

Lancashire Constabulary Collisions Data Report



ACCIDENT No	EG1500168	ACCIDENT CLASS	SLIGHT
DATE	30/07/2015	TIME	20:40

LOCATION DETAILS

WEATHER CONDITIONS	FINE WITHOUT HIGH WINDS		
LIGHT CONDITIONS	DAYLIGHT: STREETS LIGHT PRESENT		
1ST ROAD CLASS	A671	RD NAME	PIMLICO LINK ROAD
2ND ROAD CLASS	UC	RD NAME	CHATBURN ROAD
EASTING	375530	NORTHING	443141

NATURE

V002 BLACK VOLVO STOPS AT TEMP TRAFFIC LIGHTS WHICH ARE ON RED AND AWAITS A CHANGE IN SIGNAL. V001 PEDAL CYCLE STATES HE PASSED THROUGH GREEN TRAFFIC SIGNAL. V001 COLLIDES INTO THE SIDE OF V002, IT IS UNKNOWN AS TO WHICH VEHICLE HAD PRIORITY.

VEHICLE DETAILS

No OF VEHICLES	2	
No	TYPE	MANOUEVRES
1	PEDAL CYCLE	GOING AHEAD OTHER
2	CAR	GOING AHEAD OTHER
3		
4		
5		
6		
7		
8		
9		
10		

CASUALTY DETAILS

No OF CASUALTIES	1				
No	SEVERITY	AGE	No	SEVERITY	AGE
1	SLIGHT	25	6		
2			7		
3			8		
4			9		
5			10		

Data provided remains the property of the Constabulary and cannot be published without the prior permission of the Chief Constable.

Lancashire Constabulary, Corporate Analysis, PO Box 77, Hutton, Preston, PR4 5SB

☎ 01772 413955 ✉ Collisions-HQDataAudit@lancashire.pnn.police.uk

Lancashire Constabulary Collisions Data Report



ACCIDENT No	EN1100052	ACCIDENT CLASS	SLIGHT
DATE	11/05/2011	TIME	13:05

LOCATION DETAILS

WEATHER CONDITIONS	FINE WITHOUT HIGH WINDS		
LIGHT CONDITIONS	DAYLIGHT: STREETS LIGHT PRESENT		
1ST ROAD CLASS	A671	RD NAME	CHATBURN ROAD
2ND ROAD CLASS	A671	RD NAME	PIMLICO LINK ROAD
EASTING	375522	NORTHING	443136

NATURE

VEHICLE 1 - CAR EXITED GIVE WAY JUNCTION INTO ROUNDABOUT COLLIDING WITH VEHICLE 2 - CAR ALREADY ON THE ROUNDABOUT.

VEHICLE DETAILS

No OF VEHICLES	2	
No	TYPE	MANOUEVRES
1	CAR	MOVING OFF
2	CAR	GOING AHEAD OTHER
3		
4		
5		
6		
7		
8		
9		
10		

CASUALTY DETAILS

No OF CASUALTIES	1				
No	SEVERITY	AGE	No	SEVERITY	AGE
1	SLIGHT	21	6		
2			7		
3			8		
4			9		
5			10		

Data provided remains the property of the Constabulary and cannot be published without the prior permission of the Chief Constable.

Lancashire Constabulary, Corporate Analysis, PO Box 77, Hutton, Preston, PR4 5SB

☎ 01772 413955 ✉ Collisions-HQDataAudit@lancashire.pnn.police.uk

Lancashire Constabulary Collisions Data Report



ACCIDENT No	EN1200015	ACCIDENT CLASS	SLIGHT
DATE	13/02/2012	TIME	11:45

LOCATION DETAILS

WEATHER CONDITIONS	FINE WITHOUT HIGH WINDS		
LIGHT CONDITIONS	DAYLIGHT: STREETS LIGHT PRESENT		
1ST ROAD CLASS	UC	RD NAME	CHATBURN ROAD
2ND ROAD CLASS	UC	RD NAME	PIMLICO LINK ROAD
EASTING	375398	NORTHING	443059

NATURE

FEMALE HAS BEEN DRIVING VEHICLE DOWN ROAD WHEN SHE HAS HAD AN EPISODE AT WHEEL AND MOUNTED PAVEMENT BEFORE SMASHING INTO LAMPPOST.

VEHICLE DETAILS

No OF VEHICLES	1	
No	TYPE	MANOUEVRES
1	CAR	GOING AHEAD OTHER
2		
3		
4		
5		
6		
7		
8		
9		
10		

CASUALTY DETAILS

No OF CASUALTIES	1				
No	SEVERITY	AGE	No	SEVERITY	AGE
1	SLIGHT	67	6		
2			7		
3			8		
4			9		
5			10		

Data provided remains the property of the Constabulary and cannot be published without the prior permission of the Chief Constable.

