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PLANS

Plan 1	Site Location (Wider Context)
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1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been commissioned by Maple Grove Developments to provide transport and highways advice to support a hybrid planning application for a mixed-use development at land between the A59 and Clitheroe Road in Whalley. The site lies within the jurisdiction of Ribble Valley Borough Council (RVBC) as Local Planning Authority and Lancashire County Council (LCC) as Local Highway Authority.

1.1.2 A Transport Assessment has been completed which assess the impact of the proposed development on the local highway network, and should be read in conjunction with this report.

1.2 Site Location

1.2.1 The site comprises undeveloped agricultural land and is located approximately 1.5 kilometres to the north of the town of Whalley in Lancashire. It is located directly south of Whalley Industrial Park and has frontage with both the A59 along its south-eastern boundary and Clitheroe Road along the western boundary. The employment/retail land uses are located on the eastern side of the site with the main access taken from the A59.

1.2.2 The location of the site is shown in **Plan 1**, with **Plan 2** then illustrating the site in a more local context. An aerial view of the site location is shown in **Figure 1.1** below.



Figure 1.1: Aerial View of Site Location.

1.3 Development Proposals

1.3.1 The proposed site masterplan is included as **Plan 3**.

1.3.2 The hybrid planning application seeks detailed planning approval for mixed use development comprising:

- In full, the erection of 48 no. bungalows for persons aged 55 years and over (Class C3) and a 64 no. bedroom care home (Class C2) with vehicular and pedestrian access from Clitheroe Road and associated car parking, landscaping and external works;
- In full, a drive-thru restaurant (Class A3) and associated customer car parking, landscaping and external works with vehicular access from the A59; and
- In outline with all matters reserved except access, employment units (Class B1 and/or Class B2 and/or Class B8 under Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) and a petrol filling station (sui generis) and convenience store (Class A1) with associated customer car parking, landscaping and external works and vehicular access from the A59.

1.3.3 Vehicle access to the residential dwellings and care home will be provided via a new priority-controlled junction with Clitheroe Road. Vehicle access to the employment units, drive thru and PFS will be provided from a new western arm of the existing A59/ A671 roundabout junction. In both instances access is a matter to be determined.

1.4 Planning Policy

1.4.1 A Travel Plan is effectively a combination of information, proposals and incentives designated to use most effectively the different means of travel available to employees working on site. The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The National Planning Policy Framework (NPPF) document highlights the role that Travel Plans can play in facilitating sustainable travel, stating that;

“All development which generate significant amount of movements should be required to provide a Travel Plan”.

1.4.2 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' was published in April 2009. The Guidance state that

1.4.3 *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."*

1.4.4 Lancashire County Council recognise that employment Travel Plans can bring about a number of benefits including:

- Operational cost savings (providing and maintaining parking spaces, business mileage, fleet management, fuel costs);
- Improve staff health, wellbeing and morale;
- It can reduce the impact on the environment, congestion, pollution and noise;
- Enhance recruitment and retention opportunities by easing access and providing cost savings to staff;
- Reputation management (report positive social responsibility and contribution to local economy reducing congestion);
- Resolve friction with local communities and neighbours; and
- Help to achieve environmental management certification.

1.5 Framework Travel Plan

1.5.1 This Framework Travel Plan relates to the employment element of the proposed development. It has been prepared in accordance with this guidance and presents a long-term strategy for reducing the dependence of employees on travel by private car to and from the site. The aims of the strategy are;

- Informing employees of the options available;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
- To encourage employees to use alternatives to the private car.

1.5.2 The report presents a Framework for the Travel Plan. It is anticipated that once the development has gained planning consent, the end occupiers of the individual employment units will adopt their own Travel Plans which accord with the principles of this Framework.

1.5.3 It is, however, noted that the proposed B2 units vary in size, and therefore they may not employ enough members of staff for a Full Travel Plan to operate effectively. In such instances a strategy for these units will be discussed with Lancashire County Council, and it may be that a scaled down Travel Plan, potentially just comprising a Travel Information Brochure, is deemed more appropriate.

1.5.4 These respective Final Travel Plans will be submitted for approval within 3 months of the respective employment units becoming occupied.

1.5.5 In the following sections the report presents the following;

- Assessment of Access over the Wider Area;
- Travel Plan Management Measures; and
- Travel Plan Implementation Administration and Monitoring.

1.6 Plan Administration

1.6.1 The occupier will be required to designate a Travel Plan Co-ordinator for the development who will be responsible for implementing the plan. Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority.

1.6.2 The Travel Plan Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

1.6.3 The Travel Plan Co-ordinator will be provided with a checklist of all tasks which will be undertaken. This checklist will be agreed between the Travel Plan Co-ordinator and Council's Sustainable Travel Officer.

1.7 Budgetary Requirements

1.7.1 A sufficient budget will be allocated to enable the provision of the role of the Travel Plan Co-ordinator and towards the day to day running of the Travel Plan, in addition to travel surveys/audits, publicity material, marketing and monitoring.



- 1.7.2 Budget requirements for the provision of the Travel Plan Co-ordinator will be reviewed as the Travel Plan evolves jointly with the local planning authority.

2 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 The National Planning Policy Framework was released in March 2012 and updated in February 2019. The ‘Promoting Sustainable Transport’ section of the Framework document states that opportunities to promote walking, cycling and public transport use should be identified and pursued.

2.1.2 This section of the report therefore considers the accessibility of the site by the following modes of transport:

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

2.2 Accessibility on Foot

2.2.1 The site is well located to encourage journeys to be undertaken on foot.

2.2.2 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, “*walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that, for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and preferred maximum respectively*”.

2.2.3 A walk catchment for the site is provided in **Figure 2.1**, which shows the 800 metre, 1.2 kilometre and 2-kilometre catchments from the site.

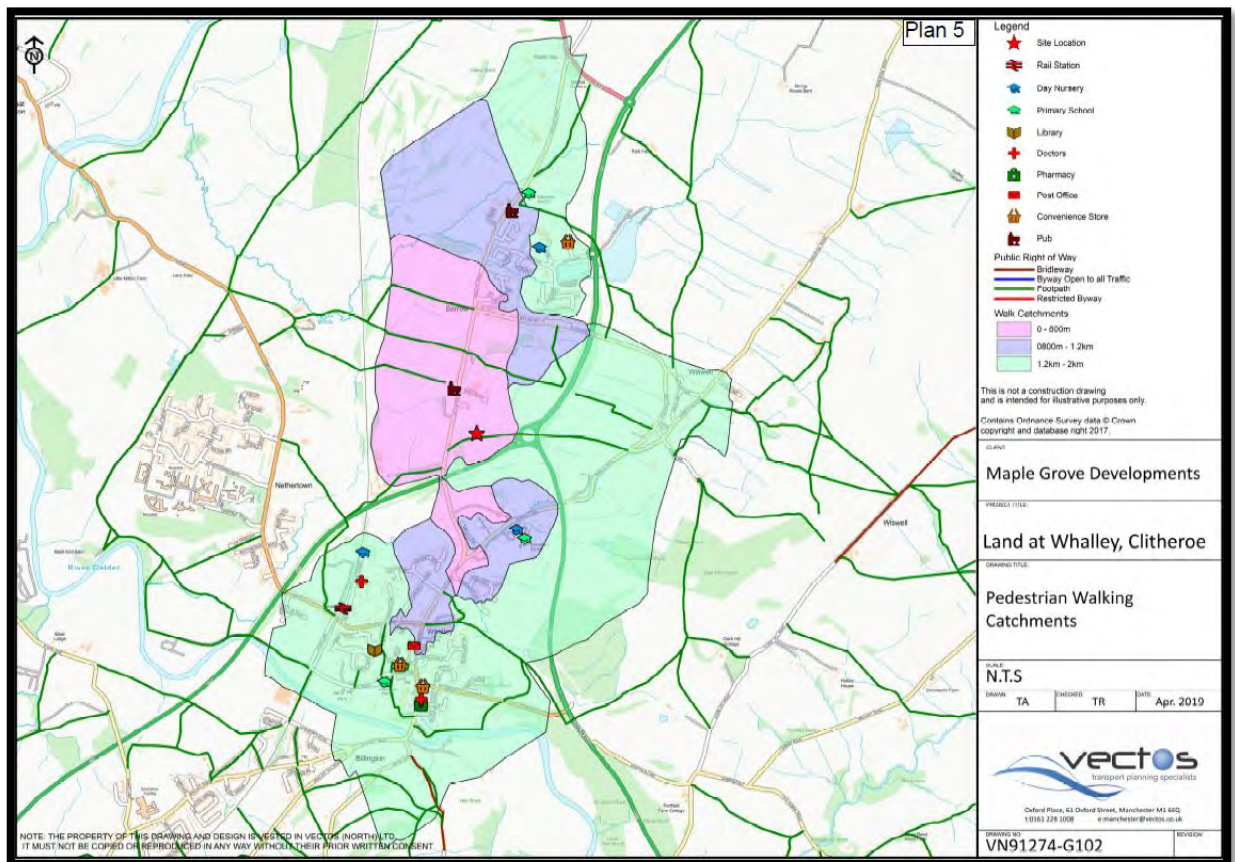


Figure 2.1: Proposed Development Walking Catchment

- 2.2.4 It can be seen from this plan that much of Whalley and Barrow are within a reasonable walk distance of the site, including amenities and facilities such as shops, pubs, and retail sites. This ensures that future employees at the site will have the option for accessing everyday facilities within a short distance and presenting the opportunity for those journeys to be made on foot.
- 2.2.5 In addition, the presence of residential areas within the 2-kilometre walking catchment presents an opportunity for future employees at the site to be drawn from this local population that is within a reasonable walk distance of the development.
- 2.2.6 To serve pedestrian trips to the site and street lit footway is provided along the western side of Clitheroe Road, with this footway providing a continuous link to Barrow to the north and Whalley to the south. In addition, the development proposals include a new footway on the eastern side of the road to connect with the existing provision at Lamb Roe Gardens.

- 2.2.7 A pedestrian footway will be provided from the residential element of the development to the employment/retail element. This footway will link into the footways provided on both sides of the roads within both elements of the development.
- 2.2.8 In addition, public right of way (PROW) 3-45-FP-11 currently runs through the site. This route will be diverted in conjunction with the development proposals, with the diversion addressed through a separate application under Section 257 of the Town and Country Planning Act.
- 2.2.9 There are no footways provided along the A59 or A671, however, pedestrians accessing the site for employment purposes will be able to enter the site from Clitheroe Road on the western side of the development, with internal footways provided to connection with the employment areas to the east.
- 2.2.10 Therefore, the site is concluded to be accessible on foot.

2.3 Accessibility by Bicycle

- 2.3.1 An alternative mode of travel to the site would be achieved by bicycle.
- 2.3.2 The National Planning Policy Framework (NPPF) replaced all existing planning policy statements. However, the PPG 13 companion guide 'A Guide to Better Transport – Reducing the need to travel through land use and transport planning' has not been replaced by the NPPF and as such is still considered to provide relevant guidance. With respect to cycling this document states that *"the bicycle is an effective mode for short trips of up to 3 to 5 miles (5-8km)"*.
- 2.3.3 This is supported by the DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) which states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon.
- 2.3.4 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability. This outlines that a catchment of 5 kilometres would be available within approximately 20 minutes cycle time, using a speed of 10mph (16kph).

2.3.5 With this in mind **Figure 2.2** illustrates a 5-kilometre cycle catchment from the proposal site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. This catchment extends to parts of Clitheroe to the north. The site is therefore well located to encourage journeys by cycle.

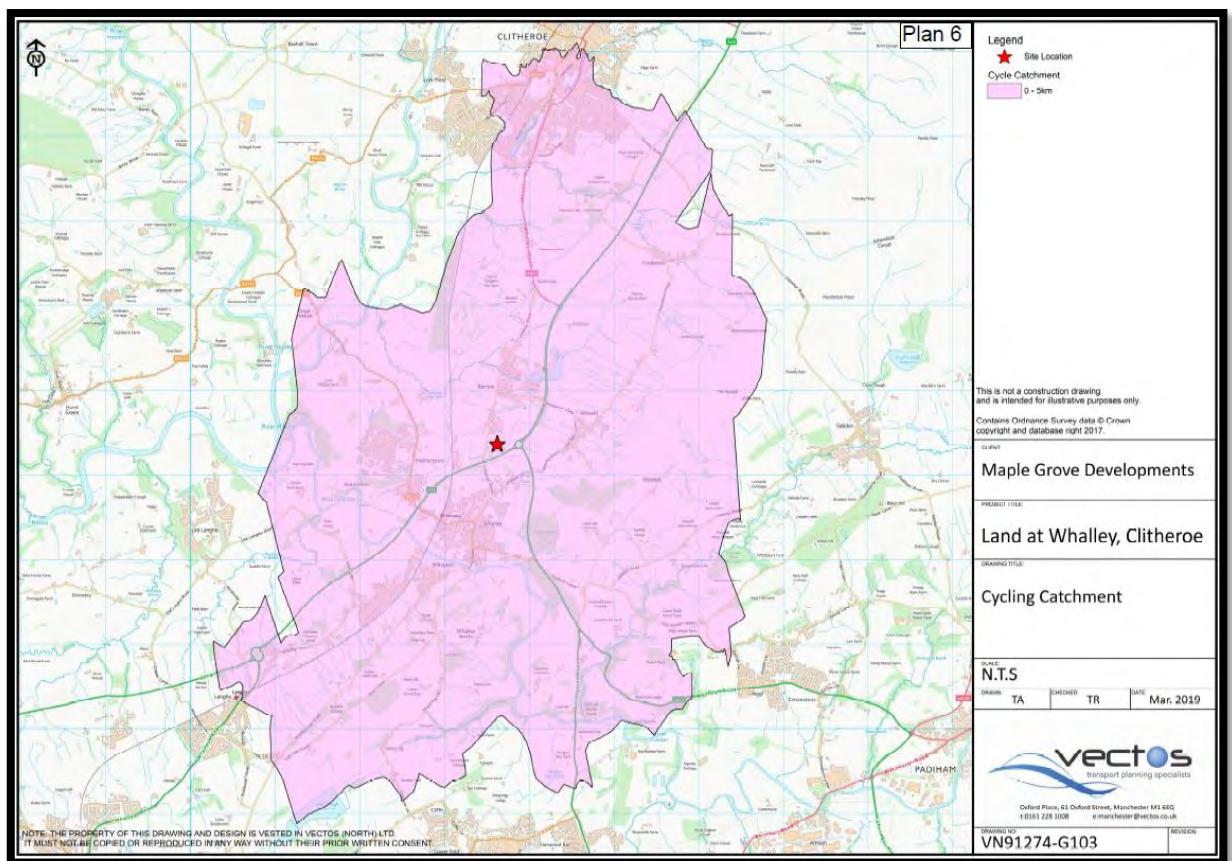


Figure 2.2: Proposed Development Cycling Catchment

2.3.6 To serve cycle connections to the site reference to Ribble Valley Council’s cycle map reveals that the site benefits from proximity to two Lancashire Cycleway Routes, Nos. 90 and 91, with Clitheroe Road identified as a recommended on-road cycle route. This continuous cycle route connects the site with Whalley to the south and Barrow and Clitheroe to the north and therefore provides opportunity for facilitating cycle journeys to and from the site.

