	33	50	0.391
15:00 - 16:00	33	50	0.234	33	50	0.178	33	50	0.412
16:00 - 17:00	33	50	0.296	33	50	0.189	33	50	0.485
17:00 - 18:00	33	50	0.359	33	50	0.187	33	50	0.546
18:00 - 19:00	33	50	0.258	33	50	0.157	33	50	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.367			2.418			4.785

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 20 - 99 (units:)
Survey date range: 01/01/06 - 24/03/14
Number of weekdays (Monday-Friday): 33
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 21

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	50	0.001	33	50	0.001	33	50	0.002
08:00 - 09:00	33	50	0.002	33	50	0.002	33	50	0.004
09:00 - 10:00	33	50	0.003	33	50	0.002	33	50	0.005
10:00 - 11:00	33	50	0.001	33	50	0.002	33	50	0.003
11:00 - 12:00	33	50	0.002	33	50	0.001	33	50	0.003
12:00 - 13:00	33	50	0.002	33	50	0.002	33	50	0.004
13:00 - 14:00	33	50	0.002	33	50	0.001	33	50	0.003
14:00 - 15:00	33	50	0.001	33	50	0.001	33	50	0.002
15:00 - 16:00	33	50	0.001	33	50	0.001	33	50	0.002
16:00 - 17:00	33	50	0.001	33	50	0.001	33	50	0.002
17:00 - 18:00	33	50	0.001	33	50	0.001	33	50	0.002
18:00 - 19:00	33	50	0.001	33	50	0.001	33	50	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 20 - 99 (units:)
Survey date range: 01/01/06 - 24/03/14
Number of weekdays (Monday-Friday): 33
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 21

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	50	0.000	33	50	0.000	33	50	0.000
08:00 - 09:00	33	50	0.000	33	50	0.000	33	50	0.000
09:00 - 10:00	33	50	0.000	33	50	0.000	33	50	0.000
10:00 - 11:00	33	50	0.000	33	50	0.000	33	50	0.000
11:00 - 12:00	33	50	0.001	33	50	0.001	33	50	0.002
12:00 - 13:00	33	50	0.000	33	50	0.000	33	50	0.000
13:00 - 14:00	33	50	0.000	33	50	0.000	33	50	0.000
14:00 - 15:00	33	50	0.000	33	50	0.000	33	50	0.000
15:00 - 16:00	33	50	0.000	33	50	0.000	33	50	0.000
16:00 - 17:00	33	50	0.000	33	50	0.000	33	50	0.000
17:00 - 18:00	33	50	0.000	33	50	0.000	33	50	0.000
18:00 - 19:00	33	50	0.000	33	50	0.000	33	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	50	0.006	33	50	0.024	33	50	0.030
08:00 - 09:00	33	50	0.006	33	50	0.030	33	50	0.036
09:00 - 10:00	33	50	0.004	33	50	0.007	33	50	0.011
10:00 - 11:00	33	50	0.005	33	50	0.007	33	50	0.012
11:00 - 12:00	33	50	0.004	33	50	0.004	33	50	0.008
12:00 - 13:00	33	50	0.007	33	50	0.007	33	50	0.014
13:00 - 14:00	33	50	0.005	33	50	0.005	33	50	0.010
14:00 - 15:00	33	50	0.008	33	50	0.007	33	50	0.015
15:00 - 16:00	33	50	0.016	33	50	0.006	33	50	0.022
16:00 - 17:00	33	50	0.026	33	50	0.022	33	50	0.048
17:00 - 18:00	33	50	0.026	33	50	0.009	33	50	0.035
18:00 - 19:00	33	50	0.013	33	50	0.006	33	50	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.134			0.260

