

Town and Country Planning Act (1990) As Amended

Ribble Valley Borough Council

Proposed residential development off Peel Park Avenue in Clitheroe BB7 1ET

Highway & Transport Statement

**VTC (Highway & Transportation Consultancy)
Vision House
29 Howick Park Drive
Preston
PR1 0LU**

**Tel : 01772 740604
Fax : 01772 741670
E-mail : vtc.consultants@btinternet.com
Web : www.vtc-consultancy.co.uk**

20th November 2017

C O N T E N T S

- 1. Introduction**
- 2. Site Location and Existing Use**
- 3. Existing Highway Network**
- 4. Proposed Dwellings**
- 5. Traffic Impact of the Proposed Dwellings**
- 6. Accessibility of the Proposed Dwellings
by Sustainable Transport (NPPF)**
- 7. Conclusions and Recommendation**

References

Figure 1 - Site Location Plan

Existing Site Plans

Appendix 1 – Road Safety Information

Appendix 2 – Proposed Development Layout & Highway Access

Appendix 3 – Refuse Vehicle Swept Path Plots

Appendix 4 – Traffic Generation Information (TRICS)

**Appendix 5 – Sustainable Transport Information and
Lancashire County Council (LCC)
Accessibility Assessment**

Proposed Residential Development off Peel Park Avenue in Clitheroe BB7 1ET
HIGHWAY & TRANSPORT STATEMENT

1. Introduction

1.1 This Highway and Transport Statement has been prepared to accompany the planning application for a proposed residential development off Peel Park Avenue in Clitheroe. The proposed development will provide 34 bungalows in a sustainable transport location that is close to Clitheroe town centre and local schools.

1.2 During the preparation of the report, the following investigations have been carried out :

- an examination of the existing site and the highway network that serves the site,
- an examination of the road safety records for the existing highway network,
- an assessment of the traffic generation of the proposed development and the traffic impact on the existing highway network,
- consideration of the internal development layout including the provision for parking and access by large service vehicles, and
- consideration of the accessibility of the site by sustainable transport in accordance with the National Planning Policy Framework (NPPF – Ref. 1), and the Lancashire County Council (LCC), Accessibility Assessment.

1.3 The following sections describe these investigations.

Proposed Residential Development off Peel Park Avenue in Clitheroe BB7 1ET
HIGHWAY & TRANSPORT STATEMENT

2. Site Location and Existing Use

- 2.1 The proposed development site is located off Peel Park Avenue in Clitheroe, approximately 1 kilometre south-east of the town centre, as shown in Figure 1.
- 2.2 The site is located on the south side of Peel Park Avenue and has an existing field access between numbers 30 and 32 Peel Park Avenue. The existing site has an area of 1.9 hectares and is currently vacant land. The proposed highway access will be taken from number 30 Peel Park Avenue, as shown on the Existing Site Plans (the existing property will be demolished for the new access).

3. Existing Highway Network

- 3.1 As described in Section 2, the proposed development site is located off Peel Park Avenue in Clitheroe. Peel Park Avenue is a residential access road with a 20 mph speed limit. The road is part of a route that connects between the A671 Whalley Road and the C553 Pendle Road, as shown in Figure 1.
- 3.2 Peel Park Avenue has footways on both sides of the road and street lighting. The road is also used as a bus route with two regular bus services operating along the road and with bus stops located within 200 metres of the proposed site access. Peel Park Avenue has a carriageway width of 6.9 metres at the existing access to the site.
- 3.3 Peel Park Avenue connects onto Pendle Road at its eastern end which provides good access into Clitheroe town centre or the A59 Clitheroe Bypass.
- 3.4 An examination of the road safety records that are held on the Lancashire County Council (LCC), website MARIO (Ref. 2), shows that there have been no recorded injury accidents on Peel Park Avenue during the most recent 5 year data period that is displayed on the 24.10.2017. The website also shows that there have been no recorded injury accidents on Goosebutts Lane during the 5 year data period, including at the junction with Whalley Road. The road safety information is included in Appendix 1. Therefore, the existing highway network that serves the proposed development site has a good road safety record.

4. Proposed Residential Development

- 4.1 The proposed residential development layout is shown on the Proposed Site Layout drawing in Appendix 2. The proposed development will provide 34 bungalows that will be served from a new highway access onto Peel Park Avenue. The proposed access will require the demolition of number 30 Peel Park Avenue.
- 4.2 The proposed highway access will have a carriageway width of 5.5 metres and 2.0 metre wide footways on both sides of the access road leading up to two shared surface accessways within the development. The proposed highway access onto Peel Park Avenue will have 6 metre entry and exit kerb radii as recommended in the Manual for Streets (Ref. 3). The visibility splays at the proposed access will be in excess of those required for a 20 mph speed limit because the junction will be sited on the outside of a bend to provide good visibility in both directions for drivers emerging from the proposed access. The proposed visibility splays will exceed the recommended 25 metres in the Manual for Streets at the driver's waiting position (2.4 metres from the Give Way line). The proposed highway access layout is included in Appendix 2.
- 4.3 The proposed residential development will have turning heads to allow vehicles to turn around within the development.
- 4.4 Refuse and recycling collections for the proposed dwellings will be carried out from the new access road and these vehicles will be able to around in the site, as shown in Appendix 3.
- 4.5 Off-street parking will be provided for the proposed dwellings in accordance with the Parking Standards of Ribble Valley Borough Council and Lancashire County Council, as follows :
- 2/3 bedroom dwellings = 2 parking spaces,
 - 4 + bedroom dwellings = 3 parking spaces

Proposed Residential Development off Peel Park Avenue in Clitheroe BB7 1ET
HIGHWAY & TRANSPORT STATEMENT

5. Traffic Impact of the Proposed Dwellings

- 5.1 In order to predict the traffic generation for the proposed residential development the Trip Rate Information Computer System (TRICS – Ref. 4), has been used. The database has been examined for the category of 'Residential – Houses Privately Owned'. Sites in England, excluding Greater London, have been chosen from the database with between 5 – 100 dwellings and with no Travel Plan in operation. The maximum population within 5 miles has been selected as 125,000. The resulting TRICS output is included in Appendix 3 and summarised in Table 1, below. Table 2 shows the resultant trip generation for the proposed 34 dwellings.

Time Period	Vehicles In	Vehicles Out	Total
Weekday A.M. Peak (0800 – 0900 hrs)	0.135	0.323	0.458
Weekday P.M. Peak (1700 – 1800 hrs)	0.303	0.148	0.451

Table 1 – Traffic Generation Rates (per dwelling)

Time Period	Vehicles In	Vehicles Out	Total
Weekday A.M. Peak (0800 – 0900 hrs)	5	11	16
Weekday P.M. Peak (1700 – 1800 hrs)	11	5	16

Table 2 – Traffic Generation (34 Dwellings)

- 5.2 It can be seen from Table 2 that the proposed development is predicted to generate 16 vehicle movements during each of the the weekday peak hours. The DfT document 'Guidance on Transport Assessment' (Ref. 5), quotes a threshold of 30 two-way trips in the peak hours below which a detailed traffic assessment should not be required. The predicted traffic generation during the weekday peak hours is below this 30 trips figure and, therefore, no detailed traffic analysis of the existing highway network should be required.

6. Accessibility of the Site by Sustainable Transport

- 6.1 The proposed dwellings will be located in an existing residential area with good access to local shops, services and schools and will be located off Peel Park Avenue where 2 existing bus services operate. The 2 kilometre walking isochrone from the site and the 5 kilometre cycling isochrone from the site are included in Appendix 5. These show that a wide range of shops and services would be within a convenient walking or cycling distance of the site, including Clitheroe town centre.
- 6.2 The Lancashire County Council (LCC), Accessibility Assessment has been completed and this is included in Appendix 5. The assessment shows that the site has a score of 23 out of 48 and is in the Medium Accessibility Category.
- 6.3 Therefore, the proposed dwellings will be located in a sustainable transport location and will comply with the National Planning Policy Framework (NPPF – Ref. 1), in relation to new developments being accessible by sustainable transport (walking, cycling and public transport).