2.3.7 **Figure 2.3** overleaf provides an extract of the Ribble Valley Cycle Map which highlights the cycle routes in the vicinity of the site.

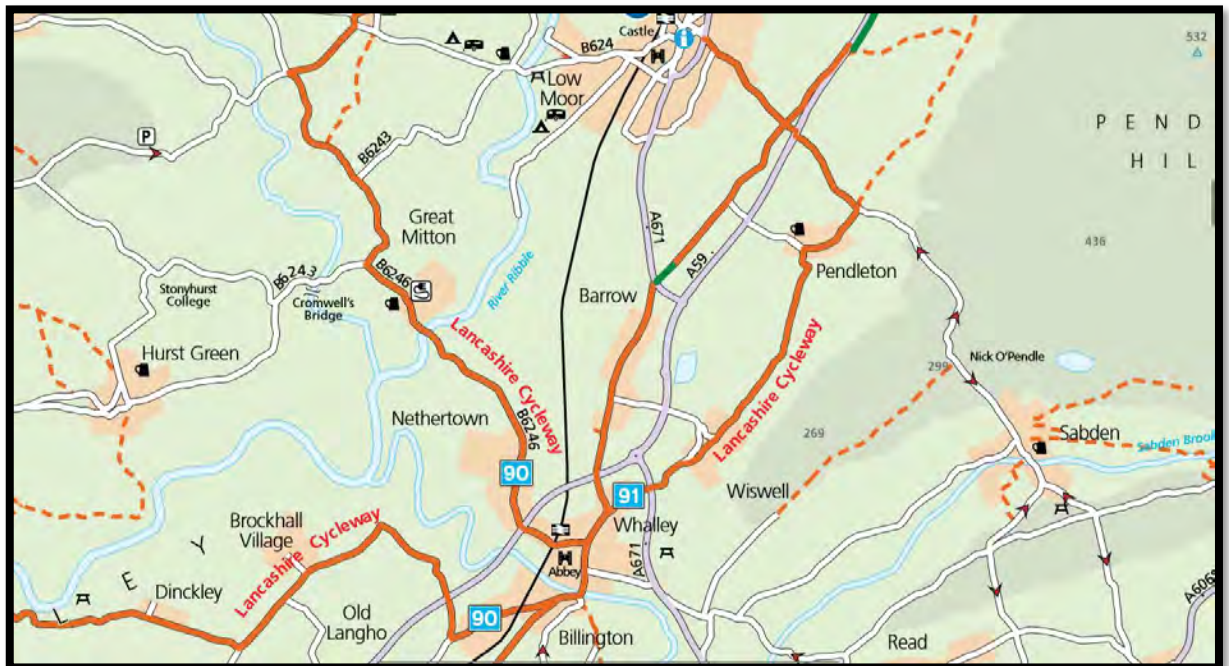


Figure 2.3: Cycle Routes in the Vicinity of the Site (source www.ribblevalley.gov.uk)

2.3.8 The site is therefore considered accessible by bicycle.

2.4 Accessibility by Bus

2.4.1 The Chartered Institute of Highways and Transportation's (CIHT) document 'Planning for Public Transport in Developments' states that "new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop". This equates to approximately a five-minute walk.

2.4.2 North and southbound bus stops are located on Clitheroe Road within 400 metre walking distance of the site. The stops are therefore considered accessible based upon IHT guidance. The bus stops are identified by flag posts and can be reached via the existing and proposed pedestrian network in the vicinity of the site.

2.4.3 Bus services operating from these stops are summarised in **Table 2.1**.

Service	Route	Frequency		Weekend Service
		AM peak hr	PM peak hr	
M2	Clitheroe – Burnley – Colne	2	2	2/hr
	Colne – Burnley – Clitheroe	2	2	2/hr
22 Valleyline	Clitheroe – Blackburn - Shadsworth	2	2	2/hr
	Shadsworth – Blackburn - Clitheroe	2	2	2/hr
280	Preston – Skipton	1	1	1 (Sat only)
	Skipton – Preston	1	1	1 (Sat only)

Table 2.1. Summary of Bus Services

2.4.4 As **Table 2.1** demonstrates the bus stops within walking distance of the site provide a wide range of weekday and weekend services to destinations including Clitheroe, Burnley, Colne, Preston, Skipton, Blackburn and Shadsworth. Journey time from Clitheroe Road to Clitheroe is just 10 minutes, to Blackburn it is around 35 minutes and to Burnley it is around 45 minutes.

2.4.5 The site is therefore considered to be very well located in relation to the bus network, with a wide range of destinations available from bus stops close to the site on Clitheroe Road, providing links to key local and regional centres.

2.5 Accessibility by Rail

2.5.1 Whalley Rail Station is located approximately 1.5 kilometres to the south of the site and lies on the Clitheroe to Rochdale line, with services operated by Northern Rail. There is an hourly service in each direction throughout the day, and key stations served include Blackburn (journey time c. 15 mins), Bolton (journey time c.50 minutes) and Manchester (journey time c.70 mins).

2.5.2 Northern Rail are committed to promoting cycling and allow bicycles on their services free of charge at any time and without requiring a reservation. The potential therefore exists for trips to or from the site to be undertaken by a linked cycle/ rail journey.

2.5.3 The site is therefore considered to be accessible by rail.

2.6 Summary

2.6.1 In summary, the site benefits from proximity to bus stops on Clitheroe Road that provide frequent services to key local destinations, including Clitheroe, Blackburn and Burnley. There is an existing footway along the western side of Clitheroe Road and residential areas within Whalley and Barrow are within a reasonable walk distance from the site.

2.6.2 National Cycle Routes pass close to the site and will support cycle journeys to and from the site. The site also benefits from being within a reasonable walk distance of Whalley Rail Station, where hourly services can be accessed to provide links to key destinations such as Blackburn, Bolton and Manchester. The site is therefore well located to encourage trips by sustainable transport modes.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 This section of the Framework Travel Plan outlines the management measures which will be undertaken to encourage and promote sustainable travel to employees.

3.1.2 The Travel Plan will be managed by the Travel Plan Co-ordinator, who will be responsible for the implementation of the Travel Plan and associated action plan.

3.1.3 The following measures will be delivered through the Travel Plan by the Travel Plan Co-ordinator:

- Travel Awareness
- Staff 'Welcome Pack'
- Car Sharing
- Cycle Measures
- Walking Measures
- Public Transport Measures
- Sustainable Travel Promotions

3.2 Travel Awareness

3.2.1 All members of staff at the proposed development will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to the Council.

3.2.2 'Welcome Packs' will be given to new staff when they start work at the development.

3.2.3 Noticeboards will be located in staff areas to provide up-to-date travel information (such as walking and cycling maps and bus timetable information) and information on useful websites to encourage sustainable travel. The noticeboards will also include contact details for the Travel Plan Co-ordinator and news on any sustainable travel initiatives which the company may be running.

3.3 Staff Welcome Pack

3.3.1 Prior to commencement of operation of the development a Welcome Pack will be provided to staff starting work at the site. The Welcome Pack will subsequently be provided to all new staff prior to them commencing work.

- 3.3.2 The Welcome Pack will include a Travel Information Brochure. This provides a background on the aims of the Travel Plan and includes information for staff on sustainable travel options including walking, cycling and public transport.
- 3.3.3 The packs will include current information on safe walking and cycling routes in the area and will promote the health benefits of these forms of travel. The pack will also include details on facilities provided on site to promote these forms of travel, including the locations of cycle parking.
- 3.3.4 The Welcome Pack will provide up-to-date information on bus services, including suggested walking routes to local bus stops, up-to-date timetable information and website addresses to allow them to access real-time travel information.
- 3.3.5 The contents of the Welcome Pack will be confirmed with Lancashire County Council before being issued.

3.4 Cycle Measures

- 3.4.1 The Travel Information Brochure provided to staff will include information on cycling to the site, including the location of designated cycle routes and where these can be accessed. Similar information will also be provided on staff noticeboards.
- 3.4.2 The Travel Plan Co-ordinator will establish contact with the cycling officers of Lancashire County Council and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to staff.
- 3.4.3 Staff will also be provided with information on the BikeBUDI scheme via the Travel Information Brochure and on notice boards. Information on the scheme is available on the website www.bikebudi.com.
- 3.4.4 The BikeBUDI scheme is part of the National Lift Share Group and aims to match individuals with others cycling the same journey so they can ride together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.5 Walking Measures

3.5.1 The Travel Information Brochure will include information promoting the benefits of walking, in particular the health benefits. Staff will also be provided with information on suggested walking routes in the surrounding area, local amenities which are within walking distance of the site, and the location of suggested safe crossing points.

3.5.2 Staff at the development will be provided with information on the WalkBUDi scheme through information contained within the Travel Information Brochure. Information on the scheme is available on the website www.walkbudi.com.

3.5.3 The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It matches individuals with others walking the same way so they can walk together. As with the BikeBUDI scheme, the matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.5.4 The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way.

3.6 Public Transport Measures

3.6.1 Public transport timetable information will be provided on noticeboards located in staff areas, whilst plans to illustrate suggested walking routes to local bus stops will also be distributed to employees.

3.7 Staff Changing Facilities

3.7.1 Where feasible, the employment units will provide on-site changing facilities for staff, allowing those who walk or cycle to the site (amongst others) to securely store any necessary belongings.

3.8 Car Sharing

3.8.1 The benefits of car sharing will be promoted to staff. The Travel Information Brochure will outline the environmental and cost saving benefits of travelling with other people, and will include information on details of websites such as www.liftshare.com or www.blablacar.com which provides a database of people wishing to car share on certain journeys.

3.8.2 As well as the potential to use websites to find car share companions, the Travel Information Brochure will highlight the opportunity to find car sharing companions amongst work colleagues. Information of staff looking to car share will be provided on staff notice boards, and the Travel Plan Co-ordinator will, if necessary, act as a point of contact to unite potential car sharers.

3.9 Motorcycles

3.9.1 Travelling by a motorcycle is cheaper than by car and is a more environmentally friendly option. Motorcycle takes up less road space and therefore reduces congestion. The health, social and environmental benefits of riding a motorcycle will be promoted to staff within the Travel Information Brochure.

3.10 Sustainable Travel Promotions

3.10.1 A number of sustainable travel promotions are held nationally throughout the course of the year. These include:

- Bike Week.
- Walk to Work Week.
- Liftshare Week.

3.10.2 The Travel Plan Co-ordinator will publicise these events on the staff noticeboard and will encourage staff to participate wherever possible.

4 PLAN MONITORING AND REVIEW

4.1 Introduction

4.1.1 A programme of monitoring and review has been designed to generate information by which the success of the future Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

4.2 Monitoring

4.2.1 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development. Actions are:

- Check Welcome Packs and Travel Information Brochures have been effectively issued to staff;
- Check information provided in the Travel Information Brochure and on staff noticeboards regarding pedestrian, cycle and public transport is up-to-date. In particular check that any timetable information provided is current;
- Check that bicycle parking is well maintained and monitor demand;
- Monitor the take up of modal user groups;
- Check that details of the sustainable travel events promoted are current and determine next event dates;
- Action any feedback received from staff over preceding year.

4.2.2 Information gathered through the monitoring process will be recorded for the input to the Review Report as outlined below.

4.3 Travel Questionnaires

4.3.1 The major objective of the Travel Plan is to achieve a reduction in the number of single occupancy vehicle trips generated by the site. A suitable indicator of the success of the Plan is therefore to determine an existing mode-split of travel by staff.

4.3.2 A Travel Questionnaire is to be undertaken within 2 months of the respective employment units being occupied which will provide baseline information on existing staff travel patterns.

4.3.3 The results of the Travel Questionnaire will then be included within the final Travel Plan which shall be submitted to the local authority no later than 3 months after occupation of the respective employment units.

4.4 Review Report

4.4.1 Each year, on or about the anniversary of first adoption of the Travel Plan, the Travel Plan Co-ordinator will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan.

4.4.2 The Travel Questionnaire will be repeated annually for a five year period to assess the changing travel patterns of staff and evaluate the success of the Travel Plan.

4.4.3 Analysis of the Travel Questionnaire results will provide up-dated mode-split information for comparison with previously collected data, free of seasonal bias. The results of the Travel Questionnaires will allow the success of the Travel Plan to be gauged.

4.4.4 Upon review of this information, the list of measures contained within the Travel Plan will be reviewed and revised to ensure the continued success of the Travel Plan.

4.4.5 The Travel Plan Co-ordinator will compile a Review Report outlining the results of the Travel Questionnaire and any suggested revisions to the document. This will include updated measures and details of how failures within the Travel Plan are to be remedied. This report will also incorporate the results of on-going monitoring throughout the preceding period.

4.4.6 This Review Report will be submitted to Lancashire County Council on an annual basis following the updated Travel Questionnaire. Notification of any changes to the Travel Plan or Travel Information Brochure will be placed on the staff noticeboard to ensure staff are aware of the changes.

4.4.7 The review process will be undertaken for a five year period. After this time it is considered that the principles of the Travel Plan will have become ingrained in the staff travel behaviour, and therefore the ethos of the Plan will be self-sustaining.

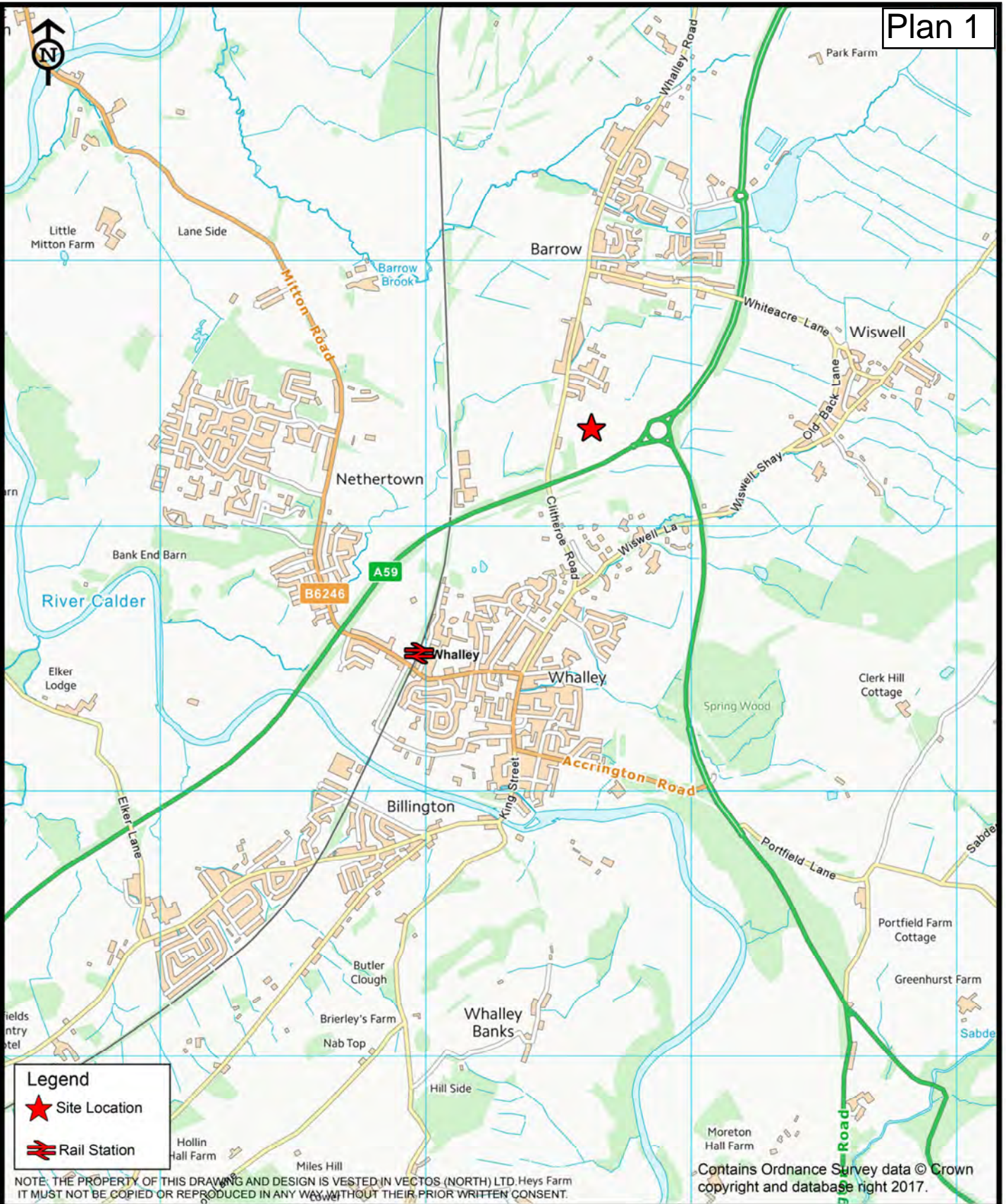
5 ACTION PLAN TIMETABLE

5.1.1 **Table 5.1** below provides a framework and guidance as to the timescales of the Travel Plan for the development.