Lancashire Constabulary, Corporate Analysis, PO Box 77, Hutton, Preston, PR4 5SB

☎ 01772 413955 ✉ Collisions-HQDataAudit@lancashire.pnn.police.uk

Lancashire Constabulary Collisions Data Report



ACCIDENT No	EN1200128	ACCIDENT CLASS	SLIGHT
DATE	10/11/2012	TIME	08:20

LOCATION DETAILS

WEATHER CONDITIONS	FINE WITHOUT HIGH WINDS		
LIGHT CONDITIONS	DAYLIGHT: NO STREET LIGHTING		
1ST ROAD CLASS	UC	RD NAME	LINCOLN WAY
2ND ROAD CLASS	A671	RD NAME	PIMLICO LINK ROAD
EASTING	375438	NORTHING	442579

NATURE

VEHICLE 1 TRAVELLING EAST TOWARDS THE JUNCTION WITH A671. WHILE TRAVELLING ALONG LINCOLN WAY BEHICLE VEHICLE 2, VEHICLE 1 OVERTAKES VEHICLE 2 AND WHILE ALONGSIDE VEHICLE 2, VEHICLE 2 TURNS INTO THE ENTRANCE TO ITS WORKS YARD. AS SUCH CAUSING VEHICLE 1 TO COLLIDE INTO THE FRONT OFFSIDE OF VEHICLE 2.

VEHICLE DETAILS

No OF VEHICLES	2	
No	TYPE	MANOEVRES
1	CAR	OVERTAKING MOVING VEHICLE ON ITS OFFSIDE
2	GOODS VEHICLE > = 7.5 TONNES MGW	TURNING RIGHT
3		
4		
5		
6		
7		
8		
9		
10		

CASUALTY DETAILS

No OF CASUALTIES	2				
No	SEVERITY	AGE	No	SEVERITY	AGE
1	SLIGHT	24	6		
2	SLIGHT	69	7		
3			8		
4			9		
5			10		

Data provided remains the property of the Constabulary and cannot be published without the prior permission of the Chief Constable.

Lancashire Constabulary, Corporate Analysis, PO Box 77, Hutton, Preston, PR4 5SB

☎ 01772 413955 ✉ Collisions-HQDataAudit@lancashire.pnn.police.uk

Lancashire Constabulary Collisions Data Report



ACCIDENT No	EN1300035	ACCIDENT CLASS	SLIGHT
DATE	07/05/2013	TIME	17:00

LOCATION DETAILS

WEATHER CONDITIONS	FINE WITHOUT HIGH WINDS		
LIGHT CONDITIONS	DAYLIGHT: STREETS LIGHT PRESENT		
1ST ROAD CLASS	A671	RD NAME	CLITHEROE ROAD
2ND ROAD CLASS	A671	RD NAME	PIMLICO LINK ROAD CHATBURN ROAD
EASTING	375534	NORTHING	443129

NATURE

MALE ON BIKE PULLS OUT FROM JUNCTION FROM PIMLICO LINK ROAD AND CYCLES ACROSS A59 TURNS RIGHT. MALE ON BIKE FAILS TO LOOK PROPERLY AND COLLIDES WITH ONCOMING VEHICLE FROM THE LEFT. THE CAR SWERVES TO TRY AND AVOID HITTING HIM BUT CATCHES THE CYCLIST WITH DRIVERS WING MIRROR CAUSING CYCLIST TO FALL OFF AND BANG HIS HEAD ON THE ROAD.

VEHICLE DETAILS

No OF VEHICLES	2
----------------	---

No	TYPE	MANOUEVRES
1	PEDAL CYCLE	TURNING RIGHT
2	CAR	GOING AHEAD OTHER
3		
4		
5		
6		
7		
8		
9		
10		

CASUALTY DETAILS

No OF CASUALTIES	1
------------------	---

No	SEVERITY	AGE	No	SEVERITY	AGE
1	SLIGHT	85	6		
2			7		
3			8		
4			9		
5			10		

Data provided remains the property of the Constabulary and cannot be published without the prior permission of the Chief Constable.

Lancashire Constabulary, Corporate Analysis, PO Box 77, Hutton, Preston, PR4 5SB

☎ 01772 413955 ✉ Collisions-HQDataAudit@lancashire.pnn.police.uk

Lancashire Constabulary Collisions Data Report



ACCIDENT No	EN1400007	ACCIDENT CLASS	SLIGHT
DATE	24/01/2014	TIME	16:40

LOCATION DETAILS

WEATHER CONDITIONS	RAINING WITHOUT HIGH WINDS		
LIGHT CONDITIONS	DARKNESS: STREET LIGHTING UNKNOWN		
1ST ROAD CLASS	A671	RD NAME	PIMLICO LINK ROAD
2ND ROAD CLASS	UC	RD NAME	CLITHEROE ROAD
EASTING	375604	NORTHING	443183

NATURE

THE CYCLIST WAS TRAVELLING ALONG CHATBURN ROAD TOWARDS THE DIRECTION OF CHATBURN VILLAGE.HE INTENDED TO TURN RIGHT AT THE ROUNDABOUT AHEAD ONTO THE PIMLICO LINK ROAD.THE OFFENDING VEHICLE V1 APPROACHED THE SAME ROUNDABOUT FROM THE OPPOSITE DIRECTION.THE DRIVER WAS INTENDING TO GO STRAIGHT ACROSS THE ROUNDABOUT ONTO CHATBURN ROAD TOWARDS THE DIRECTION OF CLITHEROE TOWN CENTRE.THE CYCLIST ENTERED THE ROUNDABOUT AND TURNED RIGHT.THE VEHICLE DRIVER V1 FAILED TO GIVE WAY TO THE CYCLIST APPROACHING FROM HER RIGHT AND PULLED OUT ONTO THE ROUNDABOUT AT SLOW SPEED.THE VEHICLE V1 COLLIDED WITH THE REAR WHEEL OF THE CYCLE.BOTH THE CYCLE AND THE RIDER WERE KNOCKED OVER ONTO THE FLOOR.THE VEHICLE V1 STOPPED AT THE SCENE.