7. Conclusions and Recommendation

- 7.1 This Highway and Transport Statement has been prepared to accompany the planning application for a proposed residential development off Peel Park Avenue in Clitheroe. The proposed development will provide 34 bungalows in a sustainable transport location that is close to existing public transport services and within a convenient walking, or cycling distance, of local shops, schools and amenities, including in Clitheroe town centre.
- 7.2 The report shows that the existing highway network that serves the site has a good road safety record with no recorded injury accidents on Peel Park Avenue during the most recent 5 year data period.
- 7.3 The report shows that the traffic generation of the proposed dwellings will be low, even during the weekday peak periods, and this will not have a significant traffic impact on the operation of the highway network.
- 7.4 The proposed dwellings will have adequate parking space within the curtilage of the properties and there would not be any detrimental impact on the adjoining highway network. The proposed highway access onto Peel Park Avenue and the internal development layout have been designed in accordance with the Manual for Streets.
- 7.5 Overall, the proposed dwellings would not result in any severe highway impacts and would be in a sustainable transport location. The proposal, therefore, complies with the National Planning Policy Framework (NPPF), and it is recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

1. National Planning Policy Framework (NPPF)
Department for Communities & Local Government
March, 2012
ISBN : 978 1 4098 3413 7
2. Maps and Related Information Online (MARIO)
Lancashire County Council
www.lancashire.mario.gov.uk
3. Manual for Streets (1)
Department for Transport
September, 2007
ISBN : 978 0 7277 3501 0
4. TRICS (Trip Rate Information Computer System)
JMP Consultants, London for the TRICS Consortium
5. Guidance on Transport Assessment
Department for Transport
March, 2007
(now withdrawn but the principles are still considered to be
suitable for this type of development)
ISBN : 978 0 11 552856 9

Figure 1

Site Location Plan



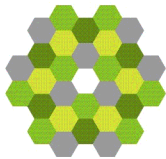
500 m



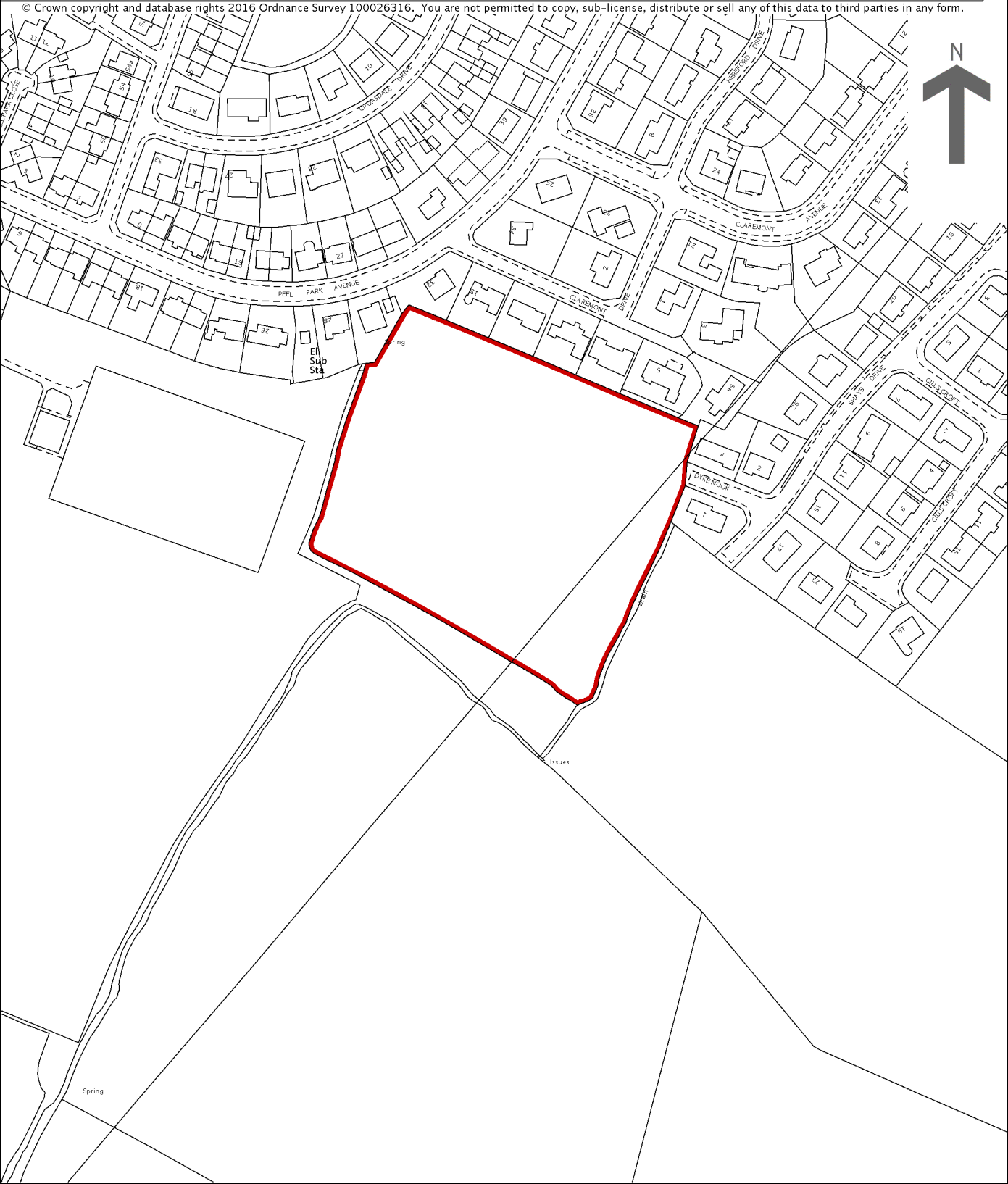
FIGURE 1
Site Location

Proposed Residential Development off Peel Park Avenue in Clitheroe BB7 1ET
HIGHWAY & TRANSPORT STATEMENT

Existing Site Plan



© Crown copyright and database rights 2016 Ordnance Survey 100026316. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



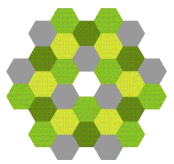
This is a print of the view of the title plan obtained from Land Registry showing the state of the title plan on 03 August 2016 at 10:28:15. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by Land Registry, Fylde Office.