<p>Before development is occupied</p>	<p>Appoint Travel Plan Coordinator (TPC) and provide details to Lancashire County Council before occupation of each employment unit.</p> <p>Agree with Lancashire County Council the appropriate form of Final travel Plan submission.</p> <p>Prepare Employee Welcome Pack.</p>
<p>0 - 6 Months</p>	<p>TPC to undertake travel surveys within 2 months of occupation of each unit.</p> <p>TPC to Review travel survey results and set targets.</p> <p>Establish modal user groups (such as car share clubs, bike user clubs).</p> <p>Formal Travel Plan documents to be submitted to and agreed with Lancashire County Council within 3 months of occupation of each unit.</p>
<p>6 - 12 Months</p>	<p>Continuous updating of car share database.</p> <p>Continuous updating of all public transport information.</p> <p>Undertake travel survey (for a 5 year period).</p> <p>Travel Plan Progress Report to be submitted annually to Lancashire County Council.</p>
<p>12 - 60 Months</p>	<p>Undertake appropriate update and monitoring of Travel Plan for a 5 year period.</p>

Table 5.1: Action Plan

PLANS



Legend

- ★ Site Location
- ➔ Rail Station

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PROJECT TITLE: Land at Whalley, Clitheroe			
DRAWING TITLE: Site Location (Wider Context)			
DRAWN: TA	CHECKED: TR	DATE Mar. 2018	SCALE: 1:20,000 at A4

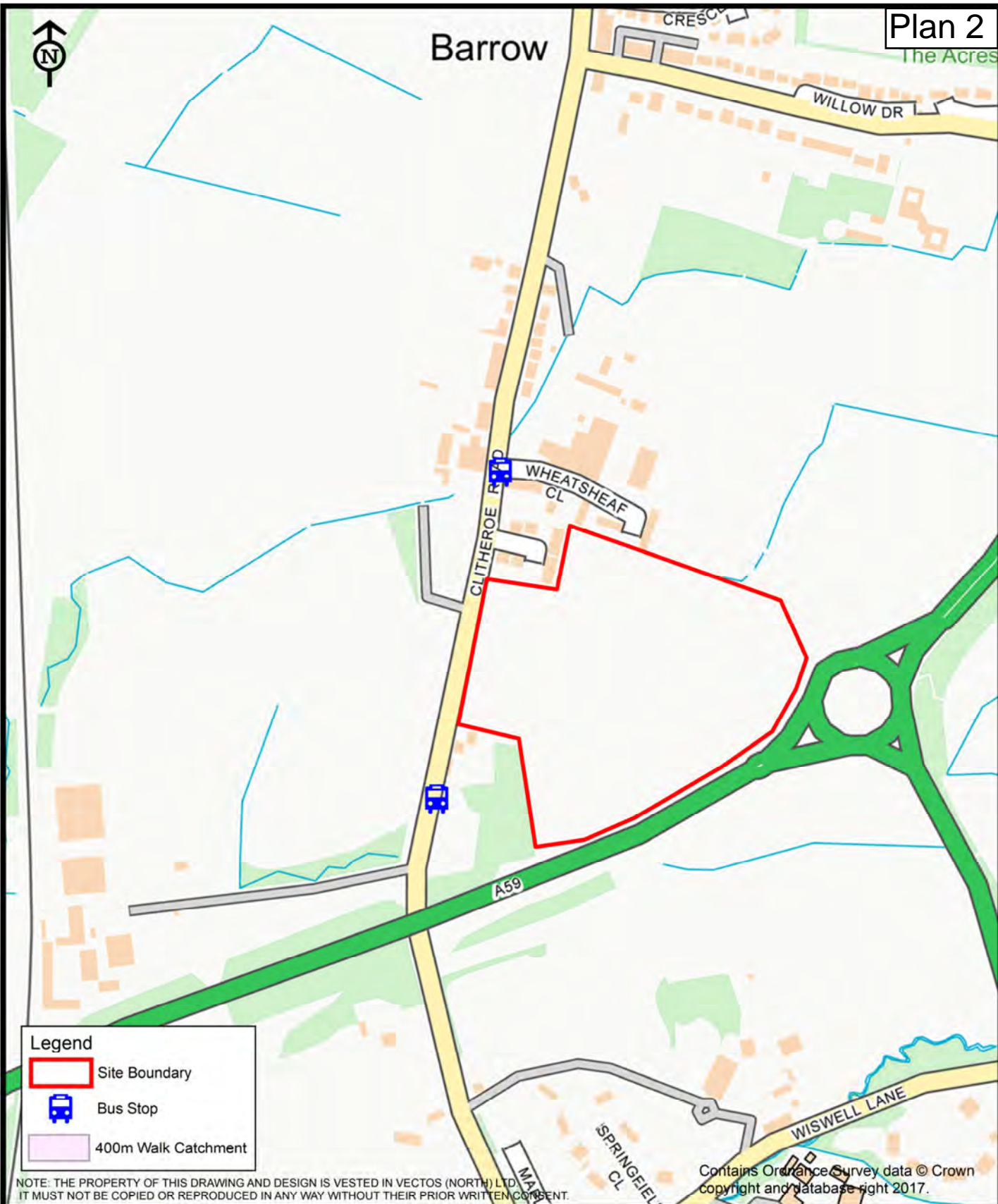


vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

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Barrow



Legend

- Site Boundary
- Bus Stop
- 400m Walk Catchment

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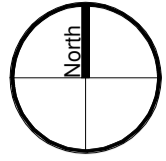
PROJECT TITLE:
Land at Whalley, Clitheroe

DRAWING TITLE:
Site Location (Local Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

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Plan 3

Notes
The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.
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Scale Bars TO BE USED ONLY AS GUIDANCE

1:100	mm	0	1000	2000	3000
1:200	mm	0	1000	2000	3000
1:500	M	0	10	20	30
1:1000	M	0	10	20	30

ACCOMMODATION SCHEDULE

Residential bungalows:

- Type A – 16no.
772 sqft, 2 bed semi detached
- Type B - 8no.
900 sqft, 2 bed detached
- Type C – 19no.
1,107 sqft, 3 bed detached
- Type D – 5no.
630 sqft, 1 bed

Total 48 units

- Drive Thru: 1,830 sqft
- Employment Unit 1: 4,300 sqft
- Employment Units 2-5: 2,150 sqft
- Employment Units 6, 7, 10, 11, 12, 13, 2,650 sqft
- Employment Units 8, 9: 3,100 sqft
- Employment Units 14: 5,300 sqft

TOTAL EMPLOYMENT: 40,300 sqft

Care Home: 64 Bed

LANDSCAPE KEY

- Site Boundary
- Existing Public Footpath
- Proposed Public Footpath

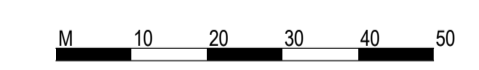
HARD LANDSCAPING

- 6.0m Spine Road (Commercial)
4.8m Spine Road (Residential)
- Shared Vehicle / Pedestrian Access Road & Parking
- Building Perimeter Paving and Footpaths
- Amenity Paths

SOFT LANDSCAPING

- Existing Tree to be Retained
- Proposed Trees
- Private Gardens with hedges / fence delineation
- Proposed Drainage Swale

All landscaping is indicative only. Refer to Trevor Bridge Associates drawings for final details.
Landscape Structure Plan Ref: 6056.01
Landscape Proposal Plans Ref: 6056.02 & 03



Rev	Description	By	Date
Client	Maple Grove Developments Ltd, Applethwaite Ltd and Eric Wright Health & Care		
Job	A59, Whalley		
Drawing	Planning - Illustrative Masterplan		
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10-12 Emerald Street
London
WC1N 3QA

Woodville House
2 Woodville Road
Atrincham
WA14 2FH

+44 20 7078 0079
architects@pozzoni.co.uk

+44 161 928 7848
www.pozzoni.co.uk



MAPLE GROVE
DEVELOPMENTS

PART OF THE ERIC WRIGHT GROUP

LAND AT WHALLEY, CLITHEROE

Framework Travel Plan - Residential

VN91274

July 2019

4th Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ

Tel: 0161 228 1008 www.vectos.co.uk

Company no. 07794057

Registered address: Vectos North Limited, 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ

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Primary Author	Tim Ashley	Initialled:	TA
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Contributor	-	Initialled:	-
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1	23.05.19	V1	RW
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PLANS

Plan 1	Site Location (Wider Context)
Plan 2	Site Location (Local Context)
Plan 3	Proposed Site Layout

1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been commissioned by Maple Grove Developments to provide transport and highways advice to support a hybrid planning application for a mixed-use development at land between the A59 and Clitheroe Road in Whalley. The site lies within the jurisdiction of Ribble Valley Borough Council (RVBC) as Local Planning Authority and Lancashire County Council (LCC) as Local Highway Authority.

1.1.2 A Transport Assessment has been completed which assess the impact of the proposed development on the local highway network, and should be read in conjunction with this report.

1.2 Site Location

1.2.1 The site comprises undeveloped agricultural land and is located approximately 1.5 kilometres to the north of the town of Whalley in Lancashire. It is located directly south of Whalley Industrial Park and has frontage with both the A59 along its south-eastern boundary and Clitheroe Road along the western boundary. The employment/retail land uses are located on the eastern side of the site with the main access taken from the A59.

1.2.2 The location of the site is shown in **Plan 1**, with **Plan 2** then illustrating the site in a more local context. An aerial view of the site location is shown in **Figure 1.1** below.



Figure 1.1: Aerial View of Site Location.

1.3 Development Proposals

1.3.1 The proposed site masterplan is included as **Plan 3**.

1.3.2 The hybrid planning application seeks detailed planning approval for mixed use development comprising:

- In full, the erection of 48 no. bungalows for persons aged 55 years and over (Class C3) and a 64 no. bedroom care home (Class C2) with vehicular and pedestrian access from Clitheroe Road and associated car parking, landscaping and external works;
- In full, a drive-thru restaurant (Class A3) and associated customer car parking, landscaping and external works with vehicular access from the A59; and
- In outline with all matters reserved except access, employment units (Class B1 and/or Class B2 and/or Class B8 under Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) and a petrol filling station (sui generis) and convenience store (Class A1) with associated customer car parking, landscaping and external works and vehicular access from the A59.

1.3.3 Vehicle access to the residential dwellings and care home will be provided via a new priority-controlled junction with Clitheroe Road. Vehicle access to the employment units, drive thru and PFS will be provided from a new western arm of the existing A59/ A671 roundabout junction. In both instances access is a matter to be determined.

1.4 Planning Policy

1.4.1 A Travel Plan is effectively a combination of information, proposals and incentives designated to use most effectively the different means of travel available to residents living within the new development. The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The National Planning Policy Framework (NPPF) document highlights the role that Travel Plans can play in facilitating sustainable travel, stating that;

“All development which generate significant amount of movements should be required to provide a Travel Plan”.

1.4.2 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' was published in April 2009. The Guidance state that

1.4.3 *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."*

1.5 Framework Travel Plan

1.5.1 This Framework Travel Plan relates to the residential element of the proposed development. It has been prepared in accordance with this guidance and presents a long-term strategy for reducing the dependence of residents on travel by private car to and from the site. The aims of the strategy are;

- Informing residents of the options available;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
- To encourage residents to use alternatives to the private car.

1.5.2 This report presents the framework for the Travel Plan Strategy. It will identify various possible measures and initiatives to promote sustainable travel and will steer the content of the Full Travel Plan which will be submitted for approval within 3 months of the development being 50% occupied.

1.5.3 In the following sections the report presents the following;

- Assessment of Access over the Wider Area
- Travel Plan Management Measures
- Travel Plan Implementation Administration and Monitoring.

1.6 Plan Administration

1.6.1 The developer will be required to designate a Travel Plan Co-ordinator who will be responsible for implementing the Plan. Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority.

1.6.2 The Travel Plan Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

1.6.3 The provision of a full set of duties and responsibilities for the Travel Plan Co-ordinator will be provided with a checklist of all tasks which will be undertaken. This checklist will be agreed between the Travel Plan Co-ordinator and Council's Sustainable Travel Officer.

1.7 Budgetary Requirements

1.7.1 A sufficient budget will be allocated to enable the provision of the role of the Travel Plan Co-ordinator and towards the day to day running of the Travel Plan, in addition to travel surveys/audits, publicity material, marketing and monitoring.

1.7.2 Budget requirements for the provision of the Travel Plan Co-ordinator will be reviewed as the Travel Plan evolves jointly with the local planning authority.

2 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 The National Planning Policy Framework was released in March 2012 and updated in February 2019. The ‘Promoting Sustainable Transport’ section of the Framework document states that opportunities to promote walking, cycling and public transport use should be identified and pursued.

2.1.2 This section of the report therefore considers the accessibility of the site by the following modes of transport:

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

2.2 Accessibility on Foot

2.2.1 The site is well located to encourage journeys to be undertaken on foot.

2.2.2 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, “*walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that, for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and preferred maximum respectively*”.

2.2.3 A walk catchment for the site is provided in **Figure 2.1**, which shows the 800 metre, 1.2 kilometre and 2-kilometre catchments from the site.