VEHICLE DETAILS

No OF VEHICLES	1	
No	TYPE	MANOUEVRES
1	CAR	GOING AHEAD OTHER
2		
3		
4		
5		
6		
7		
8		
9		
10		

CASUALTY DETAILS

No OF CASUALTIES	1				
No	SEVERITY	AGE	No	SEVERITY	AGE
1	SLIGHT	57	6		
2			7		
3			8		
4			9		
5			10		

Data provided remains the property of the Constabulary and cannot be published without the prior permission of the Chief Constable.

Lancashire Constabulary, Corporate Analysis, PO Box 77, Hutton, Preston, PR4 5SB

☎ 01772 413955 ✉ Collisions-HQDataAudit@lancashire.pnn.police.uk

Proposed Residential Development Former Clitheroe Hospital, Chatburn Road,
Clitheroe



Appendix C – Proposed Site Layout & Site Access Junction

CHATBURN ROAD, CLITHEROE

Schedule of Accomodation			
Gar	'Garth' 4 bed detached	1297 sq.ft	3
Mai	'Maidstone' 4 bed detached	1232 sq.ft.	4
Cha	'Chatam' 4 bed detached	1100 sq.ft	4
Chu	'Churchill' 3 bed semi	1085 sq.ft	10
Cle	'Cleveland' 4 bed detached	1120 sq.ft	4
Ash	'Ashdown' 3 bed semi	966 sq.ft	1
Oak	'Oakhurst' 3 bed detached	900 sq.ft	4
Win	'Windermere'	803 sq.ft	6
Win	'Welland'	855 sq.ft	1
Win	'Winster'	840 sq.ft	7
2b	'2 bed mews'	710 sq.ft	12
Bun	'2 bed Bungalow'	583 sq.ft	4
Total		55,520	60
Site Area = 4.96 acres (2.01 HA)			
Undevelopable = 1.06 acres			
Nett Developable = 3.89 acres			
Density = 14,272 sq.ft/a			



Site Layout

McDermott
HOMES

Jupiter House, 1 Mercury Rise, Altham, Lancs, BB5 5BY
T. 01282 774586 F. 01282 774616
E. info@mcdermotthomes.co.uk www.mcdermotthomes.co.uk

Chatburn Road Clitheroe

Rev	Date	Revision

Title	SITE LAYOUT
-------	--------------------

Scale	1:500
Date	January 2017
Dwg. No.	PL 1.0

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

NOTES:
THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY.

KEY:
— APPROXIMATE SITE BOUNDARY



EXISTING SPEED LIMIT TO BE INVESTIGATED AND CHANGED ALONG THE EXTENT OF THE SITE FRONTAGE UP TO ROUNDABOUT. EXACT DETAILS TO BE CONFIRMED AT DETAILED DESIGN STAGE AND PROVIDED AS PART OF THE SECTION 278 WORKS IF REQUIRED.

EXISTING CARRIAGEWAY CENTRE LINE TO BE AMENDED TO SUIT NEW CARRIAGEWAY LAYOUT. EXACT DETAILS TO BE CONFIRMED AT DETAILED DESIGN STAGE.

FOOTWAY WIDTH MINIMUM 1.8M

EXISTING STONE WALL TO BE REDUCED TO 1.0m IN HEIGHT WHERE REQUIRED TO ACHIEVE REQUIRED VISIBILITY SPLAYS.

A MINIMUM VISIBILITY SPALY OF 2.4m x 104m CAN BE ACHIEVED WITHIN THE ADOPTED HIGHWAY BOUNDARY THE SITE FRONTAGE.

FOOTWAY WIDTH MINIMUM 1.8M

2.4m x 93m VISIBILITY SPLAY MEASURED TO CENTERLINE OF CARRIAGEWAY

2.4m x 68m VISIBILITY SPLAY WITH 0.6m OFFSET FROM KERB EDGE

C	MINOR AMEDMENTS	JG	MS	MS	23/05/17
B	TREES ADDED	AH	MS	MS	21/03/17
A	MINOR AMENDMENTS	AH	MS	MS	20/03/17
REV	DESCRIPTION	BY	CHK	APP	DATE

NHS Properties

QUAY WEST at MediaCity UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH
TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



Project:
CLITHEROE HOSPITAL

Drawing Title:
PROPOSED SITE ACCESS ARRANGEMENTS
LATERAL VISIBILITY CHECKS

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
1:500	LB	01/03/17	MS	01/03/17	MS	01/03/17
Project No.	Office	Type	Drawing No.	Revision		
A094939	27	C	A094939-P003	C		