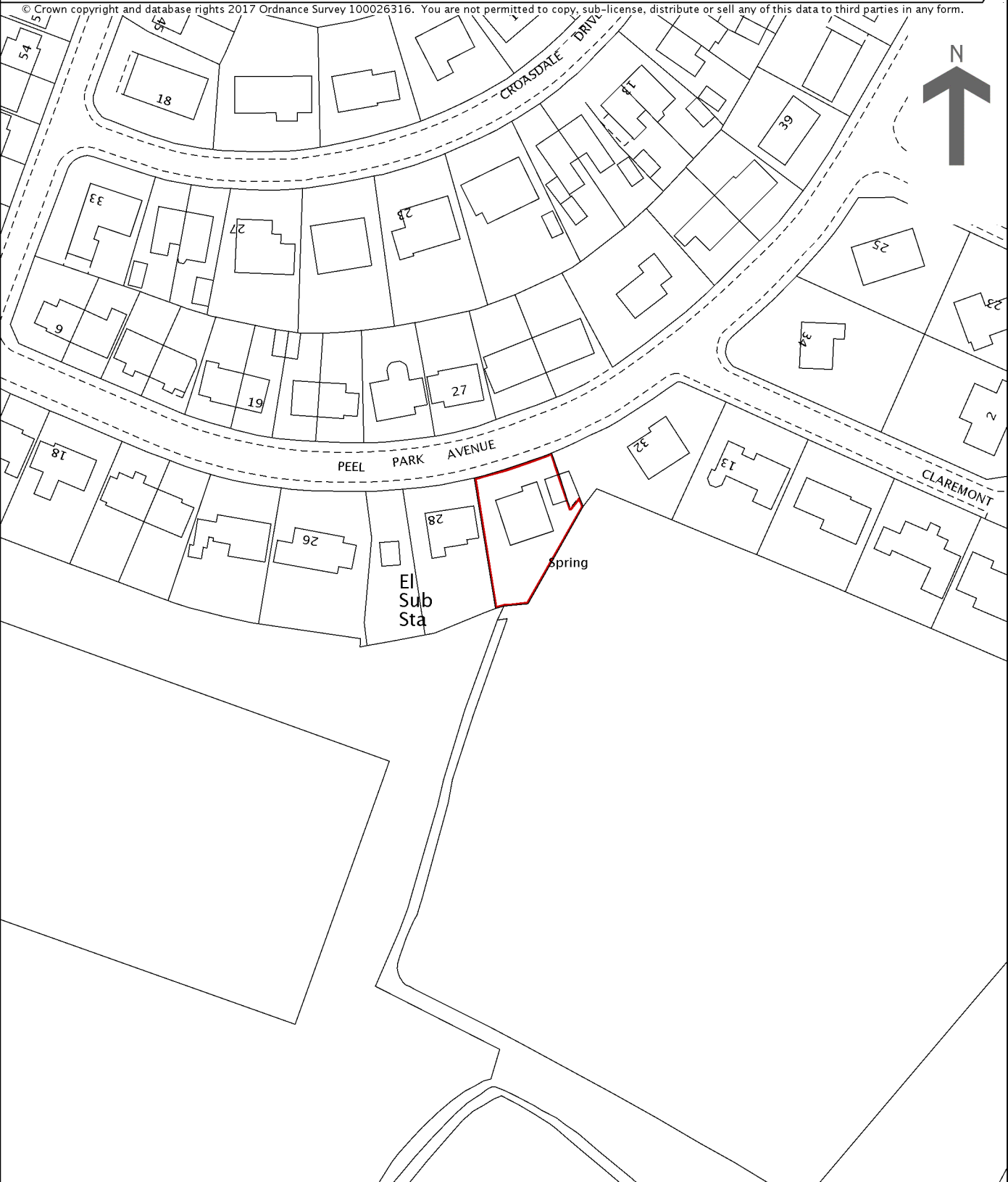
HM Land Registry

Current title plan

Title number **LA823891**
Ordnance Survey map reference **SD7441SE**
Scale **1:1250 enlarged from 1:2500**
Administrative area **Lancashire : Ribble Valley**



© Crown copyright and database rights 2017 Ordnance Survey 100026316. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

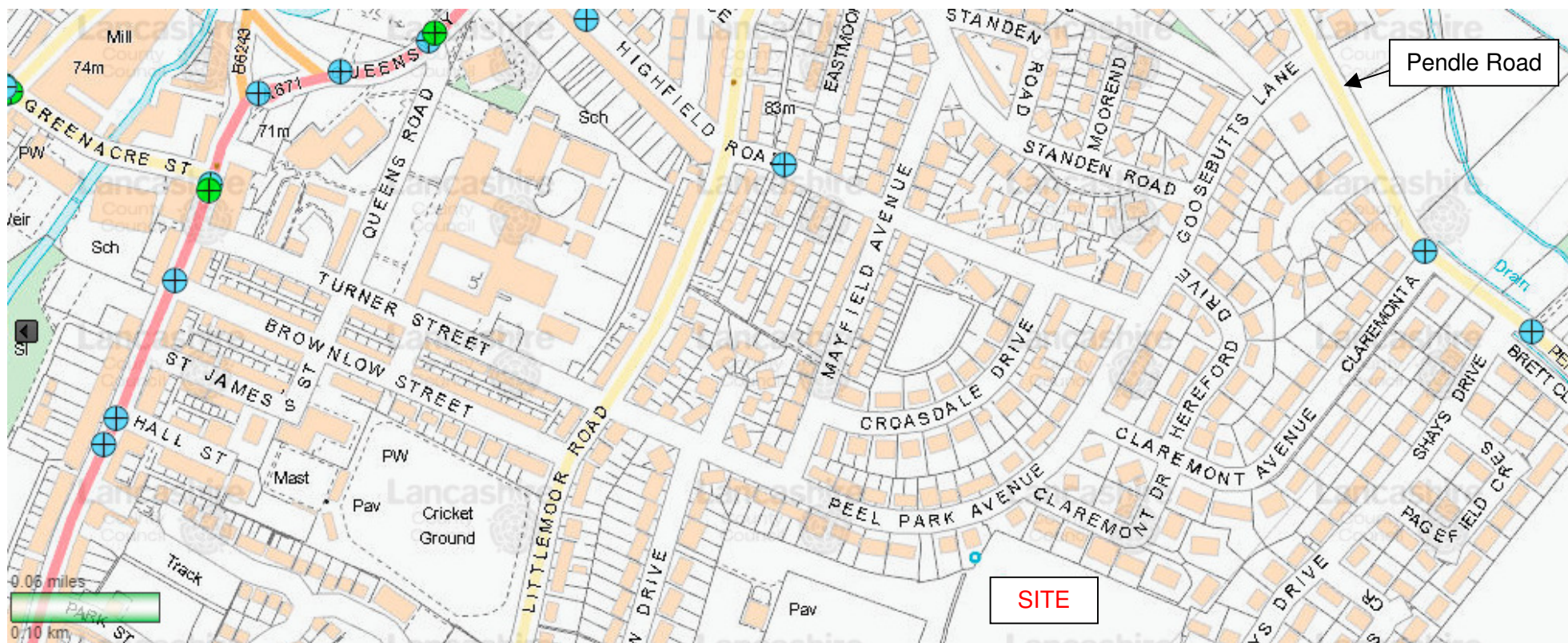


This is a print of the view of the title plan obtained from HM Land Registry showing the state of the title plan on 11 July 2017 at 12:45:08. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by HM Land Registry, Fylde Office.

Appendix 1

Road Safety Information



Road Safety Information
5 Years Recorded Injury Accidents
Lancashire MARIO 10.8.2017

Appendix 2

Proposed Development Layout



General notes:
Copyright reserved to Woodcroft Design Ltd. and may not be reproduced without prior written consent.
This drawing is subject to the accuracy of detailed supporting reports, surveys, working drawings and
Local Authority Approval. The client and contractor should check the site boundary position is correct
before any works begin on site. Dimensions are approximate only and subject to detailed construction
drawings. Finished floor levels have been provided by others and should be checked by an qualified
engineer prior to commencement of works.

Proposed Site Layout 1:500

Key

- 1.8m high feathered edge fence
- 1.6m high brick wall
- Existing tree to be retained
- Existing tree to be removed

Facility

Issues

Ref	Bed and type	Storey	No.	Unit ft2	ft2 Total
A	2 bed bungalow	1	8	772	6176
B	2 bed bungalow	1	9	900	8100
C	3 bed bungalow	1	10	1107	11070
D	1 bed bungalow	1	7	620	4340
Total			34		29686



Client
Applethwaite

Project
Peel Park Avenue,
Clitheroe

Title
Proposed Site Layout

Drawing No.	Revisions	Date	Scale	Drawn	Sheet Size
17-15-5301	-	Sep 2017	1:500	WED	A1

