

**Roefield Football Project
New 3G Sports Pitches
Edisford Road, Clitheroe**



Transport Statement
Project Reference:
CTP/1102/18

March 2018

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1. INTRODUCTION AND BACKGROUND

1.1 Project Description

This Transport Statement report provides highway and transport advice in support of a planning application for the proposed improvement to outdoor football facilities at Roefield playing fields located adjacent to Edisford Road, Clitheroe. The development site is approximately 1km from Clitheroe town centre, and is situated adjacent to other sporting facilities including a swimming baths, leisure centre and indoor/outdoor tennis courts.

The proposed development comprises the resurfacing of the existing 3G five-a-side football pitches and outdoor tennis courts to provide a 60m x 40m 3G multi-sport pitch and that the grass pitch provision is remodelled to accommodate a new full size (70m x 100m) 3G multi-sport pitch. The development proposals also include covered spectator areas between the new 3G pitches and a storage area.

Figure 1.1 – Location Plan



Source: Google

1.2 Purpose of the Report

This report presents a consultative report for the Local Highways Authority of the transport related issues of the schemes proposals. The purpose of this Transport Statement is to demonstrate that the potential impacts of the scheme proposals upon the highway infrastructure have been explored.

This TA has been prepared in line with current best practice, which includes the Planning Practice Guidance on Travel Plans, Transport Assessments and Statements, the National Planning Policy Framework (NPPF) and local transportation related policies and guidance.

1.3 Report Structure

The remainder of this report comprises of the following sections:

- Chapter 2 – Proposed Development
- Chapter 3 – Accessibility by Non-car Modes
- Chapter 4 – Traffic Impact and Car Parking
- Chapter 5 – Conclusions

2. PROPOSED DEVELOPMENT

2.1 Development Details

The proposed development is being proposed by Clitheroe Wolves Football Club (CWFC) and the Lancaster Foundation (LF) due to a lack of high quality sports pitches within the Ribble Valley that are available for community use. Due to the poor weather and the seasonal nature of football a significant proportion of training sessions and matches are having to be postponed and cancelled.

Clitheroe Wolves as a football club have also experienced significant growth in recent years and face ever increasing demand because of new housing development and growth in the Borough. To safeguard against the loss of sporting activity due to poor weather and waterlogged pitches CWFC and LF are proposing to improve the existing sport pitch provision at Roefield.

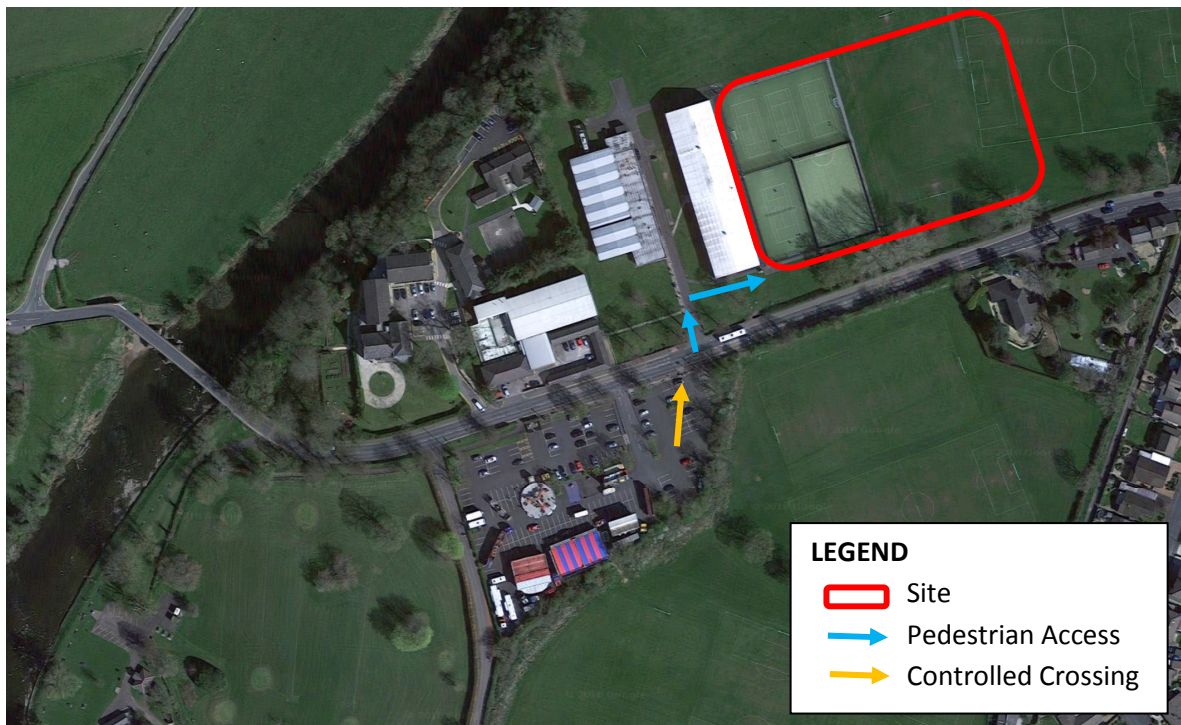
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2.2 Proposed Site Access

