DTPC

Report No. J456/TS
March 2018

PROPOSED INDUSTRIAL DEVELOPMENT
LINCOLN WAY, CLITHEROE

TRANSPORT STATEMENT

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LINCOLN WAY, CLITHEROE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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LINCOLN WAY, CLITHEROE

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Avalon Town Planning on behalf of James Alpe Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed industrial development on land off Lincoln Way, Clitheroe.

The application relates to a site located on the edge of the urban area, currently has approval for a similar type scheme of at total for full site GFA 10,455.0m2; Plot ratio 47%. Units 1-17 B1c and Units 18-21 B2 as a worst case use for assessment purposes.

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

It deals solely with the proposals as provided.

The TA discusses the following issues:

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

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

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO_2 emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

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

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

National Planning Policy Framework

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

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

Achieving sustainable development

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

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with ***accessible local services that reflect the community's needs and support its health, social and cultural well-being***; and
- an environmental role – ***contributing to protecting and enhancing our natural, built*** and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

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

For decision-taking this means

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

Core planning principles

1 7 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- ***encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value***;
- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling***, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Promoting sustainable transport

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

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

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

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

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

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

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

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

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

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

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

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

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

Decision-taking

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

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

Lancashire Local Transport Plan 2011-2021 (LTP3)

The Transport Act 2000 requires all local transport authorities in England, outside London, to prepare Local Transport Plans. The relevant local policy documentation in the context of this Transport Assessment is the Third Lancashire Local Transport Plan (LTP3) 2011/21.

It supports economic growth and access to employment, making the county's roads safer for our children and young people, and looking after the transport infrastructure are all priorities identified in the new transport strategy. The new local transport plan for Lancashire is a first step in the commissioning and delivery of new transport schemes across the county.

The plan gives support to a number of improvements to tackle congestion and bring forward new development. Initiatives include supporting improvements in railway infrastructure and bus services and providing safer streets by improving the infrastructure of residential streets, the public realm, addressing specific hazards and providing training and raising awareness. The plan considers that the introduction of 20mph zones across residential areas could significantly contribute towards increased road safety and bring shared benefits in terms of encouraging more people to cycle and walk.

Through the LTP3, Lancashire County Council is committed to work with developers and district councils to influence locations for major new developments. This will concentrate around reducing the need to travel and securing and ensuring adequate accessibility through improvements to the transport networks to serve and promote new development.

The plan sets out a comprehensive programme of transport projects that will be implemented that will be implemented in the three years to 2013/14. It identifies where the County Council intends to commit its spending to projects and importantly where other external funding sources are committed or will be sought.

Summary

The overriding theme of national policy is that developments must be accessible and safe.

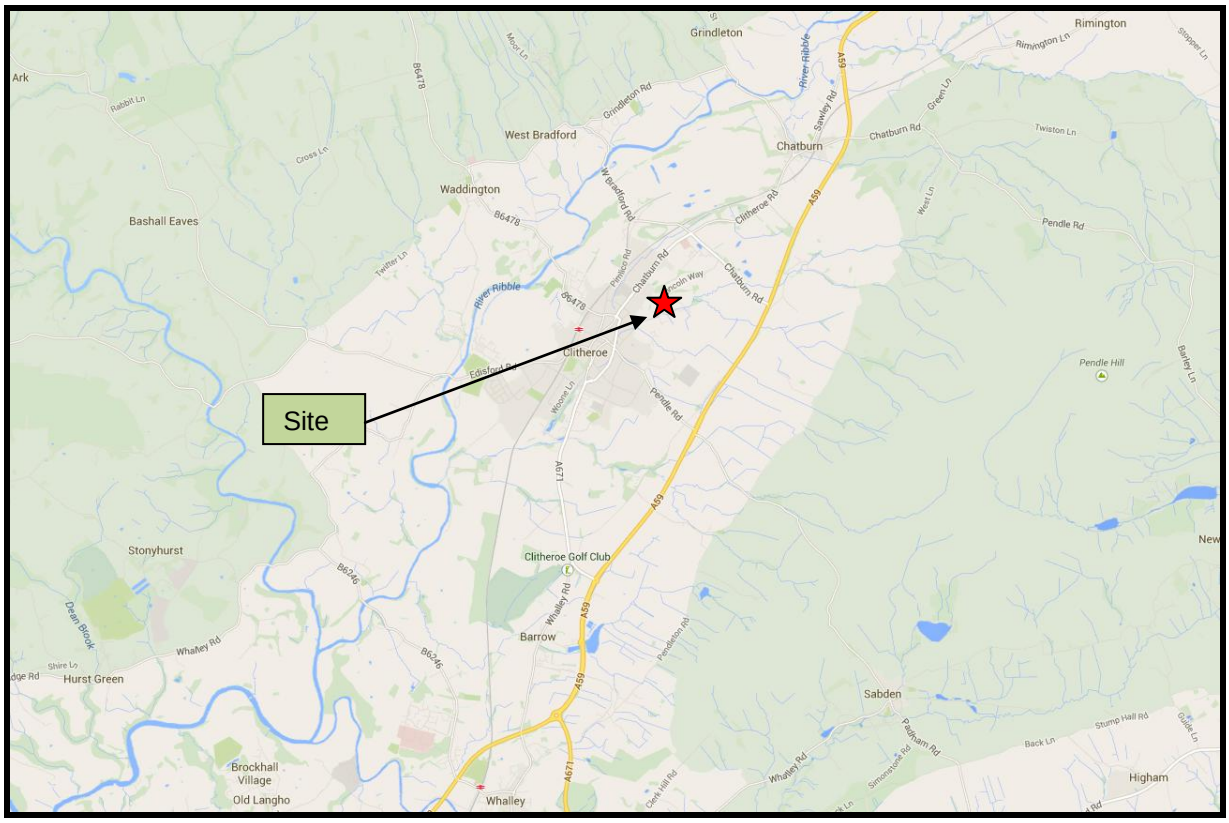
Local policy supports the thrust of the national policies the sites location is considered compliant with these polices.

The proposed development will incorporate uses good design, remove overspill parking and conflicts along the road to the betterment of the other road users.

3. SITE DESCRIPTION

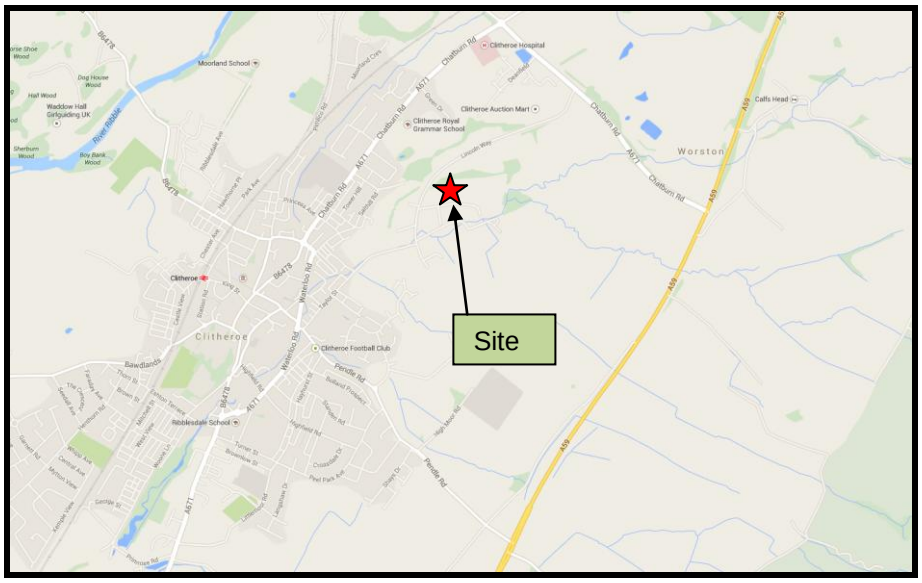
Site location context

The site lies to the west side the A59 which lies to the east of the Clitheroe urban area. The site forms a previously undeveloped area in an existing employment area. It will be accessed by a new junction on Lincoln Way for car parking and landscaping.