PROPOSED HIGHWAY
ACCESS LAYOUT

10 m

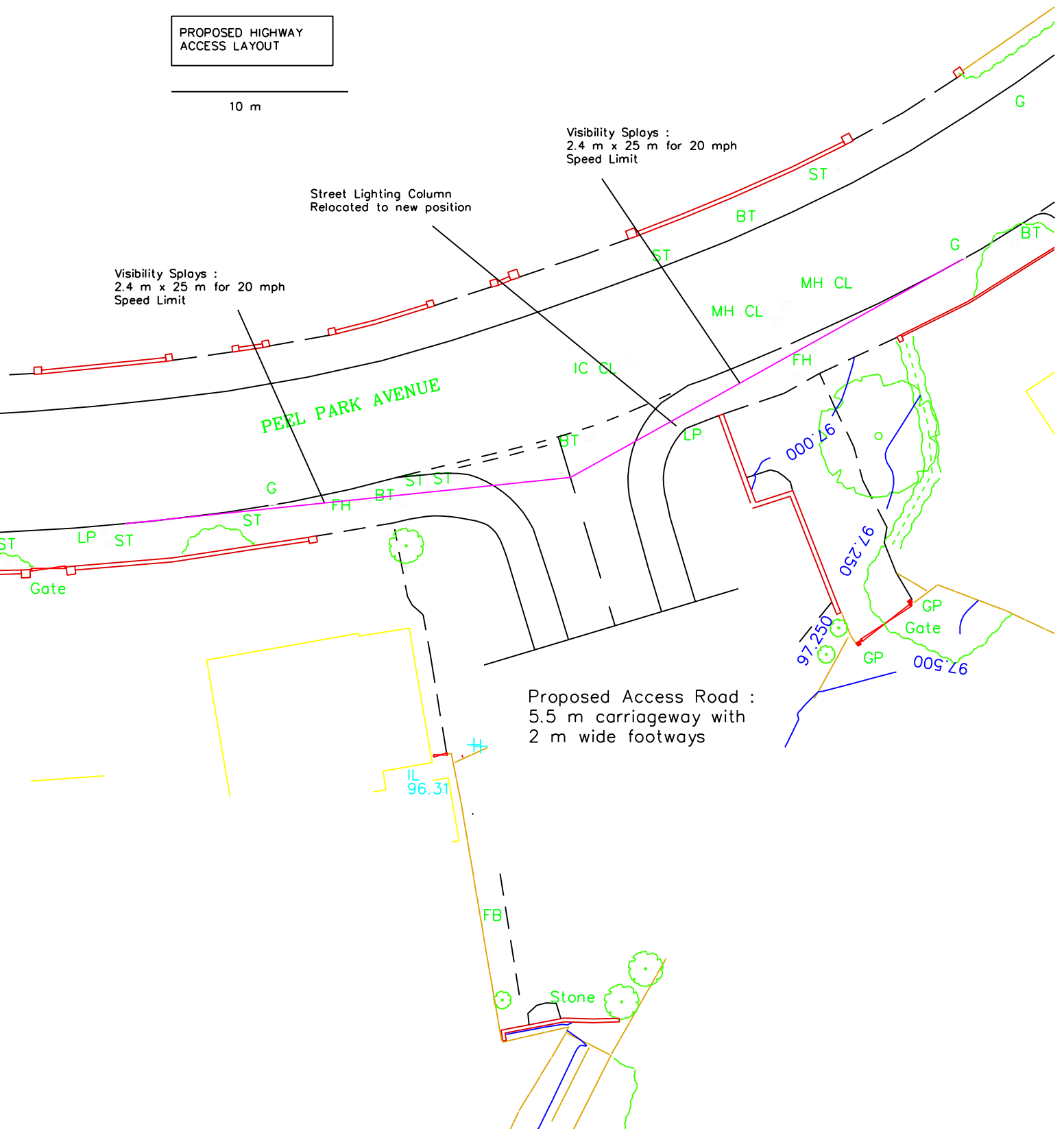
Visibility Splays :
2.4 m x 25 m for 20 mph
Speed Limit

Street Lighting Column
Relocated to new position

Visibility Splays :
2.4 m x 25 m for 20 mph
Speed Limit

PEEL PARK AVENUE

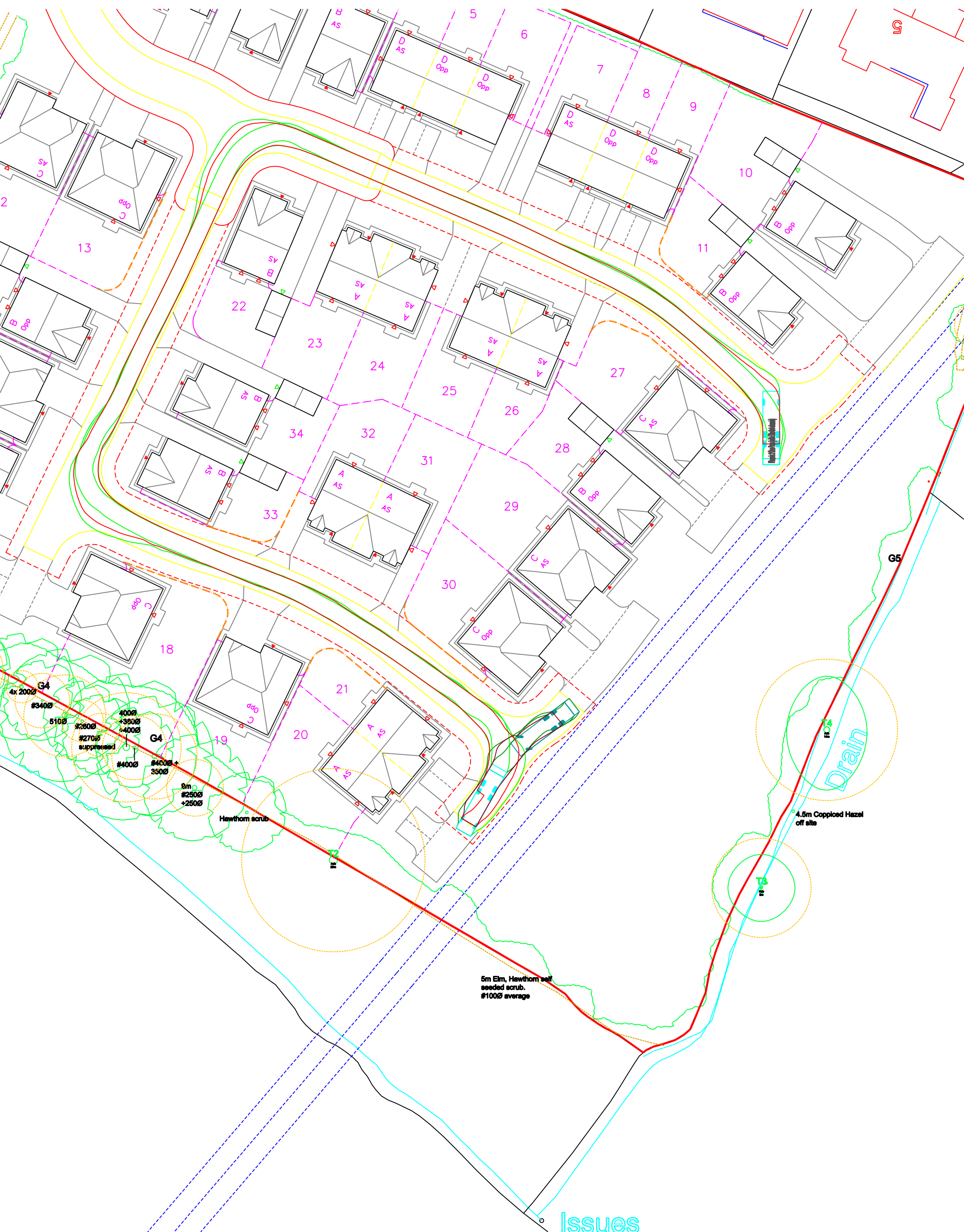
Proposed Access Road :
5.5 m carriageway with
2 m wide footways