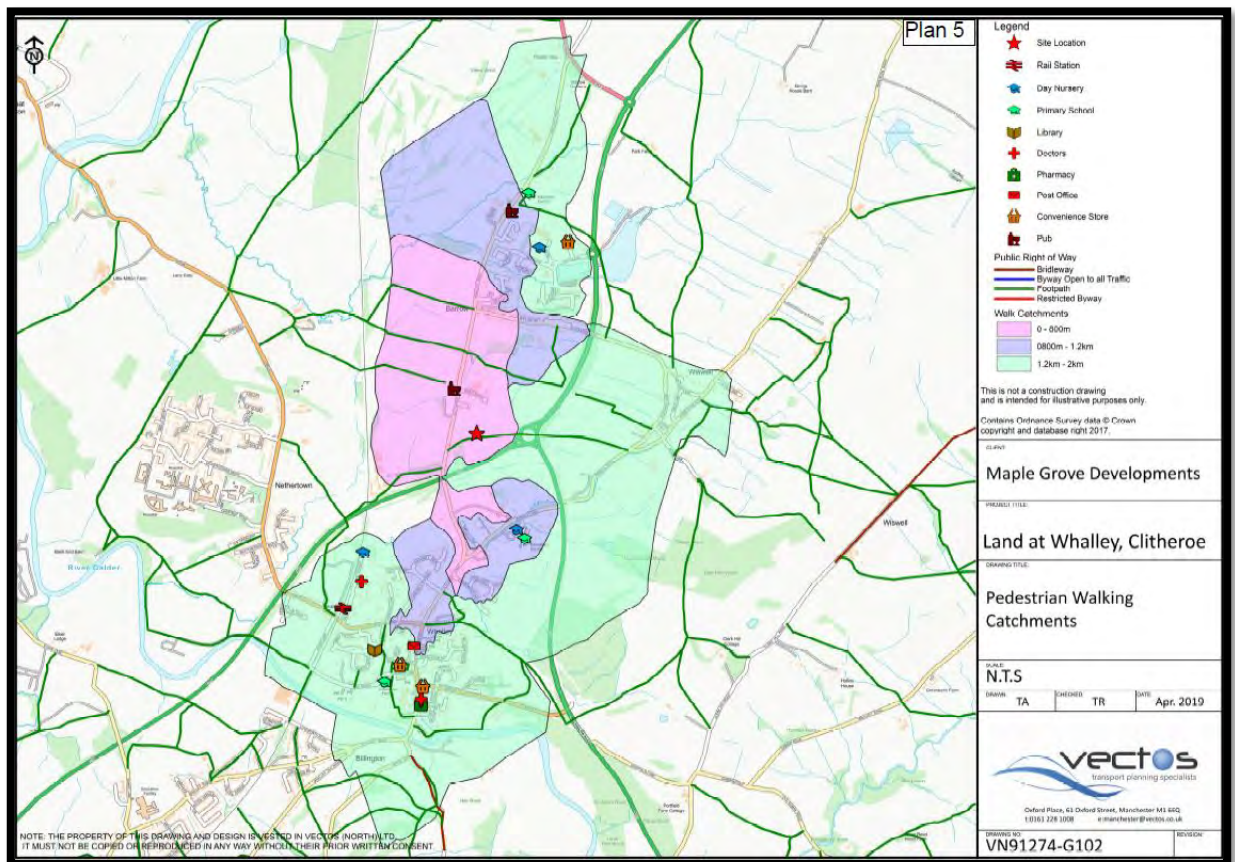


Figure 2.1: Proposed Development Walking Catchment

- 2.2.4 It can be seen from this plan that much of Whalley and Barrow are within a reasonable walk distance of the site, including amenities and facilities such as shops, pubs, and retail sites. This ensures that future residents at the site will have the option for accessing everyday facilities within a short distance and presenting the opportunity for those journeys to be made on foot.
- 2.2.5 To serve pedestrian trips to the site and street lit footway is provided along the western side of Clitheroe Road, with this footway providing a continuous link to Barrow to the north and Whalley to the south. In addition, the development proposals include a new footway on the eastern side of the road to connect with the existing provision at Lamb Roe Gardens.
- 2.2.6 A pedestrian footway will be provided from the residential element of the development to the employment/retail element. This footway will link into the footways provided on both sides of the roads within both elements of the development.

2.2.7 In addition, public right of way (PROW) 3-45-FP-11 currently runs through the site. This route will be diverted in conjunction with the development proposals, with the diversion addressed through a separate application under Section 257 of the Town and Country Planning Act.

2.2.8 Therefore, the site is concluded to be accessible on foot.

2.3 Accessibility by Bicycle

2.3.1 An alternative mode of travel to the site would be achieved by bicycle.

2.3.2 The National Planning Policy Framework (NPPF) replaced all existing planning policy statements. However, the PPG 13 companion guide 'A Guide to Better Transport – Reducing the need to travel through land use and transport planning' has not been replaced by the NPPF and as such is still considered to provide relevant guidance. With respect to cycling this document states that *“the bicycle is an effective mode for short trips of up to 3 to 5 miles (5-8km)”*.

2.3.3 This is supported by the DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) which states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon.

2.3.4 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability. This outlines that a catchment of 5 kilometres would be available within approximately 20 minutes cycle time, using a speed of 10mph (16kph).

2.3.5 With this in mind **Figure 2.2** illustrates a 5-kilometre cycle catchment from the proposal site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. This catchment extends to parts of Clitheroe to the north. The site is therefore well located to encourage journeys by cycle.

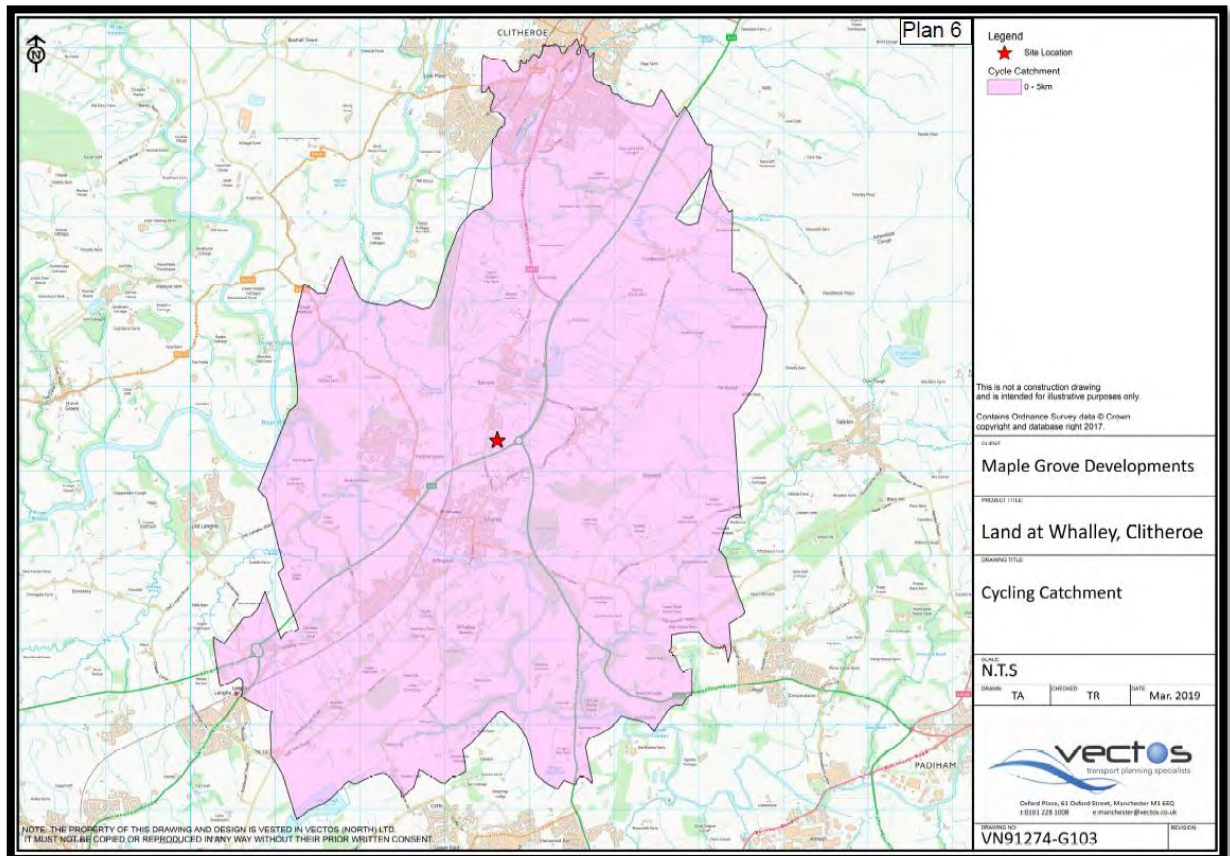


Figure 2.2: Proposed Development Cycling Catchment

- 2.3.6 To serve cycle connections to the site reference to Ribble Valley Council’s cycle map reveals that the site benefits from proximity to two Lancashire Cycleway Routes, Nos. 90 and 91, with Clitheroe Road identified as a recommended on-road cycle route. This continuous cycle route connects the site with Whalley to the south and Barrow and Clitheroe to the north and therefore provides opportunity for facilitating cycle journeys to and from the site.
- 2.3.7 **Figure 2.3** overleaf provides an extract of the Ribble Valley Cycle Map which highlights the cycle routes in the vicinity of the site.

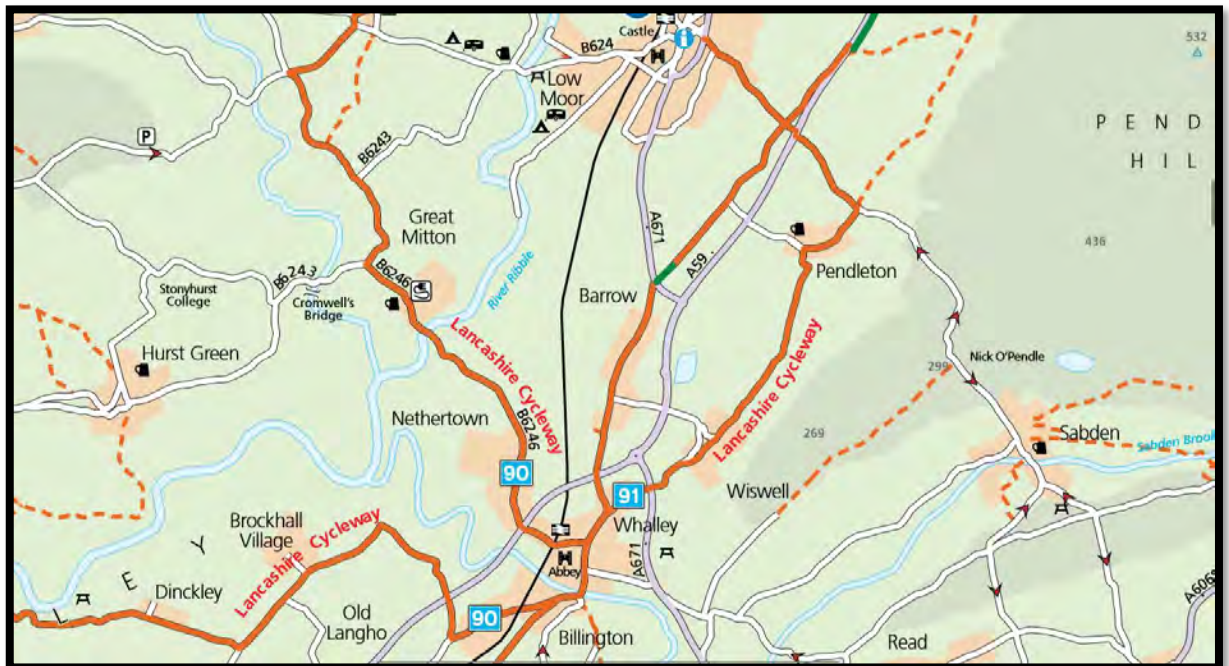


Figure 2.3: Cycle Routes in the Vicinity of the Site (source www.ribblevalley.gov.uk)

2.3.8 The site is therefore considered accessible by bicycle.

2.4 Accessibility by Bus

2.4.1 The Chartered Institute of Highways and Transportation's (CIHT) document 'Planning for Public Transport in Developments' states that "new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop". This equates to approximately a five-minute walk.

2.4.2 North and southbound bus stops are located on Clitheroe Road within 400 metre walking distance of the site. The stops are therefore considered accessible based upon IHT guidance. The bus stops are identified by flag posts and can be reached via the existing and proposed pedestrian network in the vicinity of the site.

2.4.3 Bus services operating from these stops are summarised in **Table 2.1**.

Service	Route	Frequency		Weekend Service
		AM peak hr	PM peak hr	
M2	Clitheroe – Burnley – Colne	2	2	2/hr
	Colne – Burnley – Clitheroe	2	2	2/hr
22 Valleyline	Clitheroe – Blackburn - Shadsworth	2	2	2/hr
	Shadsworth – Blackburn - Clitheroe	2	2	2/hr
280	Preston – Skipton	1	1	1 (Sat only)
	Skipton – Preston	1	1	1 (Sat only)

Table 2.1. Summary of Bus Services

2.4.4 As **Table 2.1** demonstrates the bus stops within walking distance of the site provide a wide range of weekday and weekend services to destinations including Clitheroe, Burnley, Colne, Preston, Skipton, Blackburn and Shadsworth. Journey time from Clitheroe Road to Clitheroe is just 10 minutes, to Blackburn it is around 35 minutes and to Burnley it is around 45 minutes.

2.4.5 The site is therefore considered to be very well located in relation to the bus network, with a wide range of destinations available from bus stops close to the site on Clitheroe Road, providing links to key local and regional centres.

2.5 Accessibility by Rail

2.5.1 Whalley Rail Station is located approximately 1.5 kilometres to the south of the site and lies on the Clitheroe to Rochdale line, with services operated by Northern Rail. There is an hourly service in each direction throughout the day, and key stations served include Blackburn (journey time c. 15 mins), Bolton (journey time c.50 minutes) and Manchester (journey time c.70 mins).

2.5.2 Northern Rail are committed to promoting cycling and allow bicycles on their services free of charge at any time and without requiring a reservation. The potential therefore exists for trips to or from the site to be undertaken by a linked cycle/ rail journey.

2.5.3 The site is therefore considered to be accessible by rail.

2.6 Summary

2.6.1 In summary, the site benefits from proximity to bus stops on Clitheroe Road that provide frequent services to key local destinations, including Clitheroe, Blackburn and Burnley. There is an existing footway along the western side of Clitheroe Road and residential areas within Whalley and Barrow are within a reasonable walk distance from the site.

2.6.2 National Cycle Routes pass close to the site and will support cycle journeys to and from the site. The site also benefits from being within a reasonable walk distance of Whalley Rail Station, where hourly services can be accessed to provide links to key destinations such as Blackburn, Bolton and Manchester. The site is therefore well located to encourage trips by sustainable transport modes.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 This section of the Framework Travel Plan outlines the management measures which will be undertaken to encourage and promote sustainable travel to residents.

3.1.2 The Travel Plan will be managed by the Travel Plan Coordinator. The role of the Travel Plan Coordinator will be to manage the implementation of the Travel Plan and associated action plan.

3.1.3 The following measures will be delivered through the Travel Plan by the Travel Plan Co-ordinator:

- Travel Awareness
- Residents 'Welcome Pack'
- Car Sharing
- Cycle Measures
- Walking Measures
- Public Transport Measures
- Sustainable Travel Promotions

3.2 Travel Awareness

3.2.1 All future residents at the proposed development will be made aware of the existence of the Travel Plan and a copy of the Plan will be made available to the Council.

3.3 Resident Welcome Pack

3.3.1 The Residents Welcome Pack will be prepared prior to the developer becoming operational. This will ensure that it is available for all new residents, irrespective of the overall extent of the development that is occupied.

3.3.2 The Welcome Pack will be provided to any new residents on the site for a five year period.

3.3.3 The Welcome Pack will include a Travel Information Brochure. This provides a background on the aims of the Travel Plan and includes information for residents on sustainable travel options including walking, cycling and public transport.