FILENAME: P:\2015\A094939 CLITHEROE HOSPITAL\CAD\WYC DRAWINGS\A094939 - P003 REV CDWMC | PLOTTED BY: JAKUB GORALEWSKI | PLOTTED DATE: 23 May 2017 13:15:48

Proposed Residential Development Former Clitheroe Hospital, Chatburn Road,
Clitheroe



Appendix D – TEMPRO Output

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2015
Future Year:	2016
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Growth Factor	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 0.9973 0.9920
Future Year - Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 -6 -21
Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,030 2,566
Future Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,025 2,546
Level	Area Local Growth Figure
E02005271	Ribble Valley 002 1.0128199

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2015
Future Year:	2016
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Growth Factor	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 0.9936 0.9976
Future Year - Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 -17 -6
Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,608 2,281
Future Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,591 2,275
Level	Area Local Growth Figure
E02005271	Ribble Valley 002 1.0137872

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2015
Future Year:	2021
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Growth Factor	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 1.0243 1.0181
Future Year - Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 49 47
Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,030 2,566
Future Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,080 2,613
Level	Area Local Growth Figure
E02005271	Ribble Valley 002 1.0767647

Dataset Version:	70
Result Type:	Trip ends by time period
Base Year:	2015
Future Year:	2021
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No
Growth Factor	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 1.0203 1.0239
Future Year - Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 53 54
Base Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,608 2,281
Future Year	
Area Description	All purposes
Level	Name Origin Destination
E02005271	Ribble Valley 002 2,661 2,335
Level	Area Local Growth Figure
E02005271	Ribble Valley 002 1.0777137

Proposed Residential Development Former Clitheroe Hospital, Chatburn Road,
Clitheroe



Appendix E – TRICS Output

Calculation Reference: AUDIT-705118-161213-1238

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 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: 23 to 98 (units:)
 Range Selected by User: 20 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

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	5 days
Tuesday	2 days
Wednesday	7 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	20 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:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	10

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	18
No Sub Category	2

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:

C3	20 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	5 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	4 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	20 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	2 days
No	18 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	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-01 ISAACS CLOSE POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: WEDNESDAY 16/07/08	DETACHED	DORSET	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	EA-03-A-01 TALISKER AVENUE KILMARNOCK Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: THURSDAY 05/06/08	DETACHED	EAST AYRSHIRE	Survey Type: MANUAL
6	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
7	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-17 CANADA WAY	HOUSES & FLATS		HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: THURSDAY 12/11/15			Survey Type: MANUAL
9	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
10	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
11	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13			Survey Type: MANUAL
12	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13			Survey Type: MANUAL
13	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13			Survey Type: MANUAL
14	PK-03-A-01 TULLYLUMB TERRACE GORNHILL PERTH	DETAC. & BUNGALOWS		PERTH & KINROSS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: WEDNESDAY 11/05/11			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	PS-03-A-02 GUNROG ROAD	DETACHED/SEMI -DETACHED	POWYS
	WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15		
16	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED	SURREY
	BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14		
17	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13		
18	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: THURSDAY 24/09/15		
19	SY-03-A-01 A19 BENTLEY ROAD BENTLEY RISE DONCASTER	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13		
20	WS-03-A-05 UPPER SHOREHAM ROAD	TERRACED & FLATS	WEST SUSSEX
	SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 Survey date: WEDNESDAY 18/04/12		

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.

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	20	46	0.089	20	46	0.315	20	46	0.404
08:00 - 09:00	20	46	0.155	20	46	0.409	20	46	0.564
09:00 - 10:00	20	46	0.147	20	46	0.166	20	46	0.313
10:00 - 11:00	20	46	0.121	20	46	0.137	20	46	0.258
11:00 - 12:00	20	46	0.144	20	46	0.132	20	46	0.276
12:00 - 13:00	20	46	0.142	20	46	0.137	20	46	0.279
13:00 - 14:00	20	46	0.163	20	46	0.184	20	46	0.347
14:00 - 15:00	20	46	0.146	20	46	0.175	20	46	0.321
15:00 - 16:00	20	46	0.239	20	46	0.149	20	46	0.388
16:00 - 17:00	20	46	0.300	20	46	0.182	20	46	0.482
17:00 - 18:00	20	46	0.380	20	46	0.170	20	46	0.550
18:00 - 19:00	20	46	0.241	20	46	0.136	20	46	0.377
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.267			2.292			4.559

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: 23 - 98 (units:)
 Survey date date range: 01/01/08 - 13/11/15
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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.