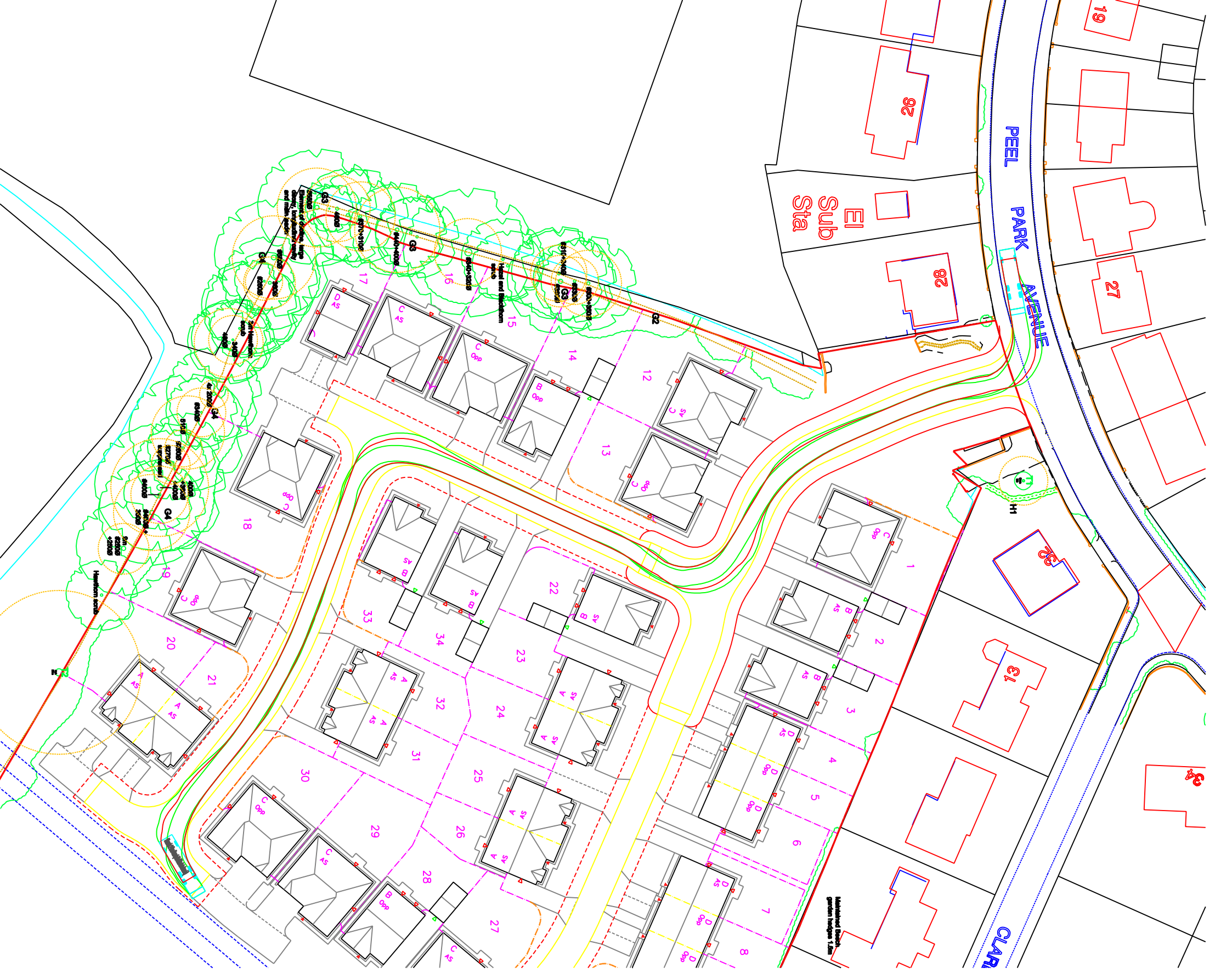


Appendix 3

Refuse Vehicle Swept Path Plots







Appendix 4

Traffic Generation Information (TRICS)

Calculation Reference: AUDIT-756701-171120-1107

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	
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	7 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days

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

Secondary Filtering 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: 7 to 180 (units:)
Range Selected by User: 6 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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	4 days
Tuesday	10 days
Wednesday	4 days
Thursday	7 days
Friday	5 days

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

Selected survey types:

Manual count	30 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	2
Suburban Area (PPS6 Out of Centre)	12
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

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.

Secondary Filtering selection:

Use Class:

C3 30 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®.

Population within 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	8 days
10,001 to 15,000	10 days
15,001 to 20,000	2 days
20,001 to 25,000	3 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	8 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	11 days
100,001 to 125,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	19 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	3 days
No	27 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.

PTAL Rating:

No PTAL Present	30 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
2	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
3	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
4	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
5	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE			
	ST HELEN AUCKLAND			
	BISHOP AUCKLAND			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	125		
6	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
7	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
8	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
9	HC-03-A-18	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
10	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
11	NE-03-A-03	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	STATION ROAD			
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	180		

LIST OF SITES relevant to selection parameters (Cont.)

12	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
13	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
14	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
15	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
16	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		
17	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
18	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
19	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	47		
20	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	OLD HOSPITAL COMPOUND			
	CATTERICK GARRISON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	10		
21	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
22	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		

LIST OF SITES relevant to selection parameters (Cont.)

23	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
24	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
25	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
26	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
27	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
28	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	33		
29	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
30	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	151		

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	30	55	0.066	30	55	0.256	30	55	0.322
08:00 - 09:00	30	55	0.135	30	55	0.323	30	55	0.458
09:00 - 10:00	30	55	0.143	30	55	0.153	30	55	0.296
10:00 - 11:00	30	55	0.138	30	55	0.161	30	55	0.299
11:00 - 12:00	30	55	0.135	30	55	0.147	30	55	0.282
12:00 - 13:00	30	55	0.146	30	55	0.146	30	55	0.292
13:00 - 14:00	30	55	0.145	30	55	0.129	30	55	0.274
14:00 - 15:00	30	55	0.136	30	55	0.161	30	55	0.297
15:00 - 16:00	30	55	0.220	30	55	0.153	30	55	0.373
16:00 - 17:00	30	55	0.230	30	55	0.149	30	55	0.379
17:00 - 18:00	30	55	0.303	30	55	0.148	30	55	0.451
18:00 - 19:00	30	55	0.180	30	55	0.133	30	55	0.313
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.977			2.059			4.036

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.