Site location plan in relation to neighbouring settlements

The location of the site in the local setting is shown below.



It is bounded by employment/units to the west and north, to the south small scale residential and to the east a golf driving range.

Site in the street location

Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage and locally are all 30 mph along Lincoln Way.

Lincoln Way locally connects to the south west onto Taylor Street and then to Shawbridge Street via a single lane carriageway with tarmaced footpaths provided on the both sides and street lighting. To the north east the route runs Chatburn Road and then SE to the A59.

It serves primarliy an employment catchment. The area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods.

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

View west and east along the site frontage

The image shows that the road is heavily parked by employees, overspill parking and temporary parking of vehicles as they are passed through the works, an application has been submitted to provide additional parking to remove the on street parking shown.

View towards Lincoln Way

View at the junction showing parking to radii

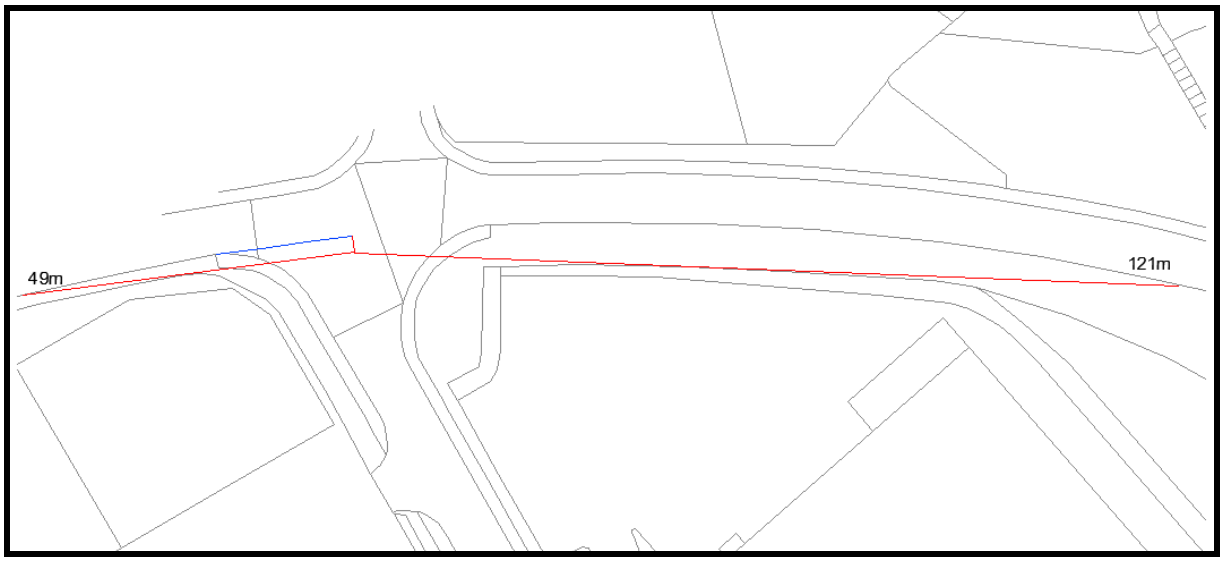
View left and right from junction

The main Lincoln Way route has no parking restrictions on it but no overspill parking which shows the parking on street is concentrated around the employment units.

Sight line left and right from Lincoln Way junction

The junction with Lincoln Way is an existing arrangement and the report shows the sight lines, no safety issues are recorded, flows are low as shown in the report.

For clarity the measures sight lines are shown below and exceed the MFS guidance of 43m for a 30mph road.



Traffic flows

The local network has been surveyed at the site junction with Lincoln Way and Pimlico link for the traffic flows.

LINCOLN WAY/CRABTREE LANE/UN-NAMED ACCESS ROAD, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (08:00-09:00)

A - Lincoln Way (North)

To A		A - D	A - C	A - B	Total
34	Cars	0	66	22	88
13	LGV	0	20	3	23
4	OGV1	0	4	3	7
2	OGV2	0	0	0	0
2	P/C	0	0	0	0
0	M/C	0	0	0	0
1	PSV	0	0	0	0
56	Total	0	90	28	118

D - Un-named Access Road

D - A	0	1	0	0	0	0	0	1
D - B	0	0	0	0	0	0	0	0
D - C	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To D	0	0	0	0	0	0	0	0

40	10	4	0	0	0	0	54	To B	
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total		
4	3	2	0	0	0	0	9	B - A	
0	0	0	0	0	0	0	0	B - D	
1	9	2	0	0	0	0	12	B - C	
5	12	4	0	0	0	0	21	Total	

B - Crabtree Lane

0	30	18	48	Cars	67
0	9	7	16	LGV	29
0	2	1	3	OGV1	6
0	2	0	2	OGV2	0
0	2	0	2	P/C	0
0	0	0	0	M/C	0
0	1	0	1	PSV	0
0	46	26	72	Total	102
C - D	C - A	C - B	Total		To C

C - Lincoln Way (South)

LINCOLN WAY/CRABTREE LANE/UN-NAMED ACCESS ROAD, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (16:30-17:30)

A - Lincoln Way (North)

To A		A - D	A - C	A - B	Total
111	Cars	0	50	15	65
15	LGV	0	14	4	18
2	OGV1	0	2	1	3
1	OGV2	0	2	1	3
1	P/C	0	2	0	2
0	M/C	0	0	0	0
1	PSV	0	0	0	0
131	Total	0	70	21	91

D - Un-named Access Road

D - A	1	1	0	0	0	0	0	2
D - B	0	0	0	0	0	0	0	0
D - C	0	1	0	0	0	0	0	1
Total	1	2	0	0	0	0	0	3
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To D	0	1	0	0	0	0	0	1

27	5	1	2	0	1	0	36	To B	
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total		
39	5	0	0	1	0	0	45	B - A	
0	0	0	0	0	0	0	0	B - D	
27	5	0	1	3	2	0	38	B - C	
66	10	0	1	4	2	0	83	Total	

B - Crabtree Lane

0	71	12	83	Cars	77
1	9	1	11	LGV	20
0	2	0	2	OGV1	2
0	1	1	2	OGV2	3
0	0	0	0	P/C	5
0	0	1	1	M/C	2
0	1	0	1	PSV	0
1	84	15	100	Total	109
C - D	C - A	C - B	Total		To C

C - Lincoln Way (South)

A671 PIMLICO LINK ROAD/LINCOLN WAY, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (08:00-09:00)

C - A671 Clitheroe/Chatburn

C - A	100	19	5	23	0	1	6	154
C - B	48	22	3	1	0	0	0	74
Total	148	41	8	24	0	1	6	228
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To C	211	56	14	18	1	1	11	312

111	30	10	24	0	1	6	182	To A
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
184	40	9	17	1	0	11	262	A - C
62	18	9	2	0	0	0	91	A - B
246	58	18	19	1	0	11	353	Total

27	11	38	Cars	110
16	11	27	LGV	40
5	5	10	OGV1	12
1	1	2	OGV2	3
0	0	0	P/C	0
1	0	1	M/C	0
0	0	0	PSV	0
50	28	78	Total	165
B - C	B - A	Total		To B

B - Lincoln Way

A - A671 Gisburn/Worston

A671 PIMLICO LINK ROAD/LINCOLN WAY, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (16:45-17:45)

C - A671 Clitheroe/Chatburn

C - A	120	28	3	9	1	3	1	165
C - B	37	19	3	3	0	1	0	63
Total	157	47	6	12	1	4	1	228
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To C	218	44	6	8	1	0	0	277

248	53	4	14	1	5	1	326	To A
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
152	22	2	7	0	0	0	183	A - C
139	41	4	10	0	2	0	196	A - B
291	63	6	17	0	2	0	379	Total

66	128	194	Cars	176
22	25	47	LGV	60
4	1	5	OGV1	7
1	5	6	OGV2	13
1	0	1	P/C	0
0	2	2	M/C	3
0	0	0	PSV	0
94	161	255	Total	259
B - C	B - A	Total		To B

B - Lincoln Way

A - A671 Gisburn/Worston

Link capacity

Reference to DMRB TA79/99 sets out the road types and peak hour capacities. Lincoln Way would equate to UAP4 and Pimlico Link to a UAP3.