3.3.4 The packs will include current information on safe walking and cycling routes in the area and will promote the health benefits of these forms of travel. The pack will also include details on facilities provided on site to promote these forms of travel.

3.3.5 The 'Welcome Pack' will provide up-to-date information on bus services, including suggested walking routes to local bus stops, up-to-date timetable information and website addresses to allow them to access real-time travel information.

3.3.6 The contents of the Welcome Pack will be confirmed with Lancashire County Council before being issued.

3.4 Cycle Measures

3.4.1 The Travel Information Brochure provided to residents will include information on cycling to the site, including the location of designated cycle routes and where these can be accessed.

3.4.2 The Travel Plan Co-ordinator will establish contact with the cycling officers of Lancashire County Council and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to residents.

3.4.3 Residents will also be provided with information on the BikeBUDI scheme via the Travel Information Brochure. Information on the scheme is available on the website www.bikebudi.com.

3.4.4 The BikeBUDI scheme is part of the National Lift Share Group and aims to match individuals with others cycling the same journey so they can ride together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.5 Walking Measures

3.5.1 The Travel Information Brochure will include information promoting the benefits of walking, in particular the health benefits. Residents will also be provided with information on suggested walking routes in the surrounding area, local amenities which are within walking distance of the site, and the location of suggested safe crossing points.

3.5.2 Residents will be provided with information on the WalkBUDi scheme through information contained within the Travel Information Brochure. Information on the scheme is available on the website www.walkbudi.com.

3.5.3 The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It matches individuals with others walking the same way so they can walk together. As with the BikeBUDI scheme, the matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.5.4 The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way.

3.6 Public Transport Measures

3.6.1 Public transport timetable information will be provided to new residents within the Travel Information Brochure. Plans showing suggested walking routes to local bus stops will also be distributed to residents.

3.6.2 Residents will also be made aware of Ribble Valley BC's concessionary travel pass scheme, the NoW Card (www.nowcard.org), including details on eligibility and how they may apply for this.

3.7 Car Sharing

3.7.1 The benefits of car sharing will be promoted to residents. The Travel Information Brochure will outline the environmental and cost saving benefits of travelling with other people, and will include information on details of websites such as www.liftshare.com or www.blablacar.com which provides a database of people wishing to car share on certain journeys.

3.7.2 As well as the potential to use websites to find car share companions, the Travel Information Brochure will highlight the opportunity to find car sharing companions amongst other residents of the development.

3.8 Motorcycles

3.8.1 Travelling by a motorcycle is cheaper than by car and is a more environmentally friendly option. Motorcycle takes up less road space and therefore reduces congestion. The health, social and environmental benefits of riding a motorcycle will be promoted to residents within the Travel Information Brochure.

3.9 Sustainable Travel Promotions

3.9.1 A number of sustainable travel promotions are held nationally throughout the course of the year. These include:

- Bike Week.
- Walk to Work Week.
- Liftshare Week.

3.9.2 The Travel Plan Co-ordinator will publicise these events to residents and will encourage residents to participate wherever possible.

4 PLAN MONITORING AND REVIEW

4.1 Introduction

4.1.1 A programme of monitoring and review has been designed to generate information by which the success of the future Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

4.2 Monitoring

4.2.1 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development. Actions are:

- Check Welcome Packs and Travel Information Brochures have been effectively issued to residents;
- Check information provided in the Travel Information Brochure regarding pedestrian, cycle and public transport is up-to-date. In particular check that any timetable information provided is current;
- Monitor the take up of modal user groups;
- Check that details of the sustainable travel events promoted are current and determine next event dates;
- Action any feedback received from residents over preceding year.

4.2.2 Information gathered through the monitoring process will be recorded for the input to the Review Report as outlined below.

4.3 Travel Questionnaires

4.3.1 The major objective of the Travel Plan is to achieve a reduction in the number of single occupancy vehicle trips generated by the site. A suitable indicator of the success of the Plan is therefore to determine an existing mode-split of travel by residents.

4.3.2 A Travel Questionnaire is to be undertaken once the development has reached 50% occupancy. This will ensure that the questionnaire captures a reasonable number of responses. This will provide baseline information on existing resident travel patterns.

4.3.3 The results of the Travel Questionnaire will then be included within the final Travel Plan which shall be submitted to the local authority no later than 3 months after the development reaches 50% occupancy.

4.4 Review Report

4.4.1 Every second year, on or about the anniversary of first adoption of the Travel Plan, the Travel Plan Co-ordinator will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan.

4.4.2 The Travel Questionnaire will be repeated every 2 years for a five year period to assess the changing travel patterns of residents and evaluate the success of the Travel Plan.

4.4.3 Analysis of the Travel Questionnaire results will provide up-dated mode-split information for comparison with previously collected data, free of seasonal bias. The results of the Travel Questionnaires will allow the success of the Travel Plan to be gauged. Upon review of this information, the list of measures contained within the Travel Plan will be reviewed and revised to ensure the continued success of the Travel Plan.

4.4.4 The Travel Plan Co-ordinator will compile a Review Report outlining the results of the Travel Questionnaire and any suggested revisions to the document. This will include updated measures and details of how failures within the Travel Plan are to be remedied. This report will also incorporate the results of on-going monitoring throughout the preceding period.

4.4.5 This Review Report will be submitted to Lancashire County Council following the updated Travel Questionnaire.

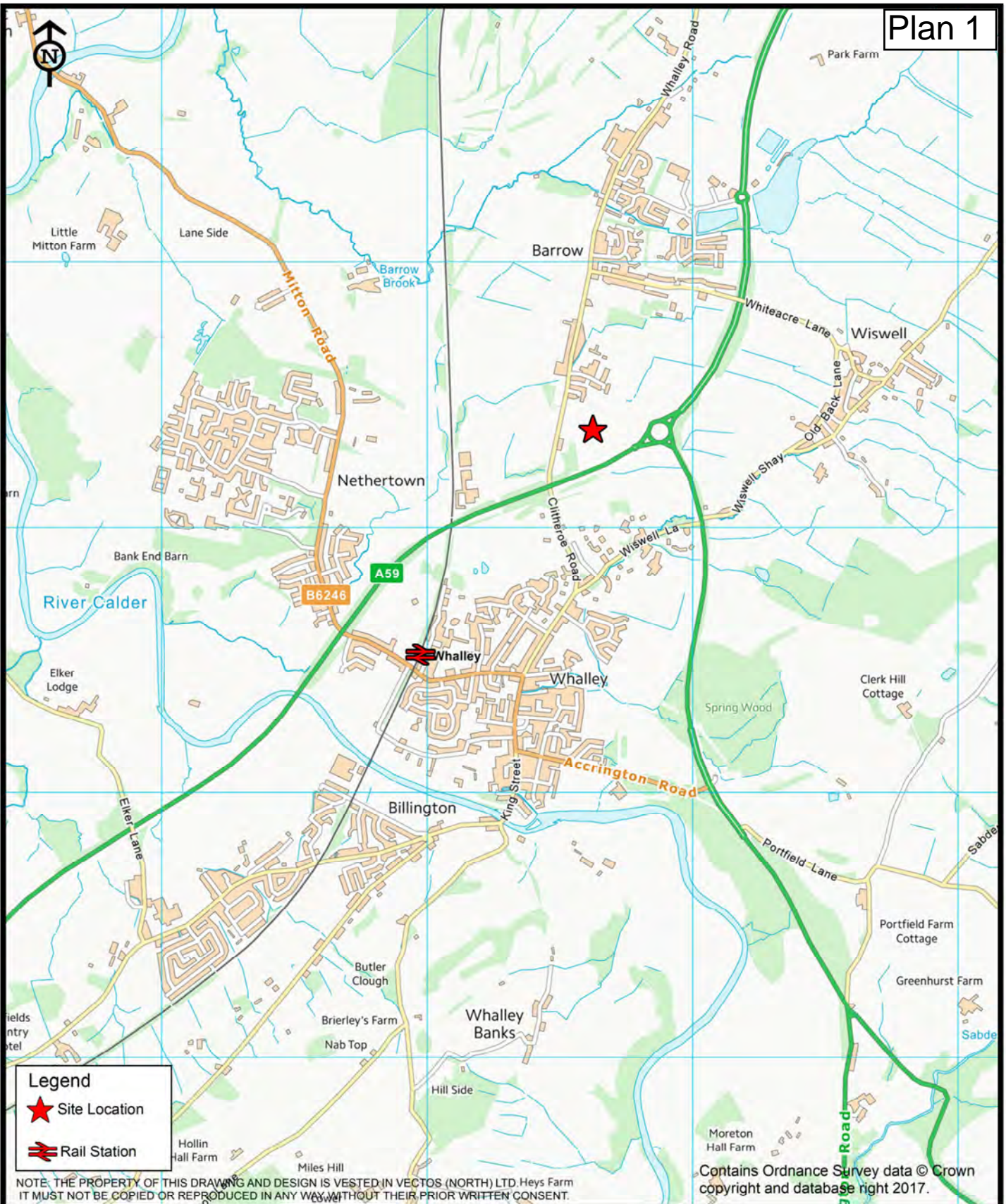
5 ACTION PLAN TIMETABLE

5.1.1 **Table 5.1** below provides a framework and guidance as to the timescales of the Travel Plan for the development.

Before development is occupied	<p>Appoint Travel Plan Coordinator (TPC) and provide details of TPC to Lancashire County Council.</p> <p>Prepare Residents Welcome Pack.</p>
0 - 6 Months	<p>TPC to undertake travel surveys once development reaches 50% occupancy.</p> <p>TPC to Review travel survey results and set targets.</p> <p>Establish modal user groups (such as car share clubs, bike user clubs).</p> <p>Snapshot surveys of car parking, cycle parking and car share take up completed.</p> <p>Formal Travel Plan documents to be submitted to and agreed with Lancashire County Council within 3 months of development reaching 50% occupancy.</p>
6 - 12 Months	<p>Continuous updating of all public transport information.</p> <p>Undertake travel survey (every 2 years for a 5 year period).</p> <p>Travel Plan Progress Report to be submitted every 2 years for a 5 year period to Lancashire County Council.</p>
12 - 60 Months	<p>Undertake appropriate update and monitoring of Travel Plan for a 5 year period..</p>

Table 5.1: Action Plan

PLANS



Legend

- ★ Site Location
- 🚂 Rail Station

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CLIENT: Maple Grove Developments			
PROJECT TITLE: Land at Whalley, Clitheroe			
DRAWING TITLE: Site Location (Wider Context)			
DRAWN: TA	CHECKED: TR	DATE Mar. 2018	SCALE: 1:20,000 at A4



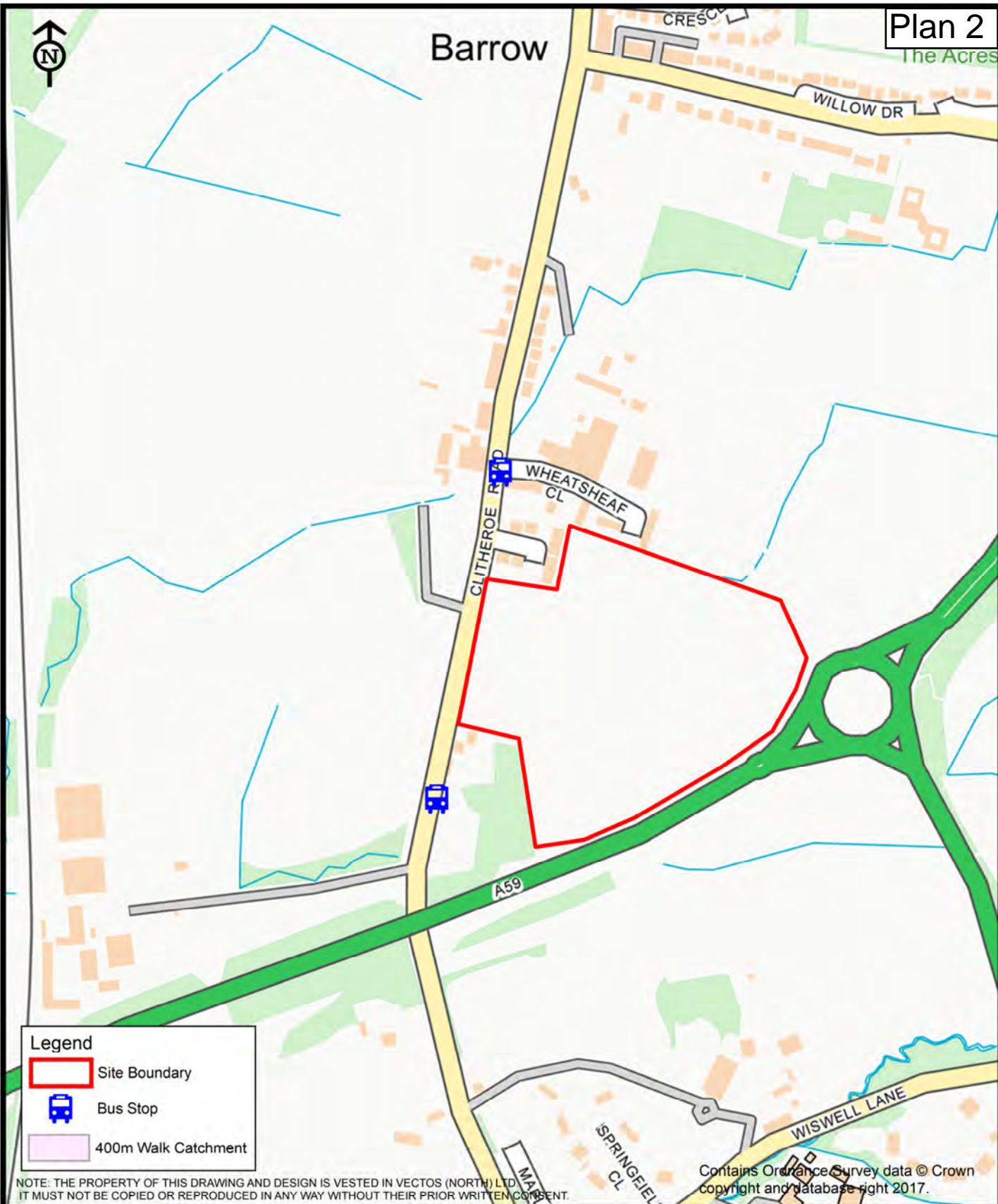
vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN91274-G100

REVISION:
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Barrow



Legend

- Site Boundary
- Bus Stop
- 400m Walk Catchment

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CLIENT:
Maple Grove Developments

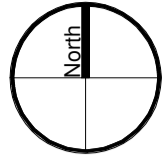
PROJECT TITLE:
Land at Whalley, Clitheroe

DRAWING TITLE:
Site Location (Local Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN: TA	CHECKED: TR	DATE Apr. 2019	SCALE: 1:5,000 at A4	DRAWING NO: VN91274-G101	REVISION: .
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Plan 3

Notes
The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.
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Scale Bars TO BE USED ONLY AS GUIDANCE

1:100	mm	0	1000	2000	3000
1:200	mm	0	1000	2000	3000
1:500	M	0	10	20	30
1:1000	M	0	10	20	30