Proposed Residential Development Former Clitheroe Hospital, Chatburn Road,
Clitheroe



Appendix F – 2011 Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 8 December 2015]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

place of work	usual residence	Ribble Valley 002
Blackburn with Darwen 001	32	
Blackburn with Darwen 002	5	
Blackburn with Darwen 003	11	
Blackburn with Darwen 004	5	
Blackburn with Darwen 005	8	
Blackburn with Darwen 006	84	
Blackburn with Darwen 007	12	
Blackburn with Darwen 008	21	
Blackburn with Darwen 009	9	
Blackburn with Darwen 010	15	
Blackburn with Darwen 011	44	
Blackburn with Darwen 014	5	
Blackpool	10	
Bolton	14	
Bradford	16	
Burnley 001	7	
Burnley 002	15	
Burnley 003	41	
Burnley 004	30	
Burnley 006	7	
Burnley 007	6	
Burnley 009	4	
Burnley 010	13	
Burnley 011	17	
Burnley 014	6	
Bury	11	
Cheshire East	6	
Chorley	22	
Craven	33	
Fylde	17	
Hyndburn	167	
Lancaster	20	
Manchester	21	
Pendle	81	
Preston 004	13	
Preston 006	4	
Preston 007	14	
Preston 010	7	
Preston 012	10	
Preston 014	4	
Preston 017	25	
Ribble Valley 001	97	
Ribble Valley 002	441	
Ribble Valley 003	148	
Ribble Valley 004	6	
Ribble Valley 005	117	
Ribble Valley 006	16	
Ribble Valley 007	99	
Ribble Valley 008	28	
Rochdale	8	
Rossendale	22	
Salford	19	
South Ribble	34	
St. Helens	6	
Stockport	4	
Trafford	5	
Warrington	10	
Wigan	9	
Wyre	9	
Total	1,970	

Zone	Trips	%
Zone A	112	5.7
Zone B	840	42.6
Zone C	0	0.0
Zone D	0	0.0
Zone E	921.5	46.8
Zone F	97	4.9
Total	1970	100.00



Proposed Residential Development Former Clitheroe Hospital, Chatburn Road,
Clitheroe



Appendix G – PICADY Output (Proposed Site Access)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.0.4211 []
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J5 Site Access.j9

Path: J:\2015\A094939 Clitheroe Hospital\Jun. Ass\J5 Site Access

Report generation date: 12/05/2017 10:15:09

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Proposed Site Access - 2016 with Dev.				
Stream B-AC	0.1	0.07	0.0	0.03
Stream C-AB	0.0	0.01	0.0	0.03
Stream C-A				
Stream A-B				
Stream A-C				
Proposed Site Access - 2021 with Dev.				
Stream B-AC	0.1	0.07	0.0	0.03
Stream C-AB	0.0	0.01	0.0	0.03
Stream C-A				
Stream A-B				
Stream A-C				

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	J5
Location	
Site number	
Date	13/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG'yujing.liu
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2016 with Dev.	AM	ONE HOUR	08:00	09:30	15	✓
2016 with Dev.	PM	ONE HOUR	15:30	17:00	15	✓
2021 with Dev.	AM	ONE HOUR	08:00	09:30	15	✓
2021 with Dev.	PM	ONE HOUR	15:30	17:00	15	✓

Proposed Site Access - 2016 with Dev., AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Proposed Site Access	Proposed Site Access	T-Junction	Two-way	0.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Chatburn Rd (E)		Major
B	Proposed Site Access		Minor
C	Chatburn (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Chatburn (W)	8.00			180.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Proposed Site Access	One lane	2.75	30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	484.694	0.081	0.204	0.128	0.291
1	B-C	620.595	0.087	0.220	-	-
1	C-B	678.203	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.
 Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016 with Dev.	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chatburn Rd (E)		ONE HOUR	✓	420.00	100.000
B - Proposed Site Access		ONE HOUR	✓	24.00	100.000
C - Chatburn (W)		ONE HOUR	✓	400.00	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
A - Chatburn Rd (E)	0.000	5.000	415.000	
B - Proposed Site Access	13.000	0.000	11.000	
C - Chatburn (W)	396.000	4.000	0.000	

Proportions

From	To			
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
A - Chatburn Rd (E)	0.00	0.01	0.99	
B - Proposed Site Access	0.54	0.00	0.46	
C - Chatburn (W)	0.99	0.01	0.00	

Vehicle Mix

Heavy Vehicle proportion

From	To			
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
A - Chatburn Rd (E)	0	0	0	
B - Proposed Site Access	0	0	0	
C - Chatburn (W)	0	0	0	

Average PCU Per Veh

From	To			
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
A - Chatburn Rd (E)	1.000	1.000	1.000	
B - Proposed Site Access	1.000	1.000	1.000	
C - Chatburn (W)	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Chatburn Rd (E)	08:00-08:15	316.20	316.20

	08:15-08:30	377.57	377.57
	08:30-08:45	462.43	462.43
	08:45-09:00	462.43	462.43
	09:00-09:15	377.57	377.57
	09:15-09:30	316.20	316.20
B - Proposed Site Access	08:00-08:15	18.07	18.07
	08:15-08:30	21.58	21.58
	08:30-08:45	26.42	26.42
	08:45-09:00	26.42	26.42
	09:00-09:15	21.58	21.58
	09:15-09:30	18.07	18.07
C - Chatburn (W)	08:00-08:15	301.14	301.14
	08:15-08:30	359.59	359.59
	08:30-08:45	440.41	440.41
	08:45-09:00	440.41	440.41
	09:00-09:15	359.59	359.59
	09:15-09:30	301.14	301.14

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	9.65	0.1	A	22.02	33.03
C-AB	0.01	4.55	0.0	A	6.30	9.45
C-A					360.75	541.12
A-B					4.59	6.88
A-C					380.81	571.22