Feature	ROAD TYPE				
	Urban Motorway	Urban All-purpose			
	UM	UAP1	UAP2	UAP3	UAP4
General Description	Through route with grade separated junctions, hardshoulders or hardstrips, and motorway restrictions.	High standard single/dual carriageway road carrying predominantly through traffic with limited access.	Good standard single/dual carriageway road with frontage access and more than two side roads per km.	Variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings.	Busy high street carrying predominantly local traffic with frontage activity including loading and unloading.
Speed Limit	60mph or less	40 to 60 mph for dual, & generally 40mph for single carriageway	Generally 40 mph	30 mph to 40 mph	30mph
Side Roads	None	0 to 2 per km	more than 2 per km	more than 2 per km	more than 2 per km
Access to roadside development	None. Grade separated for major only.	limited access	access to residential properties	frontage access	unlimited access to houses, shops & businesses
Parking and loading	none	restricted	restricted	unrestricted	unrestricted
Pedestrian crossings	grade separated	mostly grade separated	some at-grade	some at-grade	frequent at-grade
Bus stops	none	in lay-bys	at kerbside	at kerbside	at kerbside

Table 1 Types of Urban roads and the features that distinguish them

Using the designation above and the flows indicated the following assessment has been undertaken.

		Two-way Single Carriageway- Busiest direction flow (Assumes a 60/40 directional split)									Dual Carriageway			
		Total number of Lanes									Number of Lanes in each direction			
		2				2-3	3	3-4	4	4+	2		3	4
Carriageway width		6.1m	6.75m	7.3m	9.0m	10.0m	12.3m	13.5m	14.6m	18.0m	6.75m	7.3m	11.0m	14.6m
Road type	UM	Not applicable										4000	5600	7200
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300	3350	3600	5200	*
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700	2950	3200	4800	*
	UAP3	900	1110	1300	1530	1620	*	*	*	*	2300	2600	3300	*
	UAP4	750	900	1140	1320	1410	*	*	*	*	*	*	*	*

Table 2 Capacities of Urban Roads One-way hourly flows in each direction

Flows for single carriageways are based upon a 60/40 directional split in the flow. The one-way flows shown in Table 2 represent the busiest flow 60% figure.

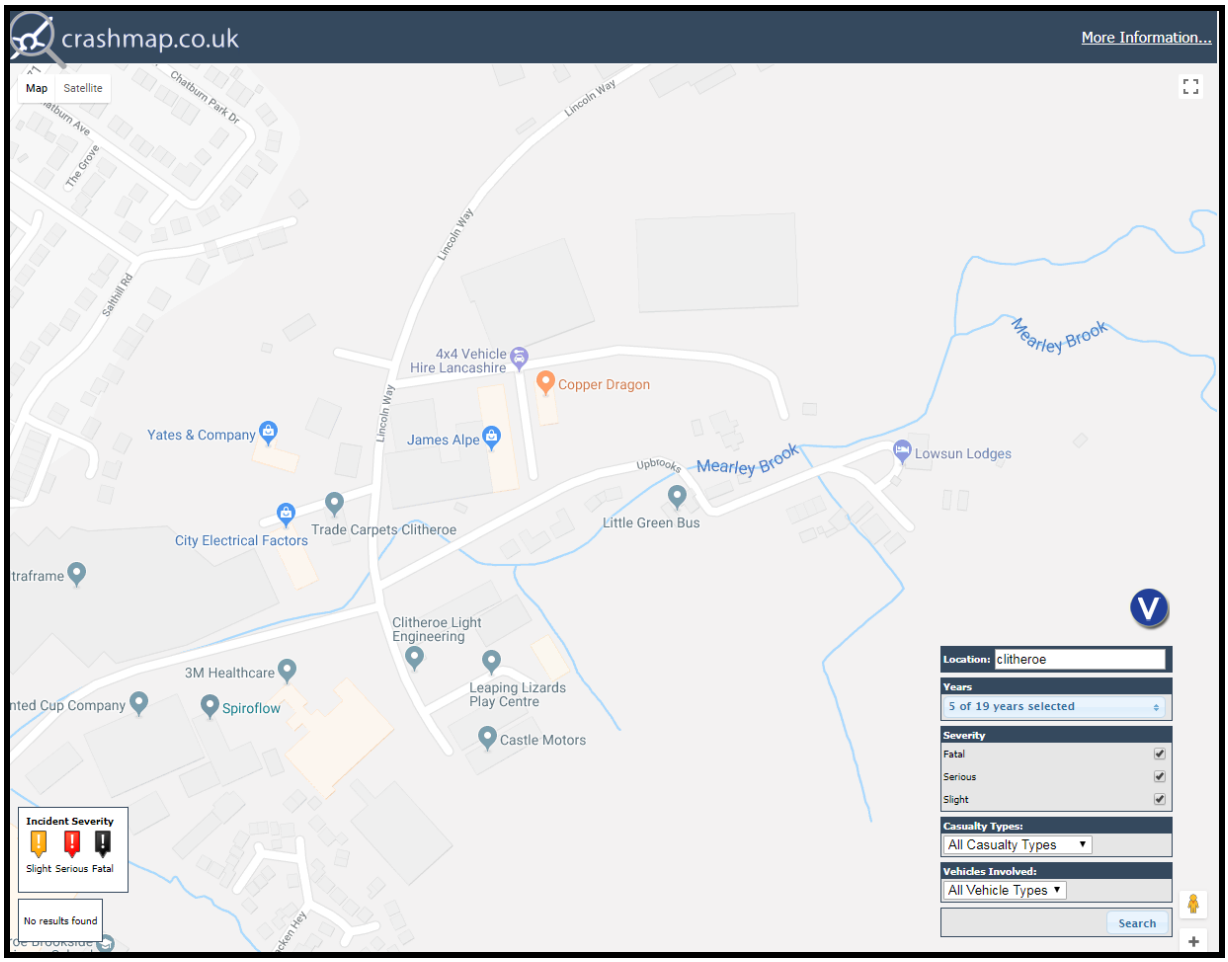
A UAP3 7.3m carriageway would have a one way flow capacity of 1300, the highest flow is 379. This equates to Lincoln Way having 71% spare capacity.

A UAP4 7.3m carriageway would have a one way flow capacity of 1140, the highest flow is 100. This equates to Lincoln Way having 91% spare capacity.

The network has no local capacity issues however as industrial units are proposed the local junctions will be assessed.

Safety review

Access to the Mario data base has been undertaken and the resultant wider area mapping shown below. The results show that over the past 5 years. No accidents have been recorded at the junctions.



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

Clearly the local network has a very low level of recorded accidents across the period, the network does not suffer from a poor safety record or a trend associated with a junction or discrete part of the links.

Summary

The local area has a good standard of carriageway and footway provision, no capacity or safety issues that would impact on a scheme coming forward.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes.