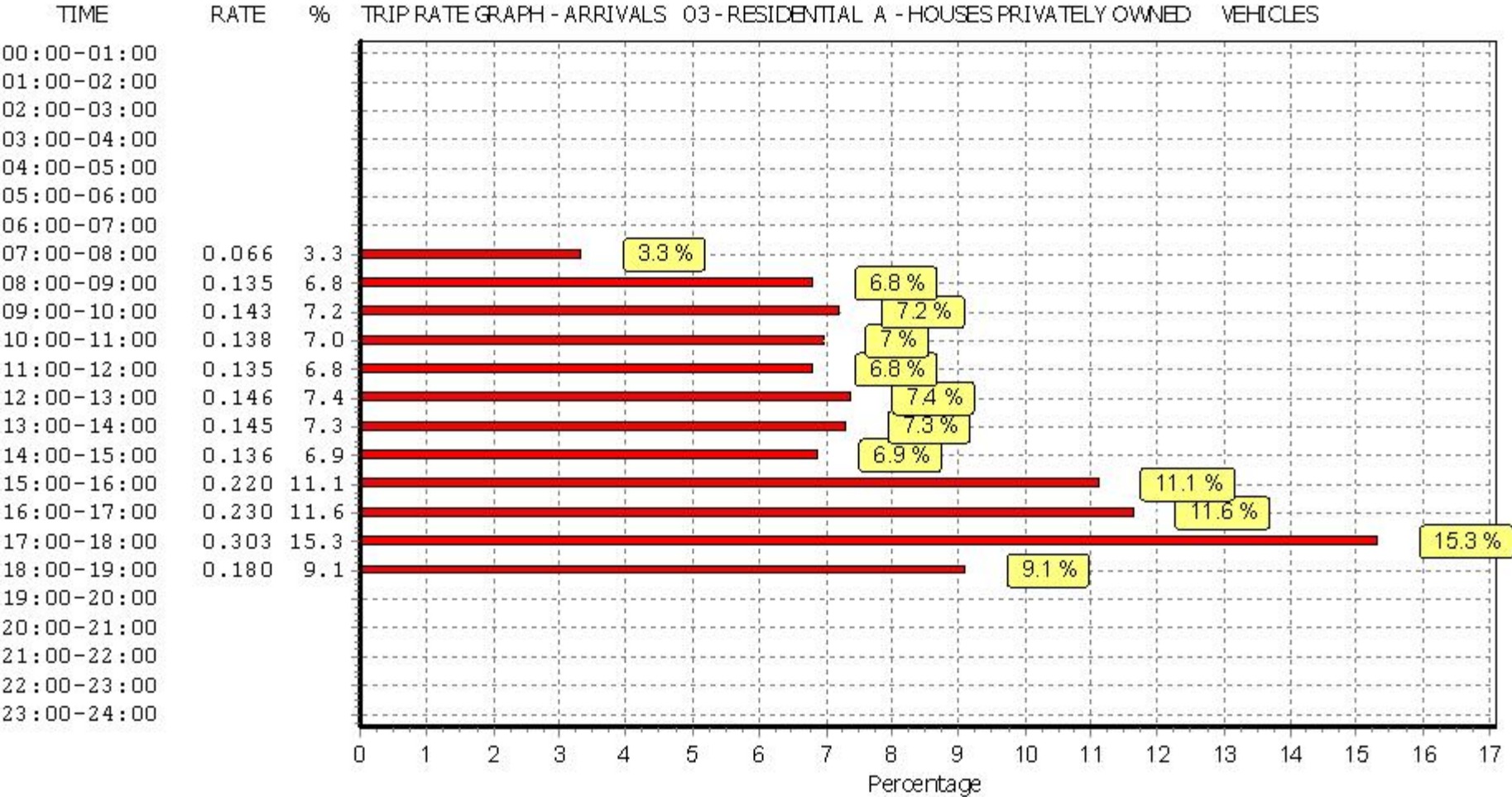
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

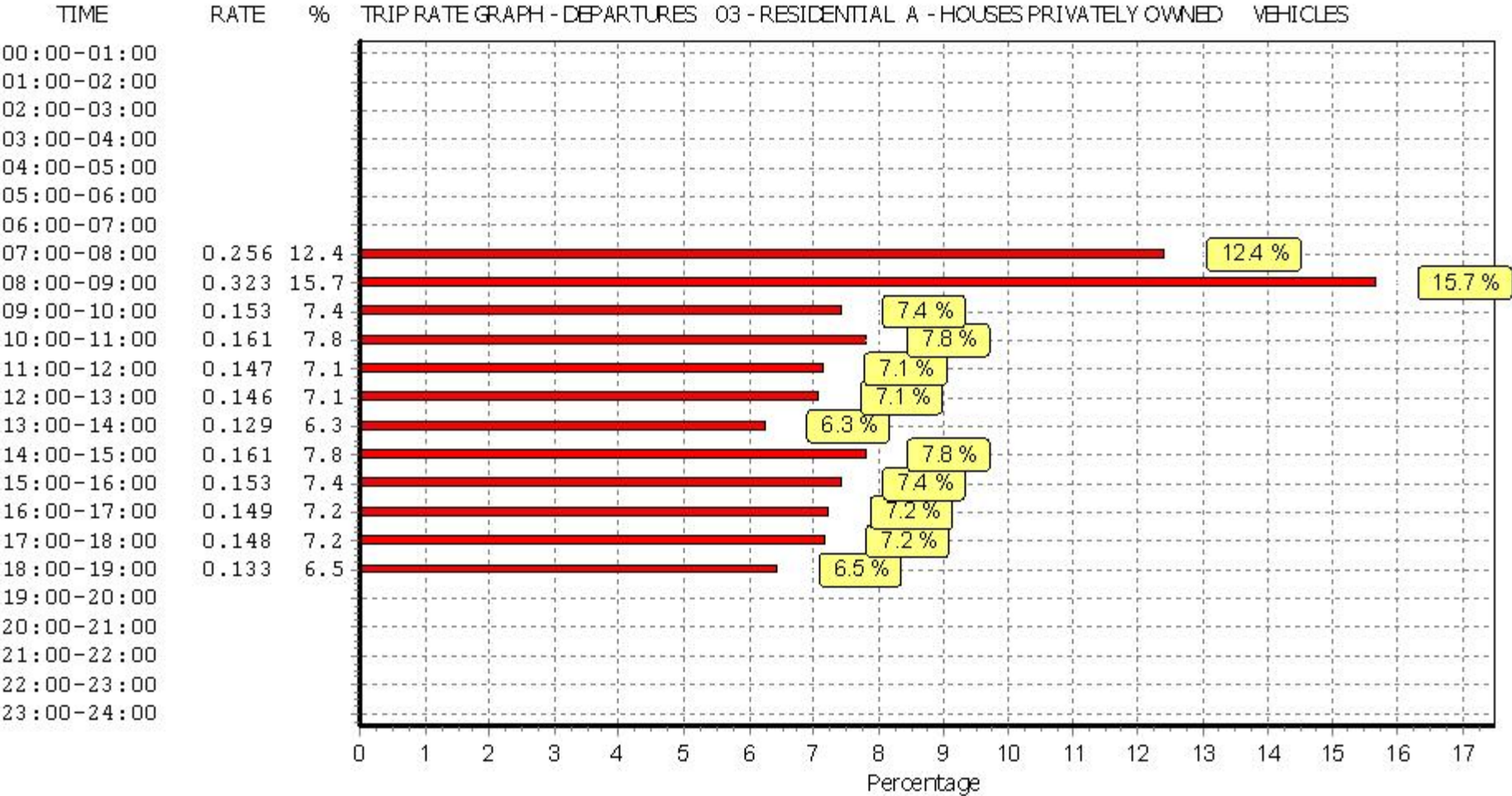
Parameter summary

Trip rate parameter range selected:	7 - 180 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