ACCOMMODATION SCHEDULE

Residential bungalows:
 Type A – 16no.
 772 sqft, 2 bed semi detached
 Type B - 8no.
 900 sqft, 2 bed detached
 Type C – 19no.
 1,107 sqft, 3 bed detached
 Type D – 5no.
 630 sqft, 1 bed
Total 48 units

Drive Thru: 1,830 sqft
 Employment Unit 1: 4,300 sqft
 Employment Units 2-5: 2,150 sqft
 Employment Units 6, 7, 10, 11, 12, 13, 2,650 sqft
 Employment Units 8, 9: 3,100 sqft
 Employment Units 14: 5,300 sqft
TOTAL EMPLOYMENT: 40,300 sqft
 Care Home: 64 Bed

LANDSCAPE KEY

- Site Boundary
- Existing Public Footpath
- Proposed Public Footpath

HARD LANDSCAPING

- 6.0m Spine Road (Commercial)
4.8m Spine Road (Residential)
- Shared Vehicle / Pedestrian Access Road & Parking
- Building Perimeter Paving and Footpaths
- Amenity Paths

SOFT LANDSCAPING

- Existing Tree to be Retained
- Proposed Trees
- Private Gardens with hedges / fence delineation
- Proposed Drainage Swale

All landscaping is indicative only. Refer to Trevor Bridge Associates drawings for final details:
 Landscape Structure Plan Ref: 6056.01
 Landscape Proposal Plans Ref: 6056.02 & 03



Rev	Description	By	Date
Client	Maple Grove Developments Ltd, Applethwaite Ltd and Eric Wright Health & Care		
Job	A59, Whalley		
Drawing	Planning - Illustrative Masterplan		
Factor	P5035 1200	Ref	
Factor	5035-PAL-00-XX-DR-A-1200	Ref	
Date	Apr 19	Scale	1 : 1000 @ A1
By	AM	SK	JW
Phase	Planning	Tender	Construction
Phase	Design	Contract	As Built



10-12 Emerald Street
 London
 WC1N 3QA

Woodville House
 2 Woodville Road
 Altrincham
 WA14 2FH

+44 20 7078 0079
 architects@pozzoni.co.uk

+44 161 928 7848
 www.pozzoni.co.uk

Appendix B

Traffic Survey Data

SURVEY CONTROL

Client: Vectos

Client Contact: Richard Whiting

Survey Location: Whalley

Date(s) of Survey: Thursday 21 March 2019
Saturday 23 March 2019

Notes:

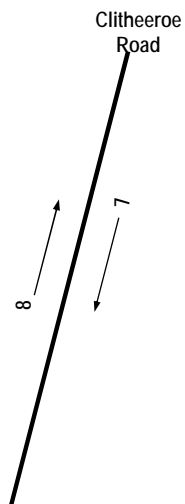
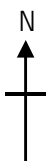
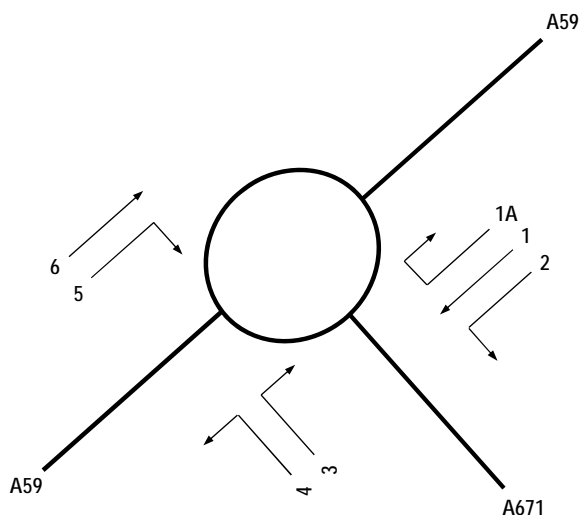
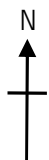
On Site Supervisor: Neil Harley

Data Checking: David Cheng

Survey Reference: 2019.057 Whalley Counts

Status: Final

Date of Issue: 25 March 2019



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2019.057 WHALLEY COUNTS

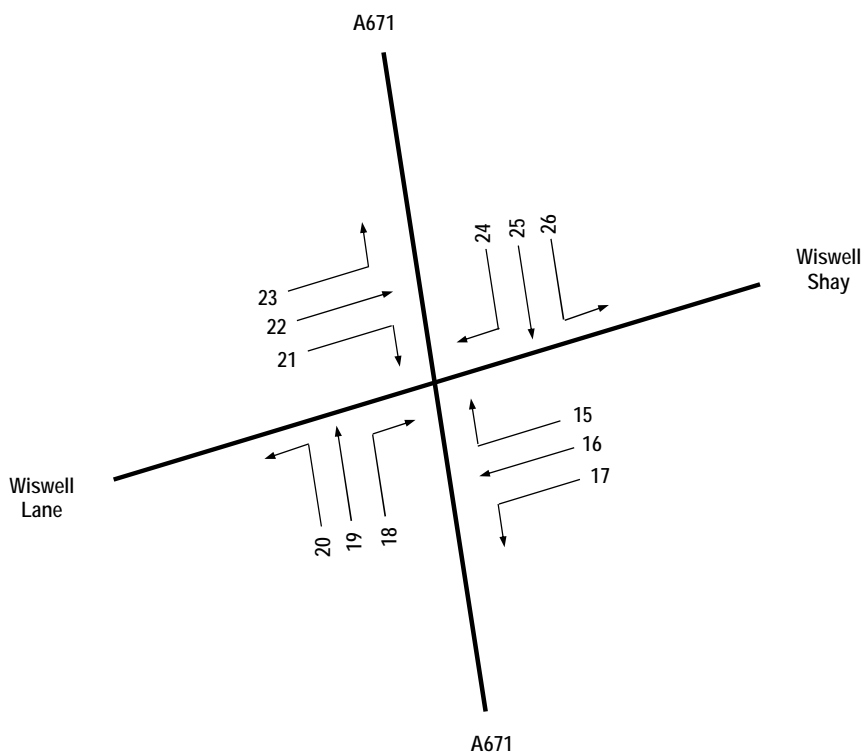
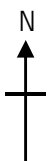
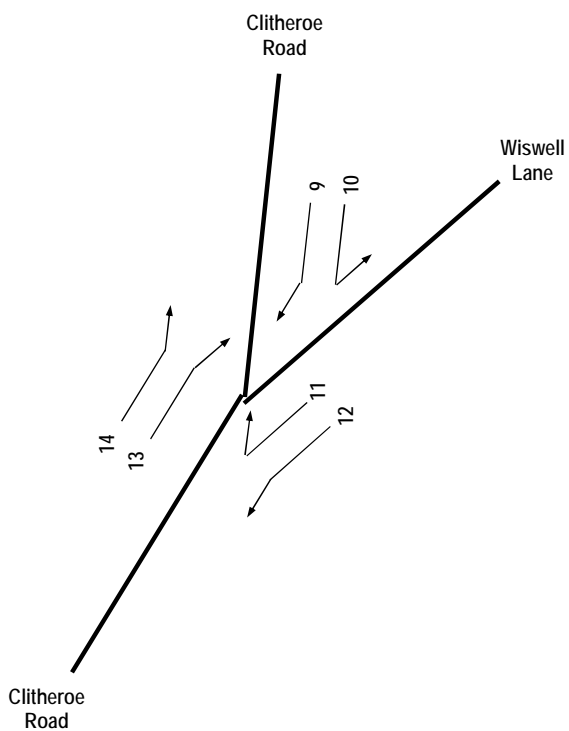
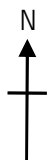
signal surveys
 Traffic Counts and Car Park Surveys
 Parkway House, Palatine Road, Northenden, Manchester,
 M22 4DB
 Tel 0161 998 4226

DRAWN BY
 DC

DATE
 MAR 2019

SCALE
 NTS

REF
 FIGURE 1



DRAWING TITLE			
TRAFFIC MOVEMENT REFERENCE			
JOB TITLE			
2019.057 WHALLEY COUNTS			
DRAWN BY	DATE	SCALE	REF
DC	MAR 2019	NTS	FIGURE 2

signal surveys
 Traffic Counts and Car Park Surveys
 Parkway House, Palatine Road, Northenden, Manchester,
 M22 4DB
 Tel 0161 998 4226

A59/A671 - Thursday 21 March 2019														
Time Beginning	1		1A		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	168	14	0	1	152	11	163	13	35	3	24	1	133	20
0745	174	16	0	0	140	9	159	12	40	0	27	2	155	10
0800	171	9	0	0	143	7	186	11	36	1	42	3	152	20
0815	156	11	0	0	129	8	202	18	33	1	50	0	194	18
0830	139	23	0	0	122	9	184	20	34	3	43	4	177	17
0845	143	18	1	1	151	13	196	14	33	1	32	5	126	17
0900	118	15	1	0	147	14	140	13	35	5	36	2	154	20
0915	108	20	0	0	141	14	126	17	24	0	18	0	110	17
A59/A671 - Thursday 21 March 2019														
Time Beginning	1		1A		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	168	19	0	0	202	10	157	6	35	2	49	0	135	10
1615	179	8	2	0	218	10	171	7	19	0	45	3	156	8
1630	187	11	1	0	178	5	172	6	39	0	60	1	150	4
1645	173	7	1	0	171	8	159	3	43	1	31	0	165	9
1700	133	4	1	0	185	9	182	4	40	0	35	0	171	5
1715	174	9	0	0	222	5	164	2	32	0	53	0	185	2
1730	135	4	0	0	159	6	204	3	45	0	32	0	168	3
1745	148	3	1	0	161	2	182	5	33	1	36	2	180	6
1800	113	4	0	0	128	1	161	1	26	1	39	0	143	7
1815	82	7	0	0	124	2	153	3	20	0	35	0	154	14
1830	84	7	1	0	108	1	139	0	17	1	32	0	118	2
1845	77	4	1	0	98	1	117	3	25	0	24	0	103	3
A59/A671 - Saturday 23 March 2019														
Time Beginning	1		1A		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	149	2	1	2	119	2	168	3	15	1	15	0	121	3
1115	114	1	1	2	157	1	188	1	32	0	21	0	159	2
1130	120	3	0	2	138	3	191	3	24	0	17	0	139	2
1145	107	2	3	2	159	3	203	2	26	0	11	0	147	5
1200	115	0	2	4	143	1	203	1	26	0	21	0	145	2
1215	141	2	1	2	162	2	200	4	27	0	15	0	155	2
1230	129	0	1	1	170	2	216	2	35	0	21	0	176	2
1245	125	3	1	2	159	2	209	1	31	1	18	0	149	1
1300	120	1	2	1	159	2	221	2	24	0	31	0	165	2
1315	148	2	1	1	150	1	212	0	25	0	23	1	157	4
1330	136	3	1	2	159	3	183	2	18	0	25	0	142	2
1345	134	3	0	1	163	0	180	1	27	0	21	0	170	0
1400	109	3	4	2	166	1	198	0	34	0	14	0	134	1
1415	137	1	2	1	149	2	184	4	24	0	21	0	123	8
1430	125	1	3	0	167	1	142	1	12	0	31	0	117	1
1445	137	1	1	0	148	0	170	0	22	1	18	0	130	1

Clitheroe Road - Thursday 21 March 2019				
Time Beginning	7		8	
	LV	HV	LV	HV
0730	50	2	67	3
0745	35	3	52	6
0800	51	3	68	2
0815	51	10	54	3
0830	83	5	64	4
0845	62	2	71	3
0900	32	1	53	4
0915	44	2	37	3

Clitheroe Road - Thursday 21 March 2019				
Time Beginning	7		8	
	LV	HV	LV	HV
1600	55	3	63	6
1615	54	1	69	4
1630	54	3	77	1
1645	68	3	66	2
1700	57	1	51	1
1715	63	2	67	2
1730	63	1	41	2
1745	59	1	54	1
1800	56	2	47	1
1815	54	2	46	2
1830	35	1	45	1
1845	44	0	38	1

Clitheroe Road - Saturday 23 March 2019				
Time Beginning	7		8	
	LV	HV	LV	HV
1100	40	2	58	0
1115	70	0	58	3
1130	66	2	61	0
1145	62	1	44	1
1200	45	1	60	2
1215	69	3	69	2
1230	61	1	91	2
1245	65	1	62	3
1300	62	1	55	0
1315	52	2	71	3
1330	59	0	57	1
1345	50	2	65	2
1400	60	1	61	1
1415	39	1	51	3
1430	56	2	68	0
1445	52	2	56	2

Clitheroe Road/Wiswell Lane - Thursday 21 March 2019												
Time Beginning	9		10		11		12		13		14	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	53	3	15	0	12	0	16	2	33	0	41	3
0745	42	6	13	0	11	0	40	0	31	0	26	2
0800	58	2	10	0	12	1	32	0	35	1	43	3
0815	42	2	12	1	10	1	33	0	43	2	40	9
0830	49	4	15	0	17	3	58	1	59	0	71	2
0845	59	3	13	0	13	0	47	2	27	0	47	3
0900	43	4	10	0	6	1	38	0	30	0	26	1
0915	33	3	5	0	10	0	20	2	26	2	36	2
Clitheroe Road/Wiswell Lane - Thursday 21 March 2019												
Time Beginning	9		10		11		12		13		14	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	55	5	11	0	13	0	41	0	34	0	49	2
1615	55	4	18	0	14	0	38	1	30	1	40	2
1630	64	1	17	0	18	0	53	1	31	2	39	2
1645	62	2	6	0	17	0	45	1	30	0	48	3
1700	47	2	5	0	15	0	48	0	43	0	49	2
1715	61	2	9	0	15	0	47	2	42	1	47	1
1730	29	2	11	0	19	0	37	0	44	1	45	1
1745	47	1	12	0	14	0	49	0	31	1	51	1
1800	44	1	3	0	17	0	43	1	33	1	45	3
1815	45	2	2	0	8	0	38	0	22	1	42	1
1830	42	1	4	0	9	0	26	1	25	0	25	1
1845	34	1	6	0	8	0	18	1	28	0	38	1
Clitheroe Road/Wiswell Lane - Saturday 23 March 2019												
Time Beginning	9		10		11		12		13		14	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	55	0	3	0	6	0	22	0	26	1	41	2
1115	54	3	5	0	14	0	34	1	30	0	60	1
1130	54	0	6	0	7	0	22	0	27	0	52	1
1145	40	0	4	0	6	0	28	0	31	0	53	1
1200	53	1	6	0	5	0	26	1	28	1	43	1
1215	61	2	4	0	6	0	38	0	36	1	63	3
1230	82	1	11	0	13	0	35	0	31	2	48	1
1245	60	2	6	0	13	0	36	2	21	0	51	1
1300	46	0	9	0	11	0	40	0	27	0	52	1
1315	67	3	7	0	10	0	29	0	24	0	46	2
1330	51	0	7	0	9	0	18	1	30	0	47	0
1345	61	2	7	0	7	0	32	0	23	0	51	2
1400	55	0	5	0	6	0	20	0	25	0	56	1
1415	46	3	8	0	5	0	27	0	27	2	37	1
1430	61	0	7	0	9	0	25	0	22	1	49	2
1445	57	2	1	0	12	0	29	0	25	0	50	2