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

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

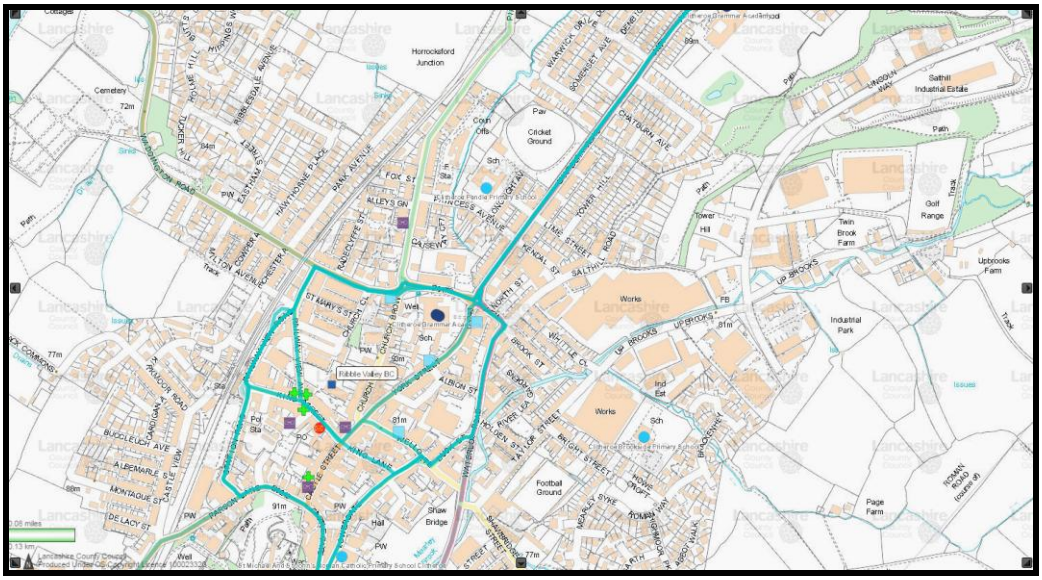
Walking and cycling

The proposed development site is located within an semi rural area with a range of local land uses, services and facilities.

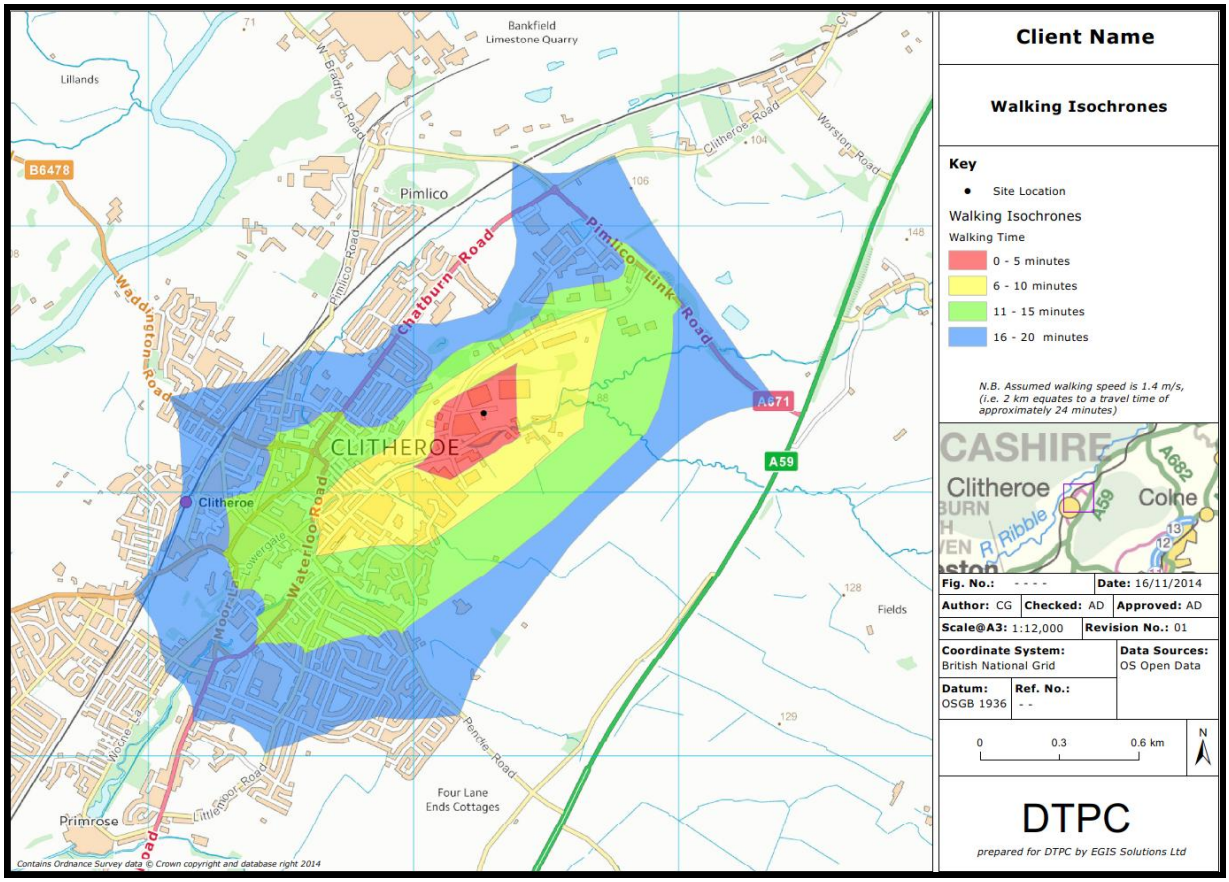
Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km green / 2km yellow distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for workers to access a range of shopping, employment, leisure, and service facilities on foot.



Importantly, the 2km distance covers a wide area for local residents to access the site on foot. This is shown below.



800m - 2km walk distance

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

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

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

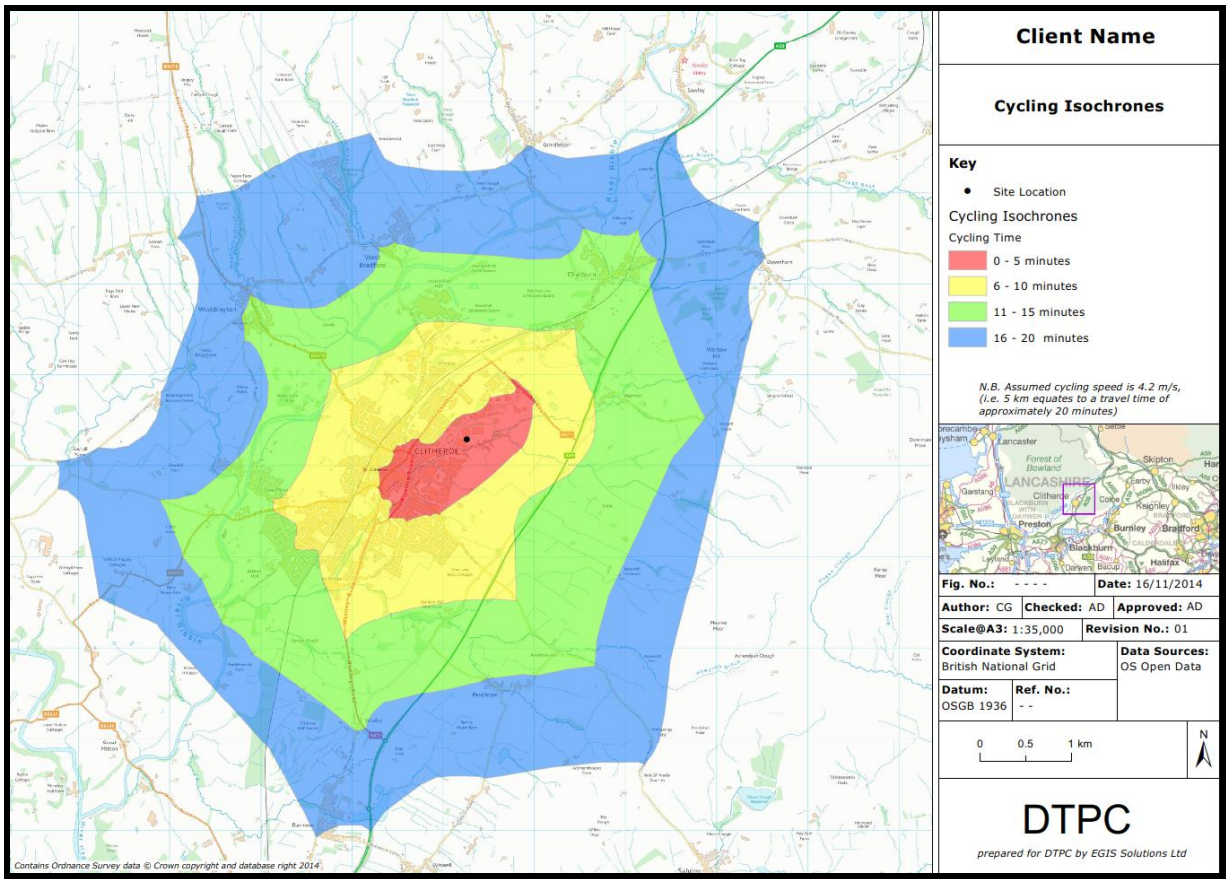
In conclusion, the proposed application site can be considered as being accessible on foot.