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.07	4.52	0.00	444.43	0.041	17.90	0.0	0.0	8.440	A
C-AB	4.64	4.64	1.16	0.00	796.15	0.006	4.62	0.0	0.0	4.547	A
C-A	296.50	296.50	74.13	0.00			296.50				
A-B	3.76	3.76	0.94	0.00			3.76				
A-C	312.43	312.43	78.11	0.00			312.43				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.58	5.39	0.00	425.67	0.051	21.53	0.0	0.1	8.906	A
C-AB	6.02	6.02	1.50	0.00	819.82	0.007	6.01	0.0	0.0	4.423	A
C-A	353.57	353.57	88.39	0.00			353.57				
A-B	4.49	4.49	1.12	0.00			4.49				
A-C	373.08	373.08	93.27	0.00			373.08				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	6.61	0.00	399.44	0.066	26.36	0.1	0.1	9.649	A
C-AB	8.24	8.24	2.06	0.00	852.40	0.010	8.23	0.0	0.0	4.264	A
C-A	432.17	432.17	108.04	0.00			432.17				
A-B	5.51	5.51	1.38	0.00			5.51				

A-C	456.92	456.92	114.23	0.00			456.92				
-----	--------	--------	--------	------	--	--	--------	--	--	--	--

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	6.61	0.00	399.44	0.066	26.42	0.1	0.1	9.650	A
C-AB	8.24	8.24	2.06	0.00	852.41	0.010	8.24	0.0	0.0	4.264	A
C-A	432.17	432.17	108.04	0.00			432.17				
A-B	5.51	5.51	1.38	0.00			5.51				
A-C	456.92	456.92	114.23	0.00			456.92				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.58	5.39	0.00	425.67	0.051	21.64	0.1	0.1	8.913	A
C-AB	6.02	6.02	1.51	0.00	819.83	0.007	6.03	0.0	0.0	4.423	A
C-A	353.57	353.57	88.39	0.00			353.57				
A-B	4.49	4.49	1.12	0.00			4.49				
A-C	373.08	373.08	93.27	0.00			373.08				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.07	4.52	0.00	444.43	0.041	18.11	0.1	0.0	8.446	A
C-AB	4.65	4.65	1.16	0.00	796.16	0.006	4.66	0.0	0.0	4.547	A
C-A	296.49	296.49	74.12	0.00			296.49				
A-B	3.76	3.76	0.94	0.00			3.76				
A-C	312.43	312.43	78.11	0.00			312.43				

Proposed Site Access - 2016 with Dev., PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Proposed Site Access	Proposed Site Access	T-Junction	Two-way	0.22	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016 with Dev.	PM	ONE HOUR	15:30	17:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chatburn Rd (E)		ONE HOUR	✓	411.00	100.000
B - Proposed Site Access		ONE HOUR	✓	10.00	100.000
C - Chatburn (W)		ONE HOUR	✓	354.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0.000	12.000	399.000
	B - Proposed Site Access	5.000	0.000	5.000
	C - Chatburn (W)	343.000	11.000	0.000

Proportions

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0.00	0.03	0.97
	B - Proposed Site Access	0.50	0.00	0.50
	C - Chatburn (W)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Chatburn (W)	0	0	0

Average PCU Per Veh

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000
	C - Chatburn (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Chatburn Rd (E)	15:30-15:45	309.42	309.42
	15:45-16:00	369.48	369.48
	16:00-16:15	452.52	452.52
	16:15-16:30	452.52	452.52
	16:30-16:45	369.48	369.48
	16:45-17:00	309.42	309.42
B - Proposed Site Access	15:30-15:45	7.53	7.53
	15:45-16:00	8.99	8.99
	16:00-16:15	11.01	11.01
	16:15-16:30	11.01	11.01
	16:30-16:45	8.99	8.99
	16:45-17:00	7.53	7.53
C - Chatburn (W)	15:30-15:45	266.51	266.51
	15:45-16:00	318.24	318.24
	16:00-16:15	389.76	389.76
	16:15-16:30	389.76	389.76
	16:30-16:45	318.24	318.24
	16:45-17:00	266.51	266.51

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.94	0.0	A	9.18	13.76
C-AB	0.03	4.74	0.0	A	16.28	24.41
C-A					308.56	462.84
A-B					11.01	16.52
A-C					366.13	549.19

Main Results for each time segment

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.53	1.88	0.00	455.82	0.017	7.46	0.0	0.0	8.028	A
C-AB	12.11	12.11	3.03	0.00	772.52	0.016	12.04	0.0	0.0	4.733	A
C-A	254.40	254.40	63.60	0.00			254.40				
A-B	9.03	9.03	2.26	0.00			9.03				
A-C	300.39	300.39	75.10	0.00			300.39				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.99	2.25	0.00	438.25	0.021	8.97	0.0	0.0	8.386	A
C-AB	15.59	15.59	3.90	0.00	791.86	0.020	15.56	0.0	0.0	4.637	A
C-A	302.65	302.65	75.66	0.00			302.65				
A-B	10.79	10.79	2.70	0.00			10.79				
A-C	358.69	358.69	89.67	0.00			358.69				

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	2.75	0.00	413.70	0.027	10.98	0.0	0.0	8.939	A