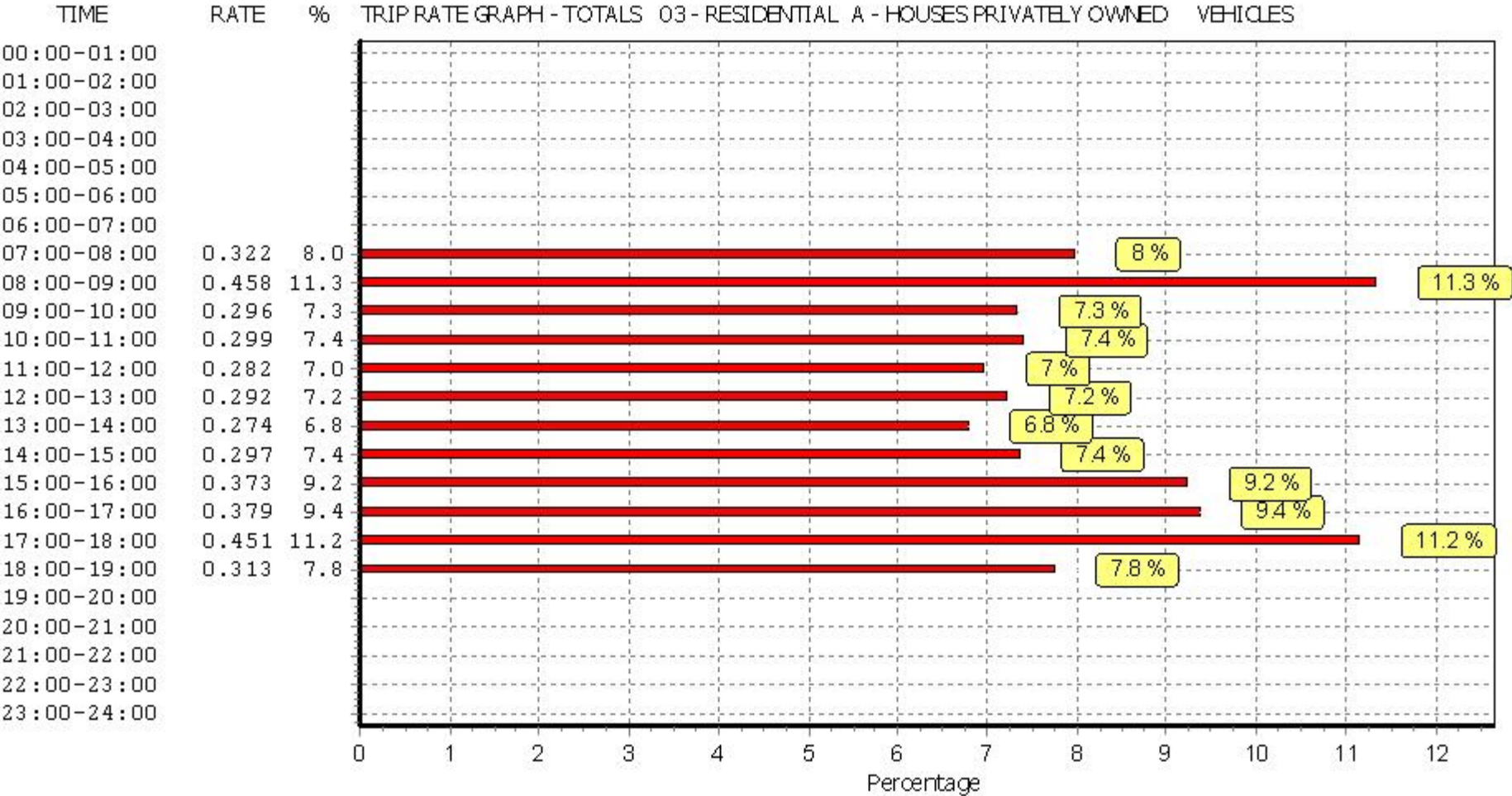
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



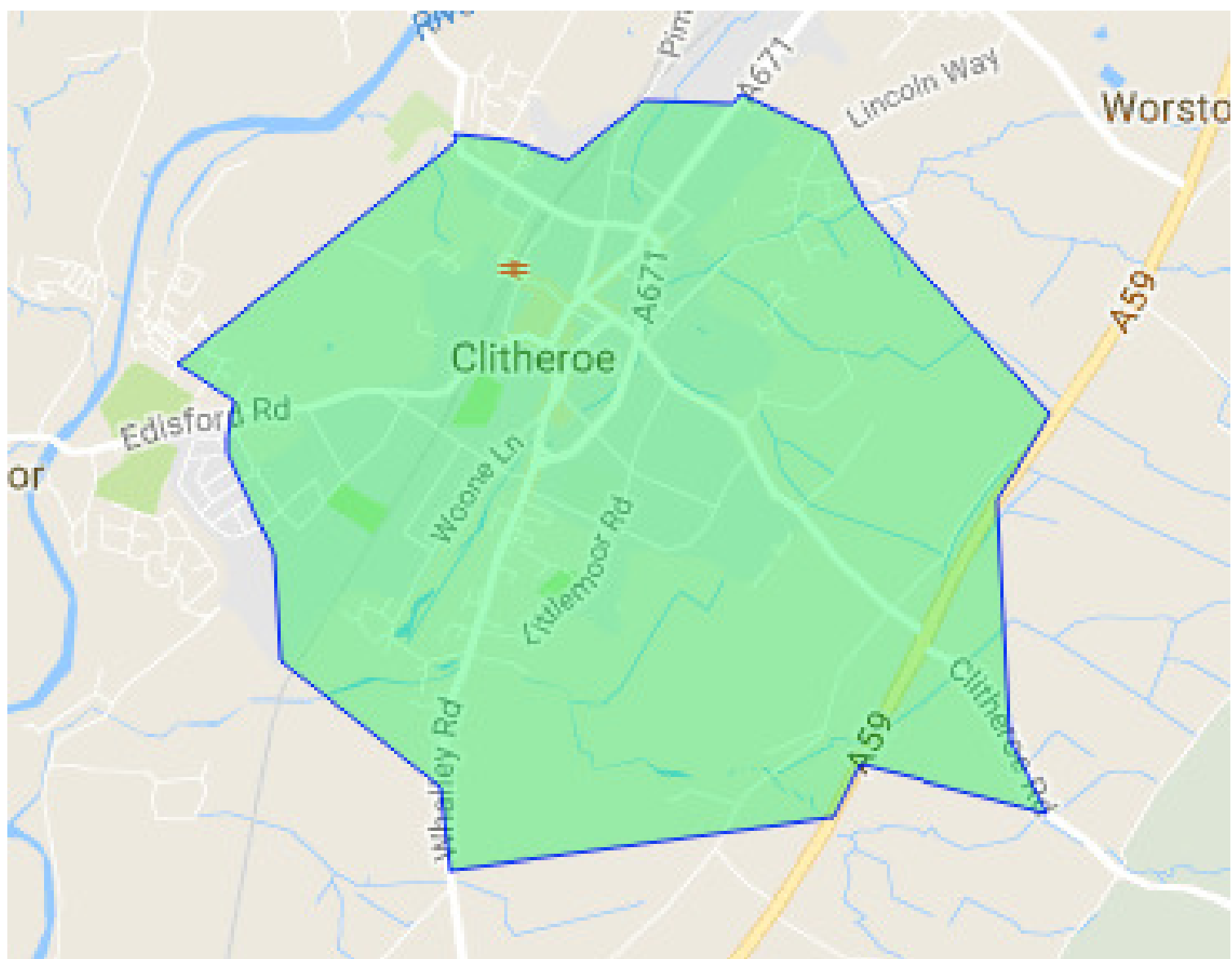
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



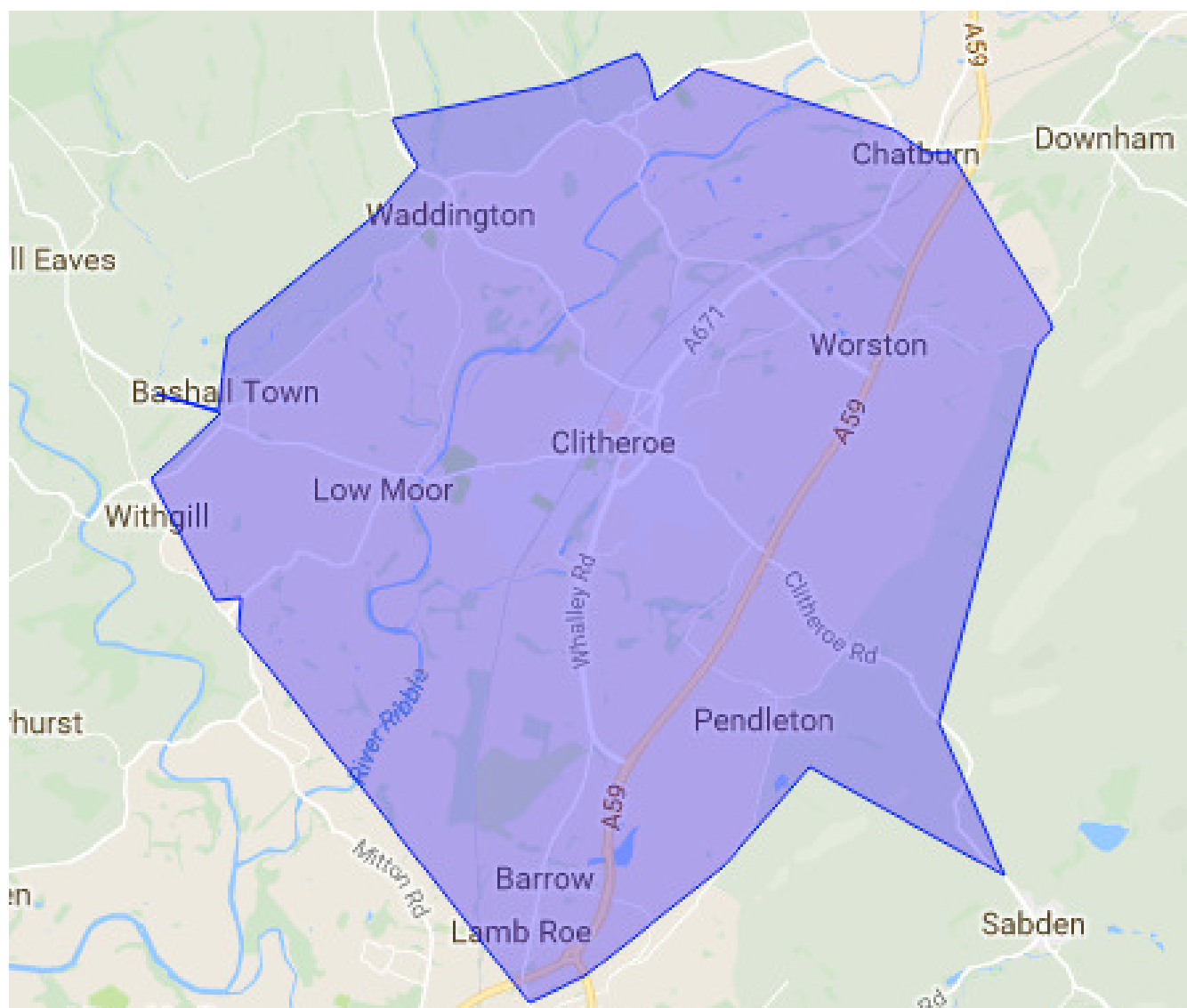
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix 4