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

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

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

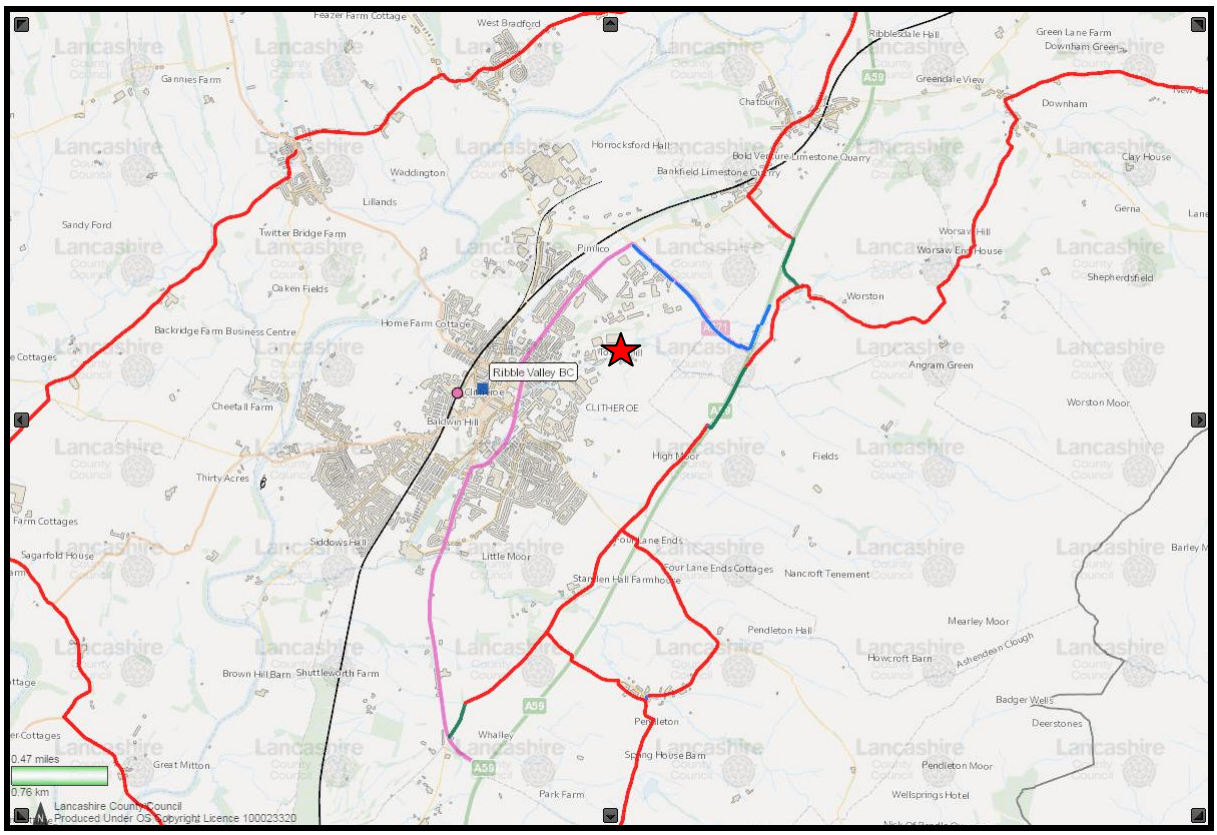
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area. The 5 km distance is indicated below.



Cycle Catchment

The plan shows that the town and the other local villages etc are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Therefore, there are good opportunities to travel by cycle and the ability to connect to the local cycle network as shown below.



In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Travel by public transport

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

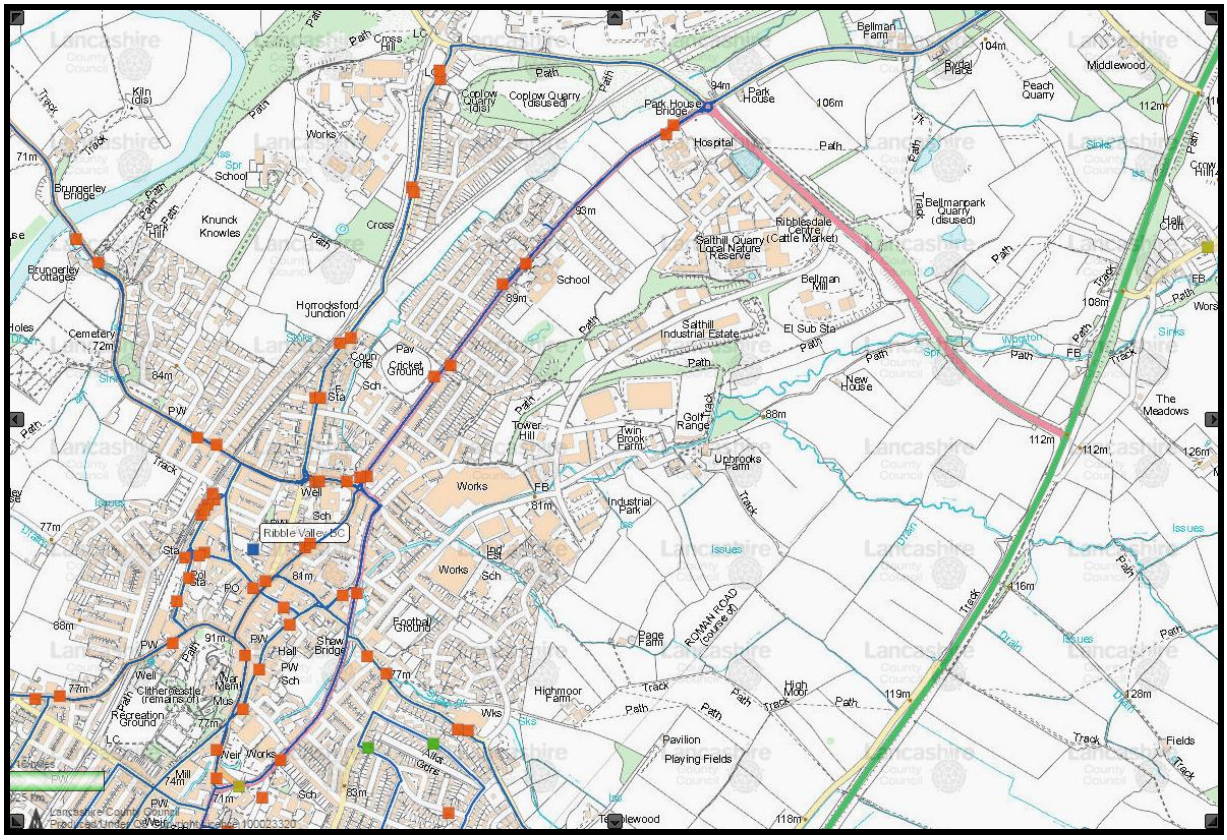
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