Pedestrian/Cycle Access

The current access arrangements shall remain unchanged with pedestrian only entrances to the facility from Edisford Road.

Figure 2.1 – Site Access Locations



Source: Google

Vehicular Access

There is no vehicular access directly associated with the development with visitors arriving by car expected to use the public car park on the opposite side of Edisford Road. Visitors can then safely access the site using the controlled pedestrian crossing facility across Edisford Road.

2.3 Car Parking

The Edisford Road Car Park is operated by Ribble Valley Borough Council and has 233 standard car parking spaces and 8 disabled spaces (241 spaces total).

The Edisford Car Park operates a charging regime between 08:00 AM and 18:00 PM each day. The current charging regime is as shown in Table 2.1 below.

Table 2.1 - Edisford Road Car Park Prices

Time/duration	Price
Up to 30 minutes	£0.30
Up to 1 hour	£0.70
Up to 2 hours	£1.20
Up to 3 hours	£2.10
Up to 5 hours	£2.80
Over 5 hours	£3.60

3. ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new developments should extend the choice in transport and secure mobility in a way that supports sustainable development.

One of the core principles of the NPPF is to 'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable'.

New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current and emerging national and local planning policy.

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

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

3.2 Accessibility on Foot

Pedestrian access to the site will be afforded directly from the existing footway network along Edisford Road. These footways are all over 1.8m metres in width and provide the opportunity for a direct pedestrian route to the site from the local highway network. There is also a controlled pedestrian crossing on Edisford Road close to the pedestrian access to the development as shown in Figure 3.1 below.

Figure 3.1 – Controlled Pedestrian Crossing on Edisford Road



Within the Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, a distance of 2 kilometres is defined as a preferred maximum for commuting which equates to a walk of around 25 minutes. A walking isochrone for the postcode

area BB7 3LA shows that large parts of Clitheroe are within a comfortable walking distance of the site as illustrated in Appendix C.

Large parts of Clitheroe are within a 25 minute walk with densely populated areas likely to provide the key catchment areas for the proposed development. Parts of Clitheroe town centre are also within a 25 minute walk as is Clitheroe train station. A number of amenities are also within a comfortable walking distance including schools, retail outlets, post offices and medical practices. In conclusion, the proposed development site is highly accessible by foot.

3.3 Accessibility by Cycle

An alternative mode of travel to the development could be achieved by cycle.

The former PPG13 stated that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres'. A cycling isochrone for the postcode BB7 3LA indicates that a 20 minute cycle catchment encompasses a very wide area covering the whole of Clitheroe and the villages of Barrow, Chatburn, Waddington, Worston and Pendleton as illustrated in Appendix C.

Cycles will be able to be stored securely adjacent to the swimming baths. As such, the site can be considered as being accessible by cycle.

3.4 Accessibility by Bus

There are a number of bus stops located within a short walk of the site including bus stops outside of the Roefield Health and Leisure Centre adjacent to the development site on Edisford Road shown below in Figure 3.2

Figure 3.2 – Edisford Road Bus Stop



Source: Google

When considering how accessible a site is to bus services it is generally accepted that 400 metres is a suitable walking distance to a bus stop. This distance has been taken from the IHT Guidelines document entitled 'Planning for Public Transport for Development'.

The bus services which operate from these stops include the 510 (Dunsop Bridge - Bowland County High School), 645 (Chipping-Clitheroe Town Centre) and 903 (Clitheroe Edisford Bridge – Bowland Academy) services.

It can be concluded that the site can be considered to be accessible by bus.

3.5 Accessibility by Rail

The site is also around 2 kilometres from Clitheroe railway station, around a 15-minute walk. This provides the opportunity for direct rail access to numerous local, regional and national destinations operating at frequencies of at least 1 services per hour to Manchester.