C-AB	21.10	21.10	5.28	0.00	818.74	0.026	21.07	0.0	0.0	4.512	A
C-A	368.66	368.66	92.16	0.00			368.66				
A-B	13.21	13.21	3.30	0.00			13.21				
A-C	439.31	439.31	109.83	0.00			439.31				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	2.75	0.00	413.69	0.027	11.01	0.0	0.0	8.939	A
C-AB	21.11	21.11	5.28	0.00	818.75	0.026	21.11	0.0	0.0	4.513	A
C-A	368.65	368.65	92.16	0.00			368.65				
A-B	13.21	13.21	3.30	0.00			13.21				
A-C	439.31	439.31	109.83	0.00			439.31				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.99	2.25	0.00	438.24	0.021	9.01	0.0	0.0	8.387	A
C-AB	15.60	15.60	3.90	0.00	791.88	0.020	15.63	0.0	0.0	4.637	A
C-A	302.64	302.64	75.66	0.00			302.64				
A-B	10.79	10.79	2.70	0.00			10.79				
A-C	358.69	358.69	89.67	0.00			358.69				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.53	1.88	0.00	455.80	0.017	7.55	0.0	0.0	8.032	A
C-AB	12.14	12.14	3.04	0.00	772.54	0.016	12.16	0.0	0.0	4.736	A
C-A	254.37	254.37	63.59	0.00			254.37				
A-B	9.03	9.03	2.26	0.00			9.03				
A-C	300.39	300.39	75.10	0.00			300.39				

Proposed Site Access - 2021 with Dev., AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Proposed Site Access	Proposed Site Access	T-Junction	Two-way	0.30	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 with Dev.	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chatburn Rd (E)		ONE HOUR	✓	446.00	100.000
B - Proposed Site Access		ONE HOUR	✓	24.00	100.000
C - Chatburn (W)		ONE HOUR	✓	425.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0.000	5.000	441.000
	B - Proposed Site Access	13.000	0.000	11.000
	C - Chatburn (W)	421.000	4.000	0.000

Proportions

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0.00	0.01	0.99
	B - Proposed Site Access	0.54	0.00	0.46
	C - Chatburn (W)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Chatburn (W)	0	0	0

Average PCU Per Veh

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000
	C - Chatburn (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Chatburn Rd (E)	08:00-08:15	335.77	335.77
	08:15-08:30	400.94	400.94
	08:30-08:45	491.06	491.06
	08:45-09:00	491.06	491.06
	09:00-09:15	400.94	400.94
	09:15-09:30	335.77	335.77
B - Proposed Site Access	08:00-08:15	18.07	18.07
	08:15-08:30	21.58	21.58
	08:30-08:45	26.42	26.42
	08:45-09:00	26.42	26.42
	09:00-09:15	21.58	21.58
	09:15-09:30	18.07	18.07
C - Chatburn (W)	08:00-08:15	319.96	319.96
	08:15-08:30	382.07	382.07
	08:30-08:45	467.93	467.93
	08:45-09:00	467.93	467.93
	09:00-09:15	382.07	382.07
	09:15-09:30	319.96	319.96

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	9.89	0.1	A	22.02	33.03
C-AB	0.01	4.50	0.0	A	6.51	9.77
C-A					383.48	575.21
A-B					4.59	6.88
A-C					404.67	607.00

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.07	4.52	0.00	438.45	0.041	17.90	0.0	0.0	8.554	A
C-AB	4.76	4.76	1.19	0.00	803.93	0.006	4.74	0.0	0.0	4.504	A
C-A	315.20	315.20	78.80	0.00			315.20				
A-B	3.76	3.76	0.94	0.00			3.76				
A-C	332.01	332.01	83.00	0.00			332.01				

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.58	5.39	0.00	418.46	0.052	21.53	0.0	0.1	9.068	A
C-AB	6.21	6.21	1.55	0.00	829.09	0.007	6.20	0.0	0.0	4.374	A
C-A	375.86	375.86	93.96	0.00			375.86				
A-B	4.49	4.49	1.12	0.00			4.49				
A-C	396.45	396.45	99.11	0.00			396.45				

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	6.61	0.00	390.46	0.068	26.35	0.1	0.1	9.883	A
C-AB	8.55	8.55	2.14	0.00	863.63	0.010	8.54	0.0	0.0	4.209	A
C-A	459.38	459.38	114.85	0.00			459.38				
A-B	5.51	5.51	1.38	0.00			5.51				
A-C	485.55	485.55	121.39	0.00			485.55				

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	26.42	26.42	6.61	0.00	390.46	0.068	26.42	0.1	0.1	9.888	A
C-AB	8.56	8.56	2.14	0.00	863.64	0.010	8.56	0.0	0.0	4.209	A
C-A	459.38	459.38	114.84	0.00			459.38				
A-B	5.51	5.51	1.38	0.00			5.51				
A-C	485.55	485.55	121.39	0.00			485.55				

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	21.58	21.58	5.39	0.00	418.45	0.052	21.64	0.1	0.1	9.075	A
C-AB	6.22	6.22	1.55	0.00	829.10	0.008	6.23	0.0	0.0	4.374	A
C-A	375.85	375.85	93.96	0.00			375.85				
A-B	4.49	4.49	1.12	0.00			4.49				
A-C	396.45	396.45	99.11	0.00			396.45				