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

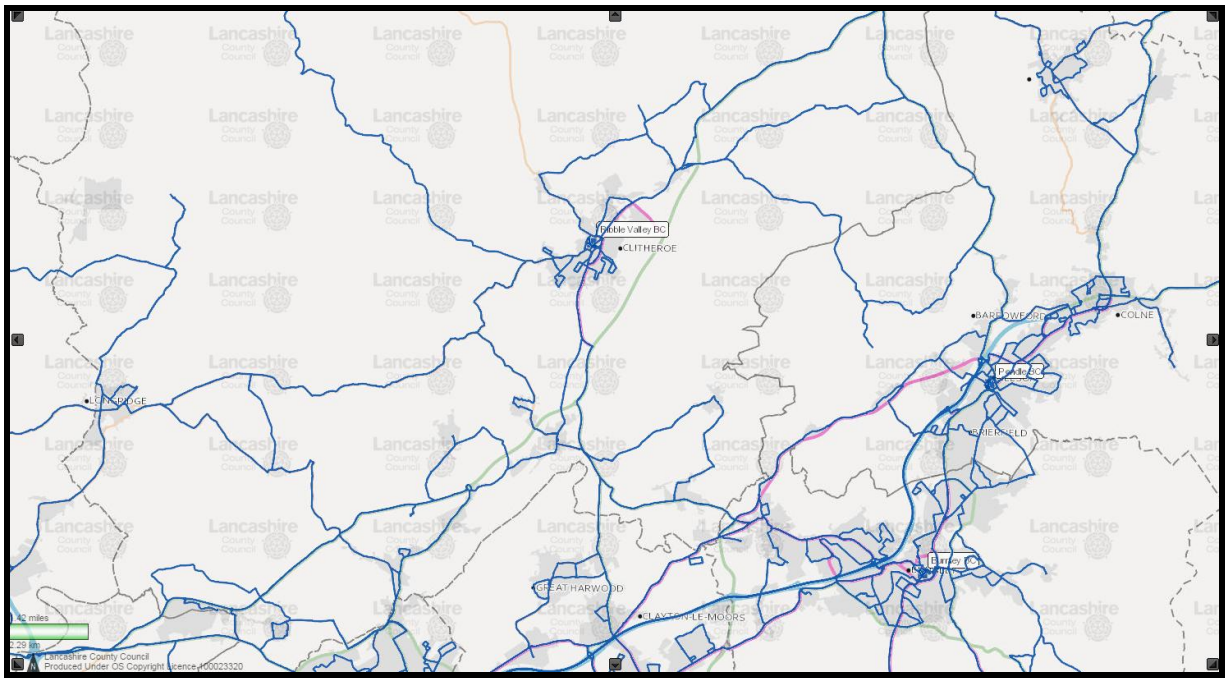
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

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

The Chatburn Road/Waterloo Road route has the closest bus stops to the site around 950m. These fall outside the 400m desirable walk distance but have a 11.3 minute walk time.



The proposed development site is therefore located with access to bus stops at a reasonable 10-12 minute walk time that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for residents of the proposed development site to travel via public transport.



Bus routes

The local routes details below.

Bus Number:	2
Route:	SAWLEY - GRINDLETON - CHATBURN - CLITHEROE - LOW M

Bus Number:	7B
Route:	NELSON - BARROWFORD - BARLEY - CHATBURN - CLITHERO

Bus Number:	241
Route:	ACCRINGTON - WHALLEY

Bus Number:	X80
Route:	SKIPTON - CLITHEROE

Bus Number:	14
Route:	ROYAL BLACKBURN HOSPITAL - ACCRINGTON - CLITHEROE

Bus Number:	14A
Route:	ROYAL BLACKBURN HOSPITAL - ACCRINGTON - CLITHEROE

Bus Number:	280
Route:	CLITHEROE - PRESTON

Bus Number:	180
Route:	SKIPTON - BARNOLDSWICK - CLITHEROE

Bus Number:	231
Route:	CLITHEROE - WHALLEY - ACCRINGTON

Bus Number:	22
Route:	BLACKBURN - WHALLEY - CLITHEROE

Bus Number:	26
Route:	BURNLEY - PADIHAM - READ - WHALLEY - CLITHEROE

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

Accessibility questionnaire

The reports sets out a full accessibility review, the questionnaire is provided for completeness. Is a guidance document for reference.

Score is agreed as Low but is in an existing employment zone designated by the council as an acceptable location for employment uses.

Table F - Accessibility Questionnaire

Site Description:
Application Reference:

Access Type	Criteria	Criteria Scores	Score	Sub-Score
Walking	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m <300m <500m >500m	5 3 1 0	0 actually 850m via public footpath
	Distance to nearest railway station from main entrance to building	<400m <1km >1km	3 2 0	0
Cycling	Proximity to defined cycle routes	<100m <500m <1km	3 2 1	1, nearest route Pimlico however the local roads are calmed to the town centre
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	**Urban/ Suburban** 15 minutes or less 30 minutes or less >30 minutes **Villages and Rural** Hourly or less 2 Hourly or less 1 or more per day	 5 3 1 5 2 1	3 5 services on Chatburn Road
	Number of bus services serving different localities stopping within 200 metres of main entrance	4 or more localities served 3 2 1	5 3 2 1	0
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less 30-59 minutes Hourly or less frequent	3 2 1	2
	Drive to nearest station	10 minutes or less 15 minutes or less	2 1	2
Other	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel: * food shop/cafe * newsagent * crèche * other	 1 1 1 1	0
Total Aggregate Score				

Accessibility Level
High: 24-30 Medium: 16-23 Low: 15 or less

Summary

<u>In summary, therefore, the application site can be considered as being accessible by public transport in particular bus, walking and cycling in accordance with planning policy guidance for an employment area.</u>

5. FALLBACK

The site benefits from an approval as set out 3/2015/0159 n 1/1/2016 for a range of units with a B1c (light industrial) and B1ancillary/B2 land use.

	Industrial	Office		Industrial	Office
Building 1			**Building 2**		
Unit 1-4	125m2	12.5m2	Unit 13-17	195m2	19.5m2
Unit 5	255m2	25.5m2	Unit 18-19	1300m2	130m2
Unit 6	250m2	25m2	Unit 20	2600m2	260m2
Unit 7-9	125m2	12.5m2	Unit 21 (level 2)	1300m2	130m2
Unit 10-11	165m2	16.5m2			
Unit 12	320m2	32m2			
sub-total	2030m2	203m2	sub-total	7475m2	747.5m2

Total for full site GFA 10,455.0m2; Plot ratio 47%. Units 1-17 B1c and Units 18-21 B2 as a worst case use for assessment purposes.

Parking provision

Industrial B1/B2 (1 car per 50m2) = 210 car spaces, Parking provided = 210 car spaces (inc disabled)
Disabled parking 5% = 11 disabled car spaces

Approved trips

The table below details the observed PCU trips to and from Crabtree Lane currently. Given the existing GFA on site of approximately 14,500sqm. The equivalent trip rate / 100sqm of GFA has also been derived.