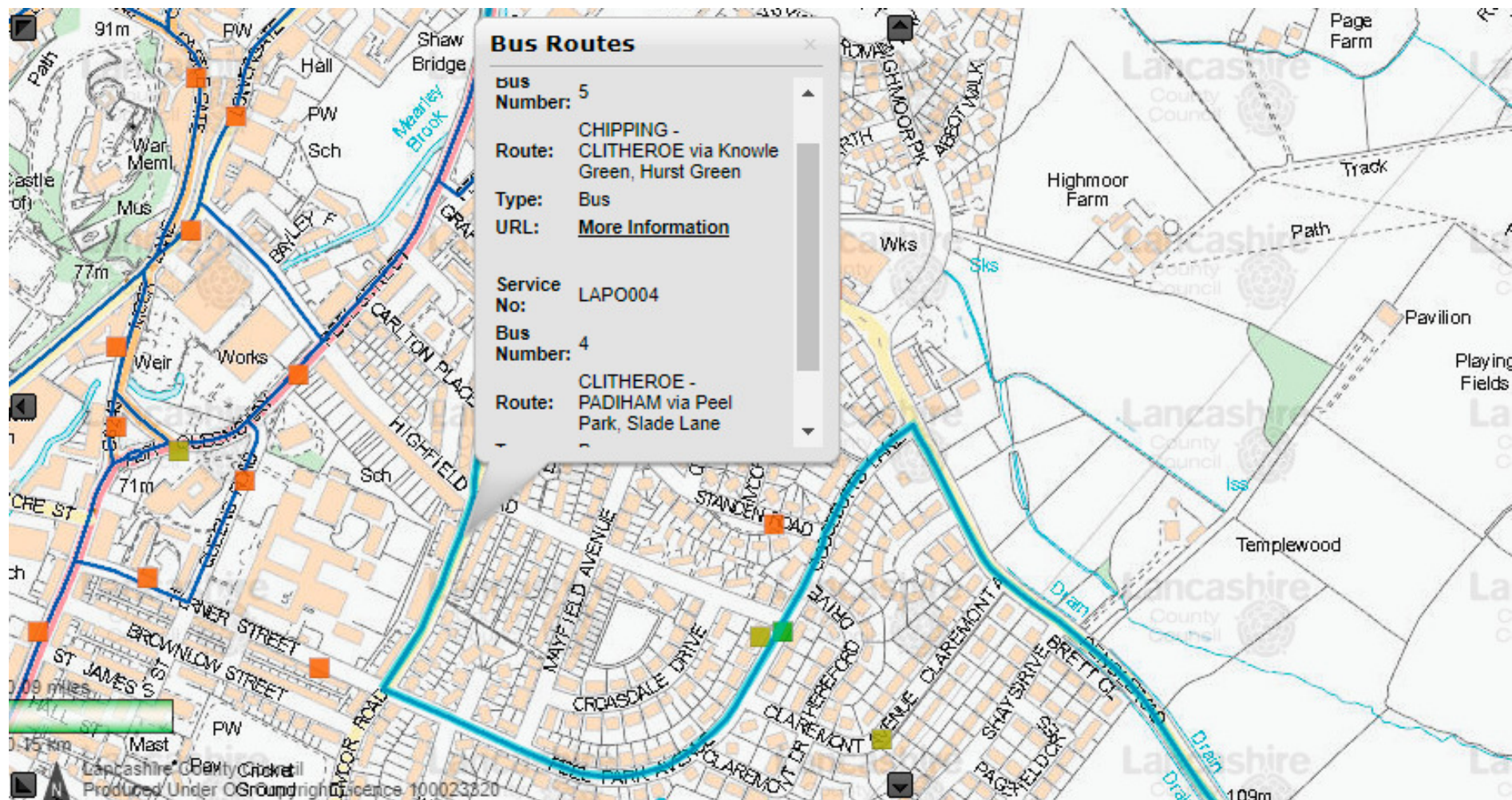
**Sustainable Transport Information and
Lancashire County Council Accessibility Assessment**



2 Kilometre Walking
Isochrone from Site



5 Kilometre Cycling
Isochrone from Site



SITE

Bus Services Near the Site
From LCC MARIO Website
20.11.2017

Accessibility questionnaire – residential development				
Application reference:		Proposed residential development at Peel Park Avenue, Clitheroe		
Site description:				
Access type	Criteria	Criteria scores		Sub-score
Walking distance from the centre of the site to facilities using a safe, direct route	Distance to nearest bus stop	<200m	5	5
		<400m	3	
		<500m	1	
		>500m	0	
	Distance to nearest railway station	<400m	3	1 (Clitheroe)
		<800m	2	
		>800m	1	
	Distance to nearest primary school	<200m	5	0
		<400m	3	
		<600m	1	
		>600m	0	
	Distance to nearest food shop	<200m	5	0
<400m		3		
<600m		1		
>600m		0		
Cycling distance from the centre of the site	Distance to defined on- or off-road cycle route	<100m	3	1 (Ribble Valley Southern Loop)
		<500m	2	
		<1km	1	
	Distance to the nearest secondary school	<400m	3	3 (Ribblesdale High School)
		<600m	2	
		<1km	1	
		>1km	0	
	Distance to the nearest town centre	<1km	3	3 (Clitheroe)
		<3km	2	
		<4km	1	
	Distance to the nearest business park or employment concentration	<1km	3	3
		<3km	2	
<4km		1		
Public transport	Bus frequency from the nearest bus stop (Monday to Saturday daytime)	Urban/Suburban		1
		15 minutes or less	5	
		30 minutes or less	3	
		>30 minutes	1	
		Rural Areas including Villages		
		Hourly or less	5	
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	3
		30 to 59 minutes	2	
		Hourly	1	
Other	Access to other basic services (GP, post office, library, bank and pub)	At least 3 within 400m	5	3
		At least 3 within 800m	3	
		At least 3 within 1.5km	1	
	Access to a play area or park	<200m	5	0
		<400m	3	
		<600m	1	
Total				23

Accessibility level

High: 35-48 **Medium:** 20-35 **Low:** less than 20