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	18.07	18.07	4.52	0.00	438.44	0.041	18.11	0.1	0.0	8.567	A
C-AB	4.77	4.77	1.19	0.00	803.93	0.006	4.78	0.0	0.0	4.504	A
C-A	315.19	315.19	78.80	0.00			315.19				
A-B	3.76	3.76	0.94	0.00			3.76				
A-C	332.01	332.01	83.00	0.00			332.01				

Proposed Site Access - 2021 with Dev., PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - Proposed Site Access	Proposed Site Access	T-Junction	Two-way	0.22	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Major Arm Geometry

[same as above]

Minor Arm Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 with Dev.	PM	ONE HOUR	15:30	17:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chatburn Rd (E)		ONE HOUR	✓	436.00	100.000
B - Proposed Site Access		ONE HOUR	✓	10.00	100.000
C - Chatburn (W)		ONE HOUR	✓	376.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0.000	12.000	424.000
	B - Proposed Site Access	5.000	0.000	5.000
	C - Chatburn (W)	365.000	11.000	0.000

Proportions

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0.00	0.03	0.97
	B - Proposed Site Access	0.50	0.00	0.50
	C - Chatburn (W)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Chatburn (W)	0	0	0

Average PCU Per Veh

		To		
		A - Chatburn Rd (E)	B - Proposed Site Access	C - Chatburn (W)
From	A - Chatburn Rd (E)	1.000	1.000	1.000
	B - Proposed Site Access	1.000	1.000	1.000
	C - Chatburn (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Chatburn Rd (E)	15:30-15:45	328.24	328.24
	15:45-16:00	391.96	391.96
	16:00-16:15	480.04	480.04
	16:15-16:30	480.04	480.04
	16:30-16:45	391.96	391.96
	16:45-17:00	328.24	328.24
B - Proposed Site Access	15:30-15:45	7.53	7.53
	15:45-16:00	8.99	8.99
	16:00-16:15	11.01	11.01
	16:15-16:30	11.01	11.01
	16:30-16:45	8.99	8.99
	16:45-17:00	7.53	7.53
C - Chatburn (W)	15:30-15:45	283.07	283.07
	15:45-16:00	338.02	338.02
	16:00-16:15	413.98	413.98
	16:15-16:30	413.98	413.98
	16:30-16:45	338.02	338.02
	16:45-17:00	283.07	283.07

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.13	0.0	A	9.18	13.76
C-AB	0.03	4.70	0.0	A	16.77	25.16
C-A					328.25	492.38
A-B					11.01	16.52
A-C					389.07	583.60

Main Results for each time segment

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.53	1.88	0.00	450.29	0.017	7.46	0.0	0.0	8.128	A
C-AB	12.41	12.41	3.10	0.00	779.10	0.016	12.33	0.0	0.0	4.695	A
C-A	270.67	270.67	67.67	0.00			270.67				
A-B	9.03	9.03	2.26	0.00			9.03				
A-C	319.21	319.21	79.80	0.00			319.21				

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.99	2.25	0.00	431.58	0.021	8.97	0.0	0.0	8.518	A
C-AB	16.04	16.04	4.01	0.00	799.76	0.020	16.01	0.0	0.0	4.593	A
C-A	321.98	321.98	80.49	0.00			321.98				
A-B	10.79	10.79	2.70	0.00			10.79				
A-C	381.17	381.17	95.29	0.00			381.17				

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	2.75	0.00	405.42	0.027	10.98	0.0	0.0	9.127	A
C-AB	21.84	21.84	5.46	0.00	828.41	0.026	21.81	0.0	0.0	4.462	A
C-A	392.14	392.14	98.03	0.00			392.14				
A-B	13.21	13.21	3.30	0.00			13.21				
A-C	466.83	466.83	116.71	0.00			466.83				

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	2.75	0.00	405.42	0.027	11.01	0.0	0.0	9.127	A
C-AB	21.86	21.86	5.46	0.00	828.43	0.026	21.86	0.0	0.0	4.464	A
C-A	392.13	392.13	98.03	0.00			392.13				
A-B	13.21	13.21	3.30	0.00			13.21				
A-C	466.83	466.83	116.71	0.00			466.83				

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.99	2.25	0.00	431.57	0.021	9.02	0.0	0.0	8.519	A
C-AB	16.05	16.05	4.01	0.00	799.79	0.020	16.09	0.0	0.0	4.595	A
C-A	321.96	321.96	80.49	0.00			321.96				
A-B	10.79	10.79	2.70	0.00			10.79				
A-C	381.17	381.17	95.29	0.00			381.17				

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.53	1.88	0.00	450.27	0.017	7.55	0.0	0.0	8.131	A
C-AB	12.44	12.44	3.11	0.00	779.12	0.016	12.46	0.0	0.0	4.695	A
C-A	270.64	270.64	67.66	0.00			270.64				
A-B	9.03	9.03	2.26	0.00			9.03				
A-C	319.21	319.21	79.80	0.00			319.21				