In conclusion, the site can be considered accessible by rail.

4. TRAFFIC IMPACT AND CAR PARKING

4.1 Introduction

The following section of this report will discuss the potential traffic impact and servicing arrangements associated with the proposed development.

4.2 Traffic Impact

The peak periods associated with the use of the proposed development are as per the existing grass pitches and 3G/AstroTurf pitches. These being 09:00 to 12:00 AM on Saturdays and Sundays and 18:00 to 20:00 PM on weekdays. These peak times of operation fall outside of the network peak hours.

It is not anticipated that there will be any significant traffic impact associated with the proposed development. The new 3G facilities are to be built on areas which are currently used as grass football provision or existing 3G and AstroTurf pitches. It is intended that the improved 3G pitch provision will prevent the loss of football activity due to poor weather and waterlogged pitches and will not significantly increase the current demands for usage of the existing grass pitches and 3G/AstroTurf facilities currently available.

It is acknowledged that new trips would be generated to the site following the introduction of the new full size 3G facility during evening weekday periods and at weekends compared to existing uses of the playing field. However, the extended pattern of use will generate only a negligible increase in traffic generation and will not exacerbate current peak times of use.

This extension of use is resultant from an intensification of use made possible by the enhanced durability of the artificial grass playing surface, especially during winter weather conditions, enabling the full size 3G pitch to be operated beyond times when the existing grass playing pitches are used.

The expected community usage of the facility would be primarily by local organisations including football clubs, partner organisations and community groups from the Ribble Valley area. Typically the main period of 3G pitch use will be in accordance with the football season.

In addition there will increased usage during the spring and summer periods catering for football training and development activities. The expected usage of the facility will be primarily from local organisations and it is therefore expected that the requirement for car parking and vehicle trips will be generally equal to current levels.

The following person trip rates have been based on the maximum level of users that can be expected to use the full size 3G pitch during several scenarios and to produce a robust assessment, the most intense potential use of the full size 3G pitch is outlined below.

Weekday Evening Use / Weekend Afternoon and Evening Use / Weekend Use (Saturday / Sunday Morning Matches)

If pitch users all travel to site by car alone (or driven by parents) – 100% single occupancy travel, then maximum trip generation and car parking demands are as follows:

- Presuming the pitch may be used in quarters for training / grassroots development (three teams in total at any one time using the AGP);
- Presuming each session lasts for one hour;

- Presuming each quarter will include 13no. players including three substitutes and 2no. coaches (or similar) – 15no. persons in total per quarter for football training;
- Then the maximum persons to use the pitch at any time will be 60no.
- Multiply by two for session change-over;
- Then the maximum participants on site at any time will be 120no.

To ensure a robust assessment, full use of the full size 3G has been assumed. This means there is also successive pitch use to maximise person trip demand. Given the finite catchment area, the potential for travel by other modes and likelihood of car sharing, such an assumption is highly improbable to occur.

Vehicle trips have been applied to the above scenarios to calculate the vehicle trip generation over the operational periods.

This will result in a maximum of 60no. vehicles arriving and 60no. vehicles departing (120no. two-way vehicle trips) per hour of operation which is equivalent to 2 vehicle movements per minute or 1 every 30 seconds.

Whilst this scenario is considered highly improbable such traffic demand is unlikely to cause an issue outside of the network peak hours. It should also be noted that Clitheroe Wolves also provide communication to all club members and visiting teams to promote the uptake of sustainable transport modes, the use of the Edisford Car Park and considerate behaviour on the local highway.

As such, it is considered that no further consideration of the likely vehicular trip generations associated with the development proposals is required.

4.3 Accident Analysis

This section examines the accident history data on the highway network around the site and identifies any trends or issues that could affect the design or require off site highway improvements.

The accident history (2013 – 2017) for the study area has been taken from the crashmap website accident database. It is apparent that no collisions resulting in injury have been recorded during the 5-year period reviewed.

4.4 Car Parking

The current parking provision at the Edisford public car park comfortably accommodates existing levels of demand and is rarely more than 50% occupied as demonstrated by the car park survey information provided by Ribble Valley Borough Council included in Appendix A.

The survey provides car park occupation data for the period Monday 5th March to Sunday 11th March and shows that the peak level of occupation is 50% which occurred between 09:00 and 10:00 AM on Saturday morning. This indicates availability of 121 standard spaces at current levels of peak occupation.