A671/Wiswell Lane/Wiswell Shay - Thursday 21 March 2019																								
Time Beginning	15		16		17		18		19		20		21		22		23		24		25		26	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV		
0730	3	0	1	0	2	0	7	0	162	17	7	0	9	0	1	0	40	0	21	2	148	9	2	1
0745	1	0	3	0	1	0	1	0	163	10	19	0	8	0	1	0	35	0	33	0	131	11	2	0
0800	3	0	4	0	5	0	5	0	192	11	19	0	8	0	0	0	38	1	24	1	156	9	3	0
0815	1	0	2	0	3	0	1	0	204	18	15	1	2	1	3	0	32	2	40	0	140	8	1	0
0830	1	0	2	1	9	0	1	0	150	20	23	1	9	0	1	0	53	0	46	1	114	12	5	0
0845	3	0	3	0	6	0	7	0	174	14	21	0	10	0	1	0	40	0	39	2	135	16	1	0
0900	6	0	1	0	3	0	3	0	128	18	10	1	7	0	0	0	38	0	36	0	137	16	7	0
0915	3	0	1	0	5	0	4	0	122	13	10	0	4	1	3	0	23	1	21	2	139	11	1	0

A671/Wiswell Lane/Wiswell Shay - Thursday 21 March 2019																								
Time Beginning	15		16		17		18		19		20		21		22		23		24		25		26	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV		
1600	3	0	1	0	5	0	3	0	142	6	14	0	8	0	3	0	36	0	35	0	215	10	4	0
1615	3	0	0	0	10	0	3	0	160	4	20	0	9	0	2	0	35	1	38	1	213	12	3	0
1630	3	0	2	0	4	0	6	1	173	4	24	0	9	0	1	0	39	2	42	0	194	6	4	0
1645	3	0	1	0	4	0	2	0	160	4	22	0	7	0	0	0	18	0	29	1	182	7	4	0
1700	3	0	0	0	5	0	3	0	179	4	24	0	6	0	2	0	37	0	36	0	179	9	4	0
1715	1	0	0	0	2	0	3	0	177	1	27	0	7	0	2	0	31	1	50	2	222	3	2	0
1730	0	0	2	0	2	0	3	0	185	2	21	0	10	0	2	0	60	1	28	0	158	6	5	0
1745	2	0	1	0	0	0	4	0	193	3	31	0	10	0	0	0	21	1	45	0	149	4	6	0
1800	1	0	1	0	1	0	3	0	148	1	18	0	4	0	2	0	29	1	33	1	121	1	7	0
1815	0	0	0	0	2	0	3	0	149	1	16	0	3	0	1	0	28	1	34	0	107	2	9	0
1830	1	0	2	0	5	0	3	0	125	1	8	0	3	0	1	0	25	0	20	1	115	0	6	0
1845	4	0	1	0	1	0	2	0	109	3	13	0	2	0	3	0	26	0	17	1	103	0	5	0

A671/Wiswell Lane/Wiswell Shay - Saturday 23 March 2019																								
Time Beginning	15		16		17		18		19		20		21		22		23		24		25		26	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV		
1100	2	0	2	0	1	0	2	0	156	3	8	0	2	0	0	0	28	1	18	0	117	2	2	0
1115	2	1	1	0	1	0	1	0	181	2	17	0	5	0	0	0	33	0	28	0	143	0	2	0
1130	3	0	0	0	3	0	4	0	188	2	10	0	5	0	3	0	30	0	17	0	134	3	4	0
1145	5	0	1	0	3	0	3	0	193	1	11	0	5	0	1	0	29	0	22	0	150	3	3	0
1200	5	1	2	0	1	0	1	0	183	0	9	1	2	0	0	0	31	1	23	1	138	1	3	0
1215	2	0	4	0	0	0	3	0	202	3	10	0	5	0	1	0	29	1	27	0	142	2	4	0
1230	3	0	1	0	3	0	5	0	210	0	18	0	5	0	2	0	37	2	23	0	157	2	3	0
1245	0	0	2	0	4	1	2	0	216	2	18	0	3	0	2	0	21	0	32	2	150	2	1	0
1300	7	0	2	0	1	0	2	0	203	2	15	0	5	0	1	0	32	0	36	0	147	2	1	0
1315	2	0	6	0	4	0	6	0	224	0	7	0	4	0	2	0	25	0	22	0	158	1	2	0
1330	1	0	1	0	2	0	1	0	167	2	14	0	7	0	0	0	28	0	14	1	167	3	4	0
1345	2	0	2	0	1	0	3	0	175	1	12	0	6	0	0	0	25	0	28	0	150	0	2	0
1400	2	0	0	0	2	0	4	0	194	0	4	0	6	0	1	0	26	0	23	0	149	1	3	0
1415	2	0	2	0	5	0	2	0	182	2	10	0	6	0	1	0	29	2	21	0	147	3	1	0
1430	0	0	1	0	2	0	4	0	126	2	9	0	7	0	0	0	22	1	23	0	166	1	4	0
1445	1	0	1	0	5	0	2	0	157	1	9	0	1	0	3	0	26	0	26	0	139	0	3	0

Appendix C

Committed Development Correspondence

Tom Reader

From: Lee Greenwood <Lee.Greenwood@ribblevalley.gov.uk>
Sent: 29 March 2019 14:51
To: Tom Reader
Subject: RE: Whalley, Clitheroe - committed developments

Hi Tom,

I've had a look at the planning history for the area and also spoken to a number of the Principal Officers.

The committed sites shown on the draft proposals maps (which fall within the existing settlements - link below) are the most obvious, nothing of significance has been consented in addition to these:

https://www.ribblevalley.gov.uk/download/downloads/id/10740/sheet_6_-_grindleton_26_rimington_31_sabden_20_whalleybarrowbillingtoncalderstoneswiswell_18.pdf

The biggest residential schemes in close proximity already underway are:

- 'Barrow Lands' - Barrow (originally consented for 504 dwellings, however subsequent applications have reduced this to just over 400), see applications 3/2012/0630; 3/2016/0820; 3/2017/0064; 3/2017/0050; 3/2019/0012
- 'Lawsonsteads' - Whalley (originally consented for 260 dwellings and a school) see applications 3/2013/0137; 3/2014/0043; 3/2015/0489; 3/2018/0914
- Land at Mitton Road, Whalley (originally consented for 137 dwellings) , see application 3/2012/0637 & 3/2016/0226

You'll also likely already be aware that the new roundabout on the A59 has now been completed around 2.5 miles to the north, in association with the Council's strategic development site at Standen in Clitheroe. The outline consent (3/2012/0942 & 3/2015/0895) granted permission for the following as a maximum:

- 1040 dwellings
- 0.5 hectares of retail/service/community facilities
- 2.25 hectares of employment provision (max. 5575m² floor space)
- Primary school

Phase 1 of the housing is underway and partially occupied, with reserved matters applications for the next phases due in the near future.

I hope this information is of some assistance.

Enjoy your weekend.

Lee

Lee Greenwood
Pre-application Advice Officer
Planning Services
Ribble Valley Borough Council
Council Offices, Church Walk
Clitheroe, BB7 2RA
Tel – 01200 414493
Email – lee.greenwood@ribblevalley.gov.uk

Appendix D

TRICS Report – Residential Bungalows

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC HAMPSHIRE		1 days
	KC KENT		1 days
	WS WEST SUSSEX		1 days
03	SOUTH WEST		
	DV DEVON		2 days
	WL WILTSHIRE		1 days
04	EAST ANGLIA		
	CA CAMBRIDGESHIRE		2 days
	NF NORFOLK		2 days
	SF SUFFOLK		1 days
05	EAST MIDLANDS		
	LN LINCOLNSHIRE		1 days
06	WEST MIDLANDS		
	WK WARWICKSHIRE		1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY NORTH YORKSHIRE		3 days
	SY SOUTH YORKSHIRE		1 days
08	NORTH WEST		
	CH CHESHIRE		1 days
	MS MERSEYSIDE		1 days
09	NORTH		
	DH DURHAM		1 days
	TW TYNE & WEAR		1 days
10	WALES		
	PS POWYS		1 days
11	SCOTLAND		
	AG ANGUS		1 days
	FA FALKIRK		1 days
	HI HIGHLAND		1 days
	PK PERTH & KINROSS		1 days
17	ULSTER (NORTHERN IRELAND)		
	AN ANTRIM		1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 6 to 98 (units:)
 Range Selected by User: 5 to 100 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/18

Selected survey days:

Monday	7 days
Tuesday	9 days
Wednesday	6 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 27

Selected Location Sub Categories:

Residential Zone 27

Secondary Filtering selection:

Use Class:

C3	26 days
----	---------

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	3 days
15,001 to 20,000	8 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	17 days

Travel Plan:

Yes	2 days
No	25 days

PTAL Rating:

No PTAL Present	27 days
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LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		
2	AN-03-A-07 CASTLE WAY ANTRIM	SEMI DETACHED/TERRACED HOUSING	ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 <i>Survey date: TUESDAY 20/12/11</i>		
3	CA-03-A-04	DETACHED	CAMBRI DGESHI RE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>		
4	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		
5	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED	CHESHI RE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		
7	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>		
8	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
9	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI -DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i>		

LIST OF SITES relevant to selection parameters (Cont.)

10	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>		
11	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
12	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
13	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>		
14	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>		
15	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		
16	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>		
17	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>		
18	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		

LIST OF SITES relevant to selection parameters (Cont.)

27 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total Number of dwellings: 48

Survey date: WEDNESDAY

18/04/12

Survey Type: MANUAL

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	27	34	0.069	27	34	0.298	27	34	0.367
08:00 - 09:00	27	34	0.170	27	34	0.415	27	34	0.585
09:00 - 10:00	27	34	0.149	27	34	0.181	27	34	0.330
10:00 - 11:00	27	34	0.119	27	34	0.141	27	34	0.260
11:00 - 12:00	27	34	0.161	27	34	0.158	27	34	0.319
12:00 - 13:00	27	34	0.175	27	34	0.163	27	34	0.338
13:00 - 14:00	27	34	0.182	27	34	0.196	27	34	0.378
14:00 - 15:00	27	34	0.152	27	34	0.209	27	34	0.361
15:00 - 16:00	27	34	0.234	27	34	0.171	27	34	0.405
16:00 - 17:00	27	34	0.311	27	34	0.206	27	34	0.517
17:00 - 18:00	27	34	0.348	27	34	0.177	27	34	0.525
18:00 - 19:00	27	34	0.245	27	34	0.159	27	34	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.315			2.474			4.789

Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXI S

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	27	34	0.000	27	34	0.000	27	34	0.000
08:00 - 09:00	27	34	0.010	27	34	0.010	27	34	0.020
09:00 - 10:00	27	34	0.006	27	34	0.004	27	34	0.010
10:00 - 11:00	27	34	0.001	27	34	0.002	27	34	0.003
11:00 - 12:00	27	34	0.004	27	34	0.002	27	34	0.006
12:00 - 13:00	27	34	0.004	27	34	0.003	27	34	0.007
13:00 - 14:00	27	34	0.004	27	34	0.008	27	34	0.012
14:00 - 15:00	27	34	0.002	27	34	0.001	27	34	0.003
15:00 - 16:00	27	34	0.003	27	34	0.003	27	34	0.006
16:00 - 17:00	27	34	0.004	27	34	0.006	27	34	0.010
17:00 - 18:00	27	34	0.003	27	34	0.003	27	34	0.006
18:00 - 19:00	27	34	0.003	27	34	0.003	27	34	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.045			0.089

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	34	0.000	27	34	0.000	27	34	0.000
08:00 - 09:00	27	34	0.005	27	34	0.004	27	34	0.009
09:00 - 10:00	27	34	0.003	27	34	0.004	27	34	0.007
10:00 - 11:00	27	34	0.001	27	34	0.001	27	34	0.002
11:00 - 12:00	27	34	0.004	27	34	0.002	27	34	0.006
12:00 - 13:00	27	34	0.000	27	34	0.001	27	34	0.001
13:00 - 14:00	27	34	0.002	27	34	0.002	27	34	0.004
14:00 - 15:00	27	34	0.002	27	34	0.002	27	34	0.004
15:00 - 16:00	27	34	0.000	27	34	0.001	27	34	0.001
16:00 - 17:00	27	34	0.001	27	34	0.001	27	34	0.002
17:00 - 18:00	27	34	0.001	27	34	0.001	27	34	0.002
18:00 - 19:00	27	34	0.000	27	34	0.000	27	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	34	0.000	27	34	0.000	27	34	0.000
08:00 - 09:00	27	34	0.004	27	34	0.004	27	34	0.008
09:00 - 10:00	27	34	0.000	27	34	0.000	27	34	0.000
10:00 - 11:00	27	34	0.000	27	34	0.000	27	34	0.000
11:00 - 12:00	27	34	0.000	27	34	0.000	27	34	0.000
12:00 - 13:00	27	34	0.000	27	34	0.000	27	34	0.000
13:00 - 14:00	27	34	0.000	27	34	0.000	27	34	0.000
14:00 - 15:00	27	34	0.001	27	34	0.001	27	34	0.002
15:00 - 16:00	27	34	0.003	27	34	0.002	27	34	0.005
16:00 - 17:00	27	34	0.000	27	34	0.001	27	34	0.001
17:00 - 18:00	27	34	0.000	27	34	0.000	27	34	0.000
18:00 - 19:00	27	34	0.000	27	34	0.000	27	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	34	0.008	27	34	0.028	27	34	0.036
08:00 - 09:00	27	34	0.001	27	34	0.024	27	34	0.025
09:00 - 10:00	27	34	0.002	27	34	0.010	27	34	0.012
10:00 - 11:00	27	34	0.008	27	34	0.008	27	34	0.016
11:00 - 12:00	27	34	0.003	27	34	0.003	27	34	0.006
12:00 - 13:00	27	34	0.006	27	34	0.008	27	34	0.014
13:00 - 14:00	27	34	0.005	27	34	0.001	27	34	0.006
14:00 - 15:00	27	34	0.003	27	34	0.008	27	34	0.011
15:00 - 16:00	27	34	0.029	27	34	0.004	27	34	0.033
16:00 - 17:00	27	34	0.023	27	34	0.008	27	34	0.031
17:00 - 18:00	27	34	0.026	27	34	0.008	27	34	0.034
18:00 - 19:00	27	34	0.012	27	34	0.009	27	34	0.021
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.119			0.245

Appendix E

TRICS Report – Care Home

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 32 to 70 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: Selected: 3 to 150 Actual: 3 to 150

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/11/16

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
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Selected Location Sub Categories:

Residential Zone	5
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Secondary Filtering selection:

Use Class:

C2	5 days
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Population within 1 mile:

5,001 to 10,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

Travel Plan:

No	5 days
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PTAL Rating:

No PTAL Present	5 days
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LIST OF SITES relevant to selection parameters

1	DS-05-F-01 29 VILLAGE STREET DERBY	NURSING HOME	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 70 <i>Survey date: TUESDAY 21/10/14</i>		<i>Survey Type: MANUAL</i>
2	SR-05-F-01 PERTH ROAD DUNBLANE	NURSING HOME	STIRLING
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 60 <i>Survey date: WEDNESDAY 18/06/14</i>		<i>Survey Type: MANUAL</i>
3	WG-05-F-01 BARKHAM ROAD WOKINGHAM	NURSING HOME	WOKINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 <i>Survey date: TUESDAY 20/11/12</i>		<i>Survey Type: MANUAL</i>
4	WK-05-F-01 CLARENDON SQUARE LEAMINGTON SPA	NURSING HOME	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 32 <i>Survey date: THURSDAY 25/10/12</i>		<i>Survey Type: MANUAL</i>
5	WY-05-F-01 CLIFF ROAD LEEDS HYDE PARK	NURSING HOME	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 <i>Survey date: TUESDAY 15/06/10</i>		<i>Survey Type: MANUAL</i>