Peak Period	Observed PCU Trips to Crabtree Lane		Observed Trip Rate based on Existing GFA of Industrial use Equivalent to 14,500sqm GFA	
	Arr	Dep	Arr	Dep
AM	58	24	0.40	0.17
PM	39	84	0.27	0.58

Observed Trip Rates

In addition the observed percentage of HGVS access Crabtree Lane have also been summarised below. These will be used to assign the development traffic to the study network.

Peak Period	Observed Percentage of Goods Vehicles Accessing Crabtree Lane	
	Arr	Dep
AM	7%	20%
PM	8%	1%

Observed Percentage of HGVS Access Crabtree Lane

The TRICS database has also been interrogated and trip rates for both Industrial Units and Estates has been derived. The tables below define the peak period trip rates for the aforementioned uses and the equivalent trips generated by the proposed 10,456sqm GFA development.

However the site has been reduced in scale slightly but the higher assessment figure still used for robustness.

Peak Period	TRICS Industrial Unit Trip Rate		Equivalent Trips Generated by a Development with a GFA of 10,588sqm	
	Arr	Dep	Arr	Dep
0730 to 0830	0.454	0.098	48	10
1630 to 1730	0.07	0.356	7	38

TRICS Industrial Unit Trip Rates and Development Trips

Peak Period	TRICS Industrial Estate Trip Rate		Equivalent Trips Generated by a Development with a GFA of 10,588sqm	
	Arr	**Dep**	**Arr**	**Dep**
0800 to 0900	0.434	0.234	46	25
1630 to 1730	0.179	0.422	19	45

TRICS Industrial Estate Trip Rates and Development Trips

The table below is the culmination of the highest generated trips arriving and departing in the both peak period taken from the previously derived tables.

The trips will be used to assess the junction. Using the aforementioned observed percentage of HGVs a spilt of light vehicles and HGVs has also been provided.

Peak Period	Highest Trips Generated Between Differing Methodologies of Assessment i.e. Observed, TRICS Industrial Unit and Estate					
	Total Vehicles		Light Vehicles		Heavy Vehicles	
	Arr	Dep	Arr	Dep	Arr	Dep
AM	48	25	45	20	3	5
PM	28	61	26	61	2	1

Proposed Development Trips

Reply to highways

Full analysis of the following junctions: -

- Lincoln Way with Lincoln Way.
- Lincoln Way with A671 Pimlico Link Road.
- A671 Pimlico Link Road with A671 Chatburn Road
- A671 Pimlico Link Road withA59 Whalley Clitheroe By Pass

The reports sets out assessments of the junctions in red and rational as to why others not needed given low flows that are less than threshold requirements.

Trip generation/distribution - The trip generation used for the TA should reflect the scale, density and location of the house type proposed for the development and TRICS data sets should be appropriate to this rural/semi-rural location etc. I would advise that the traffic generation and distribution are agreed prior to any modelling to avoid the need to repeat modelling and risk of additional costs to your client.

Trips rates have been assessed for both the local area and the TRICS database to ensure trips are robust.

Assessment Years - Assessments to be undertaken for base year (with junctions validated to flows and queues), opening year and a future design year (5 years post expected completion of development). The opening year (completed and occupied development) needs to be realistic to the expected housing number build out rates.

2014 and 2019 used, reference to housing is unclear.

The transport assessment is to take into account the 205 car parking spaces which have been approved as part of planning application 3/14/0949

The 205 space car park is to ensure easy management of the existing uses and removes the on street parking, the parking is for long stay/vehicles with works to be undertaken and no detailed assessment was required of the flows for the approved car park.

Parking

1. Based on the Joint Lancashire Structure Plan the Highway Development Control Section is of the opinion that the applicant has not provided adequate off road parking provision for this type and size of development.

   Based on the recommendations from The Joint Lancashire Structure Plan the following car parking provision should be provided:-

B1 office 951sqm / 30 =		32
B1 light industry 2030sqm / 45 =	45	
B2 general industry 7475sqm / 45 =		166
TOTAL		243

The policy set out pre dates NPPF and is a maxima not minimum as appears to be applied. Guidance from the sec of state sets out -

"The recent Written Ministerial Statement to Parliament delivered by the Minister of State for Communities and Local Government, Eric Pickles, on 25 March 2015, confirms that *"The market is best placed to decide if additional parking spaces should be provided"*. It goes on to state that the following text must now be read alongside Paragraph 39 of the NPPF: *"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network*

The scheme provides 210 spaces some 86% of the maxima and is considered acceptable for this location.

There are no traffic regulation orders within the vicinity of the site to control on road parking. On road parking on the new access road near the site would lead to obstruction of the sight lines at the new junctions and a narrowing of the road, where goods vehicle would be expected and this has the potential to lead to increased congestion and obstruction both of which would have a detrimental effect on highway capacity and highway safety for pedestrians, cyclists, and drivers. To reduce the likelihood of on road parking on the new access road the minimum recommended off road parking provision should be provided as detailed above.

The road is intended to be adopted as such any operational issues can be dealt with via a TRO and a sum agreed to support this, if not adopted the road will be management by an agent and a parking policy conditioned along with enforcement actions etc to be agreed. The maxima are not required.

The car parking associated with units 1 to 12 shows some tandem parking, while this may be acceptable the applicant must demonstrate how this practice can work where adjacent units may block people in.

The parking will be allocated and as such controlled via the managing agent. As a stated a car parking management plan can be conditioned to be agreed prior to occupation.

The shown mobility parking is isolated from some of the units with issues for mobility aided pedestrians having no direct access to the unit they may wish to visit.

As with most disabled offer they are spread in the car parks near to the units and thus some form of travel/distance to the unit is required, this is normal practice for multi occupant sites. Max distance is 50/60m and is considered acceptable..

Provide cycle and motorbike secure storage as recommended in the Joint Lancashire Structure Plan.

Staff cycle parking will be within the units as secure areas, ratio suggested is 1:10 spaces for 210 = 21 spaces.

Motorcycles would be 1:25 = 9 spaces or 1 per 1162 sqm of dev.

Units 1-9 = 1 space, units 10-12, less than 1 so 1 min, units 13-16 less than 1 so min 1, units 17 to 21 7 spaces or 2 per unit, these can easily be accommodated in the open yard areas near doors etc.

It can be assumed that goods vehicle will visit most of the units and as such it can be expected that 8.1m long vehicles will visit the site with deliveries. This will affect Units 16 to 17 where goods vehicles will obstruct pedestrian flows passing the sites, obstruction of the access to adjacent units and obstruction of the sight lines from adjacent properties.

The service bay depths are 7.6m, an 8.1m would overhang by 0.5m of the 2m path, as such not blocked, there are two paths, in addition a 7.5 ton box van is 8m in length, panel van 7.2m as such minimal impact.

6. THE DEVELOPMENT PROPOSALS, LAYOUT AND ASSESSMENT

Development Proposals

The new scheme is to provide a range of units with a B1c (light industrial) and B1ancillary/B2 land use.