As the 3G sports pitch provision shall improve the chances of training sessions and matches taking place, it is anticipated that this would help reduce any loss of car parking revenue anticipated by Ribble Valley Borough Council from use of the Roefield football pitches. (Although numerous grass pitches shall remain)

Vehicle trips have been applied to the above scenarios presented in the trip generation section to calculate the peak car park accumulation over the operational periods. The assumptions ensure a robust assessment, particularly in terms of parking demand.

There is a cross over period of users departing after each session and users arriving for the following session, however we expect users to depart within fifteen minutes from each session ending. Also, we expect users to arrive no earlier than fifteen minutes prior to the start of each session.

This will result in a maximum accumulation of 120no. vehicles any one time within a one hour period. While this level of parking demand is considered highly unlikely to be realised it is evident from the car park accumulation data provided by Ribble Valley Borough Council that such parking demand could be accommodated within the Edisford Car Park.

5. SUMMARY AND CONCLUSION

5.1 Summary

This transport statement has examined site accessibility by different modes of transport and the impact of the proposed facility on the local road network.

The site is accessible via sustainable modes of transport, for which existing provisions are available. Adequate footways are provided along Edisford Road which connect to the site from the surrounding residential areas and Clitheroe town centre and rail station. The site also benefits from a range of bus services from nearby bus stops located nearby on Edisford Road.

The impact of the development proposals on the local highway network has been considered, the development is not considered to generate any additional vehicle movements during the network peak hours, therefore capacity assessments are not required.

The review of accident data for collisions recorded between 2013 and 2017 indicate that there are no recorded accidents close to the site, and the proposals are unlikely to increase the number of person trips being made on the local network. Therefore, safety improvements on the local highway network are not required.

This Transport Statement has demonstrated that the transport impact of the development proposal is low. Access to public transport is provided through the proximity of bus stops and the development is well placed to gain access onto the primary road network within a short distance of the site. It is our consideration therefore that the proposed development is acceptable in transportation terms.

5.2 Conclusion

CastleTP have been instructed by CWFC and LF to advise on the traffic and transportation issues relating to the conversion of the existing grass football pitches and 3G/AstroTurf facilities at Roefield, Clitheroe to 3G football pitches to reduce the number of games and training sessions cancelled by poor weather and waterlogged pitches.

Several conclusions can be drawn from this report, namely, that the proposals;

- Are accessible by a range of non-car travel modes;
- Can be accessed via a network of wide footway routes;
- Are supported by a large public car park with ample spare car parking provision;
- Are located close to bus stops with a range of bus service routes;
- Are located reasonably close to Clitheroe rail station;
- Are not likely to generate material levels of traffic or car parking demand onto the local highway network; and
- Can be serviced adequately from the surrounding highway network.

As such, there are no transport or highway reasons to object to this planning application.

APPENDIX A – RVBC Car Park Accumulation Data

**EDISFORD ROAD CAR PARK, CLITHEROE -
PARKING DURATION SURVEY (Mon 5th March - Sun 11th March 2018)**



		8 - 9AM	9 - 10AM	10 - 11AM	11 - 12PM	12 - 1PM	1 - 2PM	2 - 3PM	3 - 4PM	4 - 5PM	5 - 6PM
MONDAY	No. OF VEHICLES	19	52	89	60	33	20	7	29	49	78
	% OCCUPANCY	9%	23%	40%	27%	15%	9%	3%	13%	22%	35%
TUESDAY	No. OF VEHICLES	22	69	78	71	36	25	15	29	62	81
	% OCCUPANCY	10%	31%	35%	32%	16%	11%	7%	13%	28%	36%
WEDNESDAY	No. OF VEHICLES	31	65	83	48	38	24	18	27	77	64
	% OCCUPANCY	14%	29%	37%	22%	17%	11%	8%	12%	35%	29%
THURSDAY	No. OF VEHICLES	2	17	20	25	21	29	26	36	59	61
	% OCCUPANCY	1%	8%	9%	11%	9%	13%	12%	16%	26%	27%
FRIDAY	No. OF VEHICLES	30	68	89	89	46	33	17	21	59	77
	% OCCUPANCY	13%	30%	40%	40%	21%	15%	8%	9%	26%	35%
SATURDAY	No. OF VEHICLES	55	112	90	66	54	49	50	62	57	23
	% OCCUPANCY	25%	50%	40%	30%	24%	22%	22%	28%	26%	10%
SUNDAY	No. OF VEHICLES	14	47	60	67	53	55	75	83	66	26
	% OCCUPANCY	6%	21%	27%	30%	24%	25%	34%	37%	30%	12%
AVERAGE OCCUPANCY		11%	28%	33%	27%	18%	15%	13%	18%	27%	26%