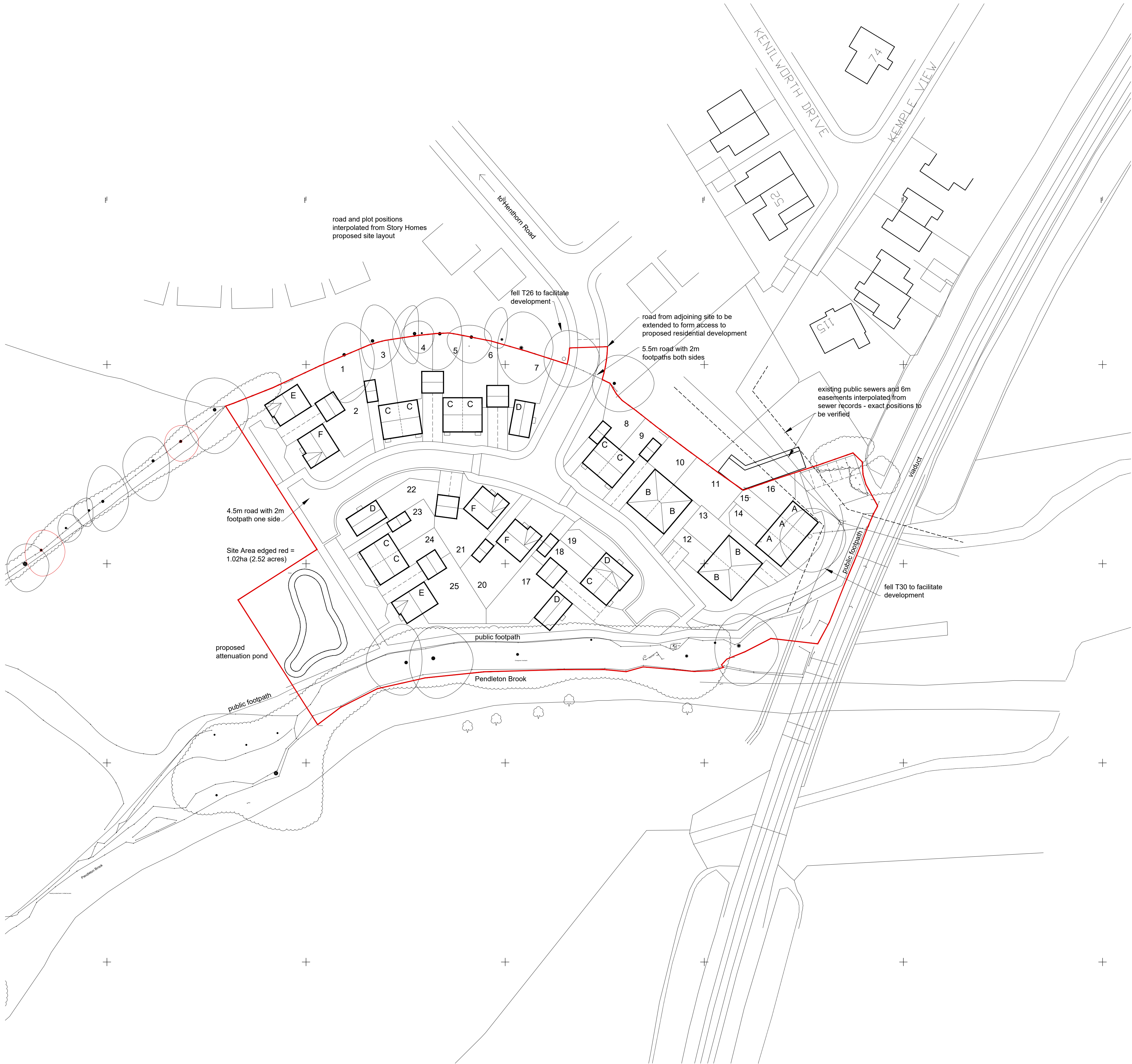
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Accommodation Schedule

Affordable		
A	3 bed house	3
B	2 bed bungalow	4
Market		
C	3 bed house	9
D	3 bed house	4
E	4 bed house	2
F	4 bed house	3
Total		25

0m 25m 50m

Scale: 1:500

Revision Notes:



CLIENT
Strategic Land Group Ltd.

PROJECT NAME
Proposed Residential Development at

Henthorn Road (Phase 2), Clitheroe

DRAWING NAME
Proposed Site Plan

SCALE	DRAWN BY	DATE	DRAWING NUMBER	REVISION
1:500 @ A1	ASL	17/03/17	17/018/P01	-

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