	Gross Industrial Unit	Industrial office element
Building 1		
Unit 1-3 (125 ea)	375m2	37m2
Unit 4	290m2	29m2
Unit 5-6 (100ea)	200m2	20m2
Unit 7	290m2	29m2
Unit 8-9 (125ea)	250m2	25m2
Unit 10-11 (165ea)	330m2	33m2
Unit 12	320m2	32m2
sub-total	2055m2	205m2
Building 2	Gross Industrial Unit	Industrial office element
Unit 13	185m2	18m2
Unit 14	190m2	19m2
Unit 15	190m2	19m2
Unit 16	190m2	19m2
Unit 17	185m2	18m2
Sub-total	940m2	93m2
Building 3	Gross Industrial Unit	Industrial office element
Unit 18	–	448m2
Sub-total		448m2
Building 4	Gross Industrial Unit	
Unit 19	200m2	
Unit 20	200m2	
Sub-total	400m2	
Building 5	Gross Industrial Unit	
Unit 21-22 (150ea)	300m2	
Unit 23-30 (175ea)	1400m2	
Unit 31-32 (150ea)	300m2	
Sub-total	2000m2	
Building 6	Gross Industrial Unit	
Unit 33-34 (155ea)	310m2	
Unit 35-36 (210ea)	420m2	
Unit 37-39 (175ea)	525m2	
sub-total	1260m2	
Building 7	Gross Industrial Unit	
Unit 40-42 (180ea)	540m2	
sub-total	540m2	
Total m2	**7195m2**	**746m2**
ft2	**77,445ft2**	**8030ft2**
GFA	**7941m2**	
	85,475ft2	
Plot ratio	**35%**	

Total for full site GFA 7941 is lower than the approved 10,455.0m2; Plot ratio 35 lower than the 47%.

Parking provision

Industrial B1/B2 (1 car per 50m2) = 144 car spaces, office B1 (1car per 25sqm) = 30 spaces. Parking provided = 176 car spaces (inc disabled)
Disabled parking 5% = 9 disabled car spaces

Layout

The indicative site layout is provided below, for full plan see architects drawing.

PLAN

The layout is in the form of a cul de sac leading off the main network with good external walking connections are provided.

The turning head is designed to the LCC requirements to ensure access by delivery vehicles is provided. Full design in figures section.

Access and layout

The main access route is 7.1m in width at it narrowest width as needed along the bends shown by the swept paths for articulated vehicle access.

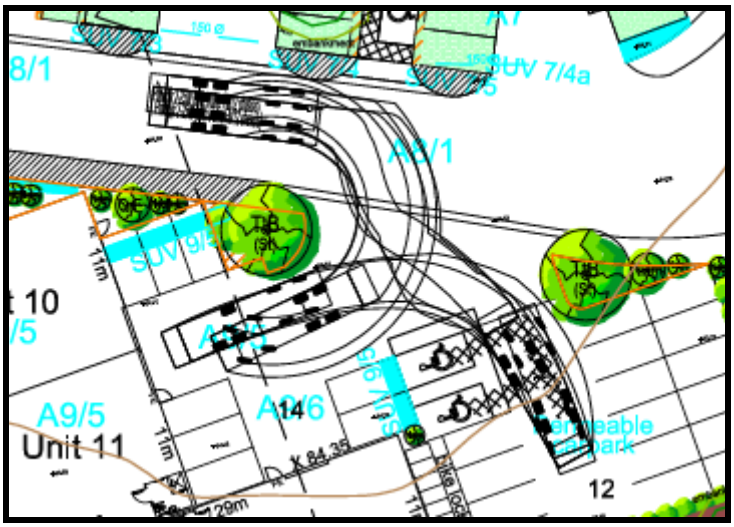
2m footpaths are provided on both sides for the first section up to unit 17 where a path is provided adjacent to the road on the west and through the open space on the east side.

Swept paths are shown below

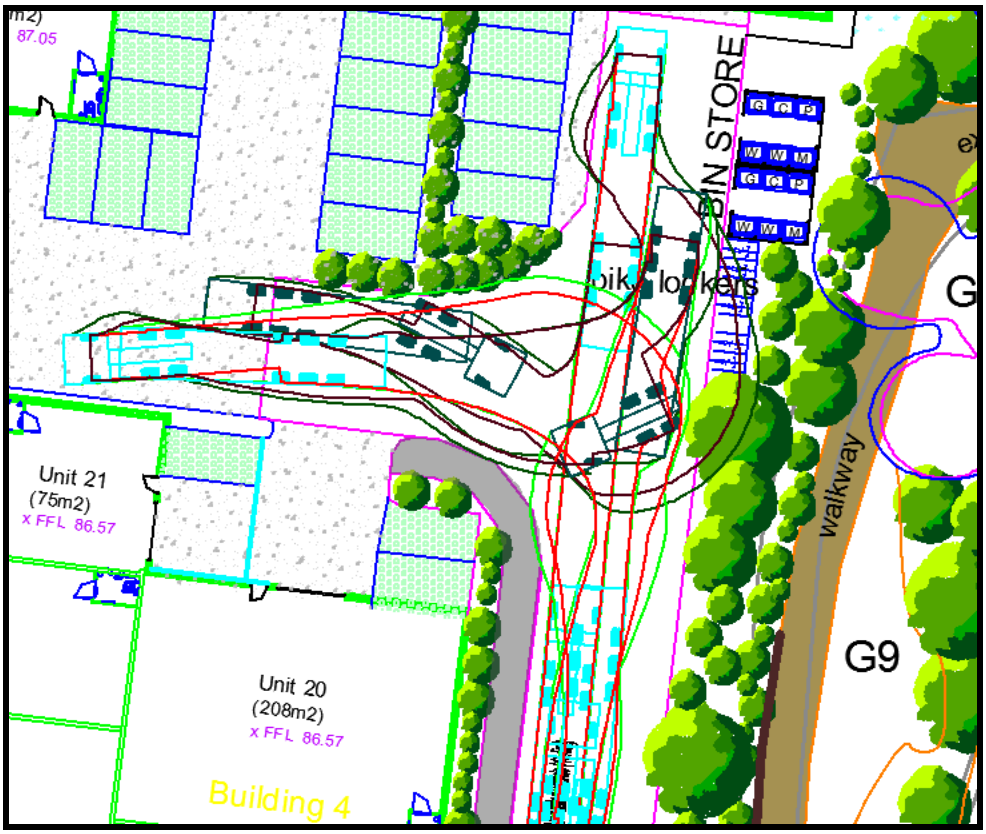
Units 1-9 small industrial units serviced by medium size HGV's and vans not articulated vehicles.

Refuse by reverse into yard for pick up by dragging bins out as required as previously approved.

Units 10-12, large rigid and refuse vehicles for serving not articulated vehicles shown below.



The end of the access is shown to accommodate a full artic..



7. PROPOSED DEVELOPMENT TRIPS

The development proposals are for the building of 7941 Gross Floor Area (GFA) of B1(c) Light Industrial / B2 General Industrial units immediately to the east of an existing industrial area located off Crabtree Lane in Clitheroe.

Total for full site GFA 7941 is lower than the approved 10,455m2; Plot ratio 35 lower than the 47%.

Trip Rates and Trips

Approved trips for 10455 sqm:

Peak Period	Highest Trips Generated Between Differing Methodologies of Assessment i.e. Observed, TRICS Industrial Unit and Estate	
	Total Vehicles	
	Arr	Dep
AM	96	50
PM	56	123

Approved Development Trips

For the lower figure of 7941 sqm pro rata gives:

Peak Period	Highest Trips Generated Between Differing Methodologies of Assessment i.e. Observed, TRICS Industrial Unit and Estate	
	Total Vehicles	
	Arr	Dep
AM	73 – 23 trips	38 – 12 trips
PM	43 – 13 trips	94 – 29 trips

Proposed Development Trips

Overall the proposed changes reduce the two way trips by 35 in the AM and 42 PM.

Assessment Summary

It had been demonstrated, in line with acceptable assessment methodology, that the study network can accommodate the fallback development traffic, the proposed scheme recues the trips further and thus even less impact on the network.

Impact During Construction

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

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

Access to the site will be gated and controlled to ensure the potential for vandalism is minimised. All vehicles waiting to enter the site will be provided with sufficient stacking space to wait off the highway to minimise disruption to traffic.

8. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements for such a location.

The site has an agreed sustainable location and the layout accords with good practice.

Traffic flows have been assessed, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the adjacent junctions to the site.

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

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.