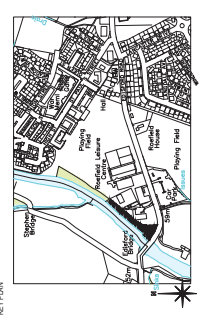
APPENDIX B – Proposed Development Plans

Roefield Sports Pitches Artificial Turf Pitch

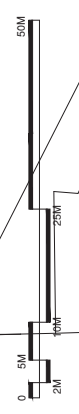


1. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORKS.
 2. ALL PERSONNEL SHOULD BE AWARE OF THE HEALTH AND SAFETY PLAN WHICH IS RETURNED TO THE CLIENT'S OFFICE.
 NOTES

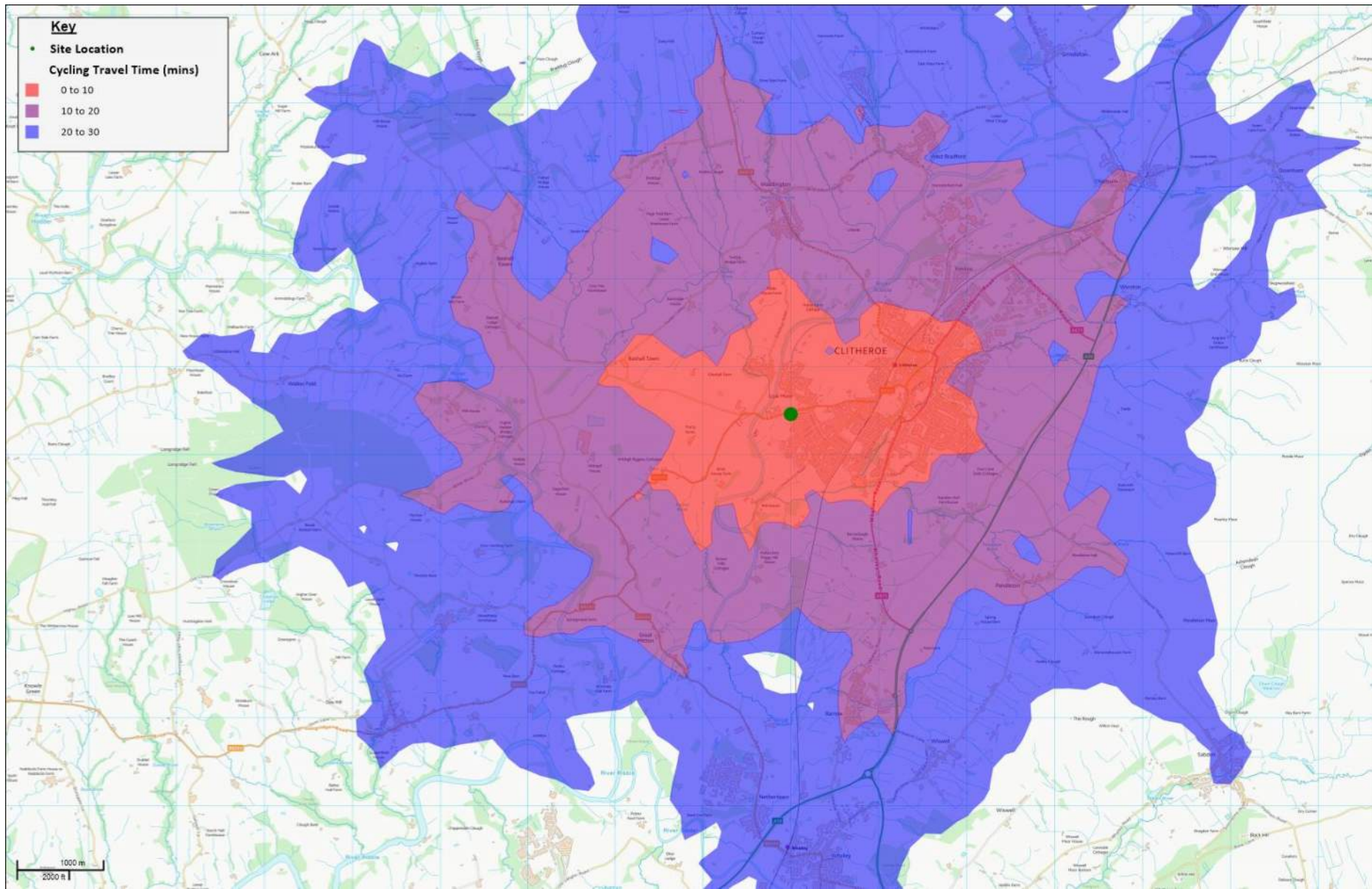
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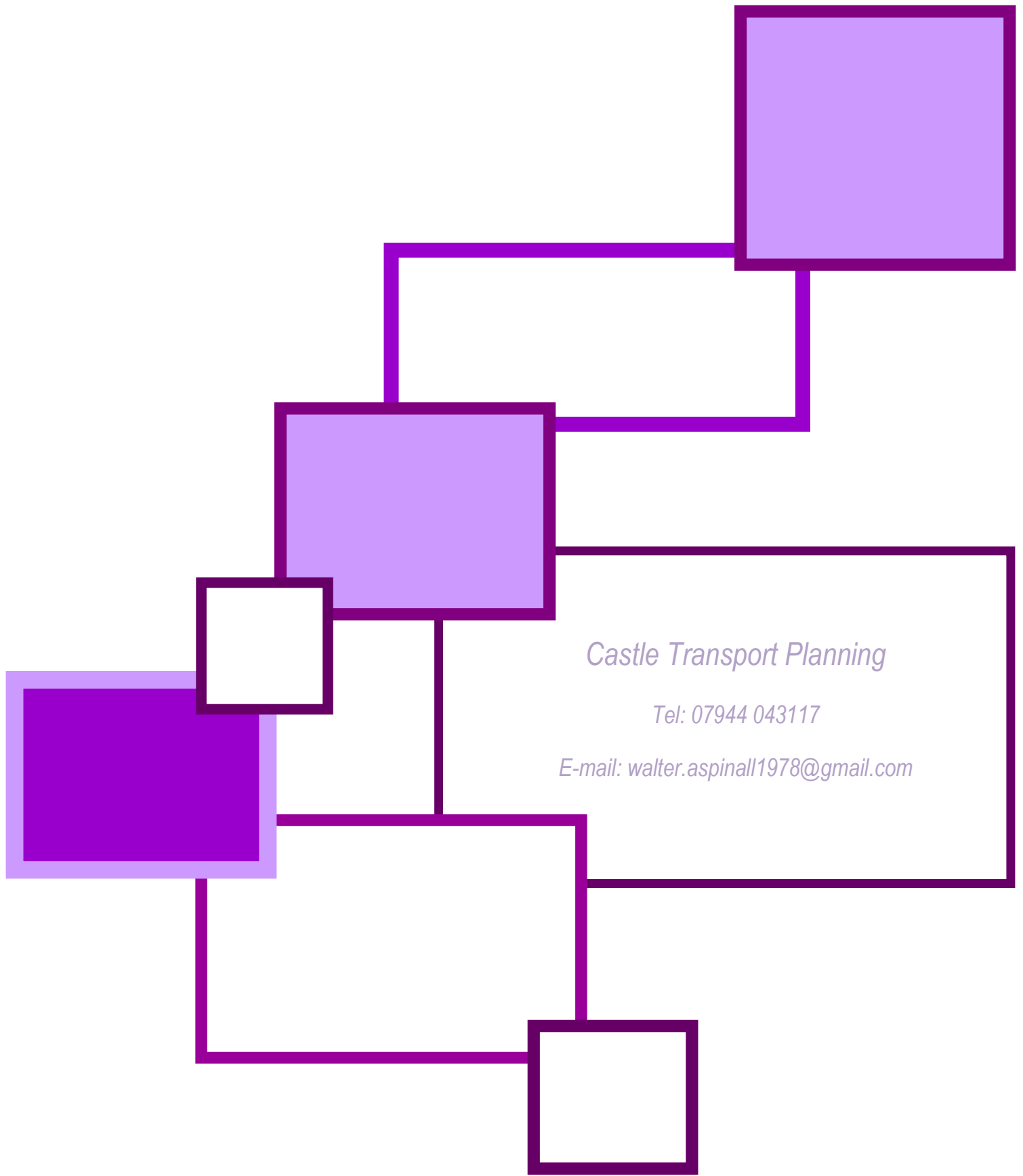


AUTHOR	Wesley Bugg		
TITLE	Roefield Sports Pitches Artificial Turf Pitch Proposed Site Plan		
PROJECT	SSL2464	SCALE	1:500
DRAWING No.		SIZE	A1
		REVISION	01



APPENDIX C – TRACCS Analysis





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