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	56	0.112	5	56	0.058	5	56	0.170
08:00 - 09:00	5	56	0.097	5	56	0.079	5	56	0.176
09:00 - 10:00	5	56	0.090	5	56	0.036	5	56	0.126
10:00 - 11:00	5	56	0.068	5	56	0.054	5	56	0.122
11:00 - 12:00	5	56	0.054	5	56	0.061	5	56	0.115
12:00 - 13:00	5	56	0.068	5	56	0.040	5	56	0.108
13:00 - 14:00	5	56	0.112	5	56	0.101	5	56	0.213
14:00 - 15:00	5	56	0.104	5	56	0.122	5	56	0.226
15:00 - 16:00	5	56	0.068	5	56	0.112	5	56	0.180
16:00 - 17:00	5	56	0.058	5	56	0.083	5	56	0.141
17:00 - 18:00	5	56	0.050	5	56	0.094	5	56	0.144
18:00 - 19:00	5	56	0.054	5	56	0.065	5	56	0.119
19:00 - 20:00	5	56	0.061	5	56	0.043	5	56	0.104
20:00 - 21:00	5	56	0.018	5	56	0.050	5	56	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.014			0.998			2.012

Parameter summary

Trip rate parameter range selected:	32 - 70 (units:)
Survey date date range:	01/01/10 - 14/11/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TAXI S

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	56	0.000	5	56	0.000	5	56	0.000
08:00 - 09:00	5	56	0.004	5	56	0.004	5	56	0.008
09:00 - 10:00	5	56	0.004	5	56	0.004	5	56	0.008
10:00 - 11:00	5	56	0.000	5	56	0.000	5	56	0.000
11:00 - 12:00	5	56	0.000	5	56	0.000	5	56	0.000
12:00 - 13:00	5	56	0.007	5	56	0.004	5	56	0.011
13:00 - 14:00	5	56	0.004	5	56	0.007	5	56	0.011
14:00 - 15:00	5	56	0.004	5	56	0.004	5	56	0.008
15:00 - 16:00	5	56	0.000	5	56	0.000	5	56	0.000
16:00 - 17:00	5	56	0.000	5	56	0.000	5	56	0.000
17:00 - 18:00	5	56	0.004	5	56	0.004	5	56	0.008
18:00 - 19:00	5	56	0.004	5	56	0.004	5	56	0.008
19:00 - 20:00	5	56	0.004	5	56	0.004	5	56	0.008
20:00 - 21:00	5	56	0.000	5	56	0.000	5	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	56	0.011	5	56	0.011	5	56	0.022
08:00 - 09:00	5	56	0.000	5	56	0.000	5	56	0.000
09:00 - 10:00	5	56	0.000	5	56	0.000	5	56	0.000
10:00 - 11:00	5	56	0.004	5	56	0.000	5	56	0.004
11:00 - 12:00	5	56	0.004	5	56	0.004	5	56	0.008
12:00 - 13:00	5	56	0.000	5	56	0.004	5	56	0.004
13:00 - 14:00	5	56	0.000	5	56	0.000	5	56	0.000
14:00 - 15:00	5	56	0.000	5	56	0.000	5	56	0.000
15:00 - 16:00	5	56	0.000	5	56	0.000	5	56	0.000
16:00 - 17:00	5	56	0.000	5	56	0.000	5	56	0.000
17:00 - 18:00	5	56	0.000	5	56	0.000	5	56	0.000
18:00 - 19:00	5	56	0.000	5	56	0.000	5	56	0.000
19:00 - 20:00	5	56	0.000	5	56	0.000	5	56	0.000
20:00 - 21:00	5	56	0.000	5	56	0.000	5	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	56	0.004	5	56	0.004	5	56	0.008
08:00 - 09:00	5	56	0.000	5	56	0.004	5	56	0.004
09:00 - 10:00	5	56	0.000	5	56	0.000	5	56	0.000
10:00 - 11:00	5	56	0.004	5	56	0.004	5	56	0.008
11:00 - 12:00	5	56	0.000	5	56	0.000	5	56	0.000
12:00 - 13:00	5	56	0.000	5	56	0.000	5	56	0.000
13:00 - 14:00	5	56	0.000	5	56	0.000	5	56	0.000
14:00 - 15:00	5	56	0.004	5	56	0.000	5	56	0.004
15:00 - 16:00	5	56	0.007	5	56	0.011	5	56	0.018
16:00 - 17:00	5	56	0.004	5	56	0.004	5	56	0.008
17:00 - 18:00	5	56	0.000	5	56	0.000	5	56	0.000
18:00 - 19:00	5	56	0.000	5	56	0.000	5	56	0.000
19:00 - 20:00	5	56	0.000	5	56	0.000	5	56	0.000
20:00 - 21:00	5	56	0.000	5	56	0.000	5	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.027			0.050

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	56	0.007	5	56	0.007	5	56	0.014
08:00 - 09:00	5	56	0.007	5	56	0.000	5	56	0.007
09:00 - 10:00	5	56	0.004	5	56	0.000	5	56	0.004
10:00 - 11:00	5	56	0.000	5	56	0.000	5	56	0.000
11:00 - 12:00	5	56	0.000	5	56	0.000	5	56	0.000
12:00 - 13:00	5	56	0.000	5	56	0.000	5	56	0.000
13:00 - 14:00	5	56	0.000	5	56	0.000	5	56	0.000
14:00 - 15:00	5	56	0.004	5	56	0.007	5	56	0.011
15:00 - 16:00	5	56	0.000	5	56	0.000	5	56	0.000
16:00 - 17:00	5	56	0.000	5	56	0.007	5	56	0.007
17:00 - 18:00	5	56	0.000	5	56	0.004	5	56	0.004
18:00 - 19:00	5	56	0.000	5	56	0.000	5	56	0.000
19:00 - 20:00	5	56	0.000	5	56	0.000	5	56	0.000
20:00 - 21:00	5	56	0.000	5	56	0.000	5	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.025			0.047

Appendix F

TRICS Report – Industrial Units

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 950 to 14125 (units: sqm)
 Range Selected by User: 300 to 20000 (units: sqm)

Parking Spaces Range: Selected: 0 to 774 Actual: 0 to 774

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/11/17

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
------------------------------------	---

Selected Location Sub Categories:

Industrial Zone	6
No Sub Category	1

Secondary Filtering selection:

Use Class:

B1	2 days
B2	4 days

Population within 1 mile:

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	1 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	3 days

Secondary Filtering selection (Cont.):

Travel Plan:

No 7 days

PTAL Rating:

No PTAL Present 7 days

LIST OF SITES relevant to selection parameters

1	AN-02-C-01 FERGUSON ROAD LISBURN	COMPOSITES		ANTRIM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 6500 sqm <i>Survey date: FRIDAY 19/06/15</i>			
2	CF-02-C-02 MAES-Y-COED ROAD CARDIFF	BAKERY		CARDIFF
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 14125 sqm <i>Survey date: THURSDAY 06/10/16</i>			
3	DS-02-C-02 PONTEFRACT STREET DERBY	ENGINEERED PRODUCTS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm <i>Survey date: THURSDAY 25/06/15</i>			
4	DV-02-C-02 GRACE ROAD SOUTH EXETER	ENERGY RECOVERY FACILITY		DEVON
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm <i>Survey date: THURSDAY 06/07/17</i>			
5	TW-02-C-01 SHAFTESBURY AVENUE JARROW	INDUSTRIAL UNIT		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm <i>Survey date: THURSDAY 15/11/12</i>			
6	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE	FOUNDRY		WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm <i>Survey date: TUESDAY 21/11/17</i>			
7	WY-02-C-02 BROWN LANE WEST LEEDS HOLBECK	FLUID SYSTEMS		WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13350 sqm <i>Survey date: MONDAY 19/10/15</i>			

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	13350	0.457	1	13350	0.000	1	13350	0.457
07:00 - 08:00	7	6480	0.289	7	6480	0.066	7	6480	0.355
08:00 - 09:00	7	6480	0.242	7	6480	0.062	7	6480	0.304
09:00 - 10:00	7	6480	0.176	7	6480	0.123	7	6480	0.299
10:00 - 11:00	7	6480	0.128	7	6480	0.099	7	6480	0.227
11:00 - 12:00	7	6480	0.143	7	6480	0.126	7	6480	0.269
12:00 - 13:00	7	6480	0.196	7	6480	0.265	7	6480	0.461
13:00 - 14:00	7	6480	0.115	7	6480	0.090	7	6480	0.205
14:00 - 15:00	7	6480	0.123	7	6480	0.126	7	6480	0.249
15:00 - 16:00	7	6480	0.093	7	6480	0.225	7	6480	0.318
16:00 - 17:00	7	6480	0.044	7	6480	0.320	7	6480	0.364
17:00 - 18:00	7	6480	0.088	7	6480	0.130	7	6480	0.218
18:00 - 19:00	7	6480	0.040	7	6480	0.101	7	6480	0.141
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.134			1.733			3.867

Parameter summary

Trip rate parameter range selected:	950 - 14125 (units: sqm)
Survey date date range:	01/01/10 - 21/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXI S

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
08:00 - 09:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
09:00 - 10:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
10:00 - 11:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
11:00 - 12:00	7	6480	0.004	7	6480	0.002	7	6480	0.006
12:00 - 13:00	7	6480	0.004	7	6480	0.007	7	6480	0.011
13:00 - 14:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
14:00 - 15:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
15:00 - 16:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
16:00 - 17:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
17:00 - 18:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
18:00 - 19:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	7	6480	0.035	7	6480	0.024	7	6480	0.059
08:00 - 09:00	7	6480	0.037	7	6480	0.031	7	6480	0.068
09:00 - 10:00	7	6480	0.073	7	6480	0.040	7	6480	0.113
10:00 - 11:00	7	6480	0.057	7	6480	0.024	7	6480	0.081
11:00 - 12:00	7	6480	0.044	7	6480	0.040	7	6480	0.084
12:00 - 13:00	7	6480	0.064	7	6480	0.051	7	6480	0.115
13:00 - 14:00	7	6480	0.046	7	6480	0.035	7	6480	0.081
14:00 - 15:00	7	6480	0.040	7	6480	0.042	7	6480	0.082
15:00 - 16:00	7	6480	0.022	7	6480	0.026	7	6480	0.048
16:00 - 17:00	7	6480	0.013	7	6480	0.022	7	6480	0.035
17:00 - 18:00	7	6480	0.002	7	6480	0.000	7	6480	0.002
18:00 - 19:00	7	6480	0.000	7	6480	0.000	7	6480	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.433			0.335			0.768

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	13350	0.015	1	13350	0.000	1	13350	0.015
07:00 - 08:00	7	6480	0.013	7	6480	0.004	7	6480	0.017
08:00 - 09:00	7	6480	0.004	7	6480	0.000	7	6480	0.004
09:00 - 10:00	7	6480	0.002	7	6480	0.000	7	6480	0.002
10:00 - 11:00	7	6480	0.000	7	6480	0.002	7	6480	0.002
11:00 - 12:00	7	6480	0.002	7	6480	0.000	7	6480	0.002
12:00 - 13:00	7	6480	0.007	7	6480	0.020	7	6480	0.027
13:00 - 14:00	7	6480	0.007	7	6480	0.000	7	6480	0.007
14:00 - 15:00	7	6480	0.000	7	6480	0.007	7	6480	0.007
15:00 - 16:00	7	6480	0.000	7	6480	0.004	7	6480	0.004
16:00 - 17:00	7	6480	0.000	7	6480	0.004	7	6480	0.004
17:00 - 18:00	7	6480	0.013	7	6480	0.011	7	6480	0.024
18:00 - 19:00	7	6480	0.000	7	6480	0.004	7	6480	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.056			0.119

Appendix G

TRICS Report – Petrol Filling Station

Calculation Reference: AUDIT-715001-190607-0617

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : B - PFS - WITH RETAIL
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Secondary Filtering selection:

Parameter: Filling bays
 Actual Range: 6 to 16 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/04/18

Selected survey days:

Monday	2 days
Tuesday	3 days
Friday	4 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
------------------------------------	---

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	5
High Street	1
No Sub Category	1

Secondary Filtering selection:

Use Class:

Not Known	9 days
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Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

Secondary Filtering selection (Cont.):

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 days

Travel Plan:

No	9 days
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PTAL Rating:

No PTAL Present	9 days
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LIST OF SITES relevant to selection parameters

1	DC-13-B-01 271 BARRACK ROAD CHRISTCHURCH	ESSO & TESCO EXPRESS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 <i>Survey date: MONDAY 24/03/14</i>		
	<i>Survey Type: MANUAL</i>		
2	DC-13-B-02 71-75 SOMERFORD ROAD CHRISTCHURCH	M&S & BP	DORSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8 <i>Survey date: FRIDAY 21/03/14</i>		
	<i>Survey Type: MANUAL</i>		
3	DS-13-B-01 NOTTINGHAM ROAD DERBY CHADDESSEN	ESSO & TESCO EXPRESS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: FRIDAY 26/06/15</i>		
	<i>Survey Type: MANUAL</i>		
4	LE-13-B-02 FOSSE ROAD NORTH LEICESTER	TESCO EXPRESS & ESSO	LEICESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: TUESDAY 28/10/14</i>		
	<i>Survey Type: MANUAL</i>		
5	MS-13-B-01 ULLET ROAD LIVERPOOL SEFTON PARK	ESSO & SPAR	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 <i>Survey date: TUESDAY 18/11/14</i>		
	<i>Survey Type: MANUAL</i>		
6	NT-13-B-03 CASTLE BRIDGE ROAD NOTTINGHAM	SAINSBURY'S PFS	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays: 16 <i>Survey date: FRIDAY 25/11/16</i>		
	<i>Survey Type: MANUAL</i>		
7	NY-13-B-02 NORTH STREET RIPON	BP & SPAR	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 <i>Survey date: MONDAY 23/09/13</i>		
	<i>Survey Type: MANUAL</i>		
8	NY-13-B-03 WETHERBY ROAD NORTH KNARESBOROUGH	ESSO & CO-OP	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays: 8 <i>Survey date: FRIDAY 30/09/16</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-13-B-05	TEXACO & CO-OPERATIVE	WEST MIDLANDS
	HIGH STREET		
	BIRMINGHAM		
	HARBORNE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Filling bays:	8	
	<i>Survey date: TUESDAY</i>	<i>22/10/13</i>	<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	9	8	5.432	9	8	5.054	9	8	10.486
07:00 - 08:00	9	8	8.257	9	8	8.014	9	8	16.271
08:00 - 09:00	9	8	8.838	9	8	8.622	9	8	17.460
09:00 - 10:00	9	8	8.622	9	8	8.878	9	8	17.500
10:00 - 11:00	9	8	7.622	9	8	7.703	9	8	15.325
11:00 - 12:00	9	8	7.257	9	8	7.176	9	8	14.433
12:00 - 13:00	9	8	8.824	9	8	8.905	9	8	17.729
13:00 - 14:00	9	8	8.878	9	8	8.703	9	8	17.581
14:00 - 15:00	9	8	9.081	9	8	9.027	9	8	18.108
15:00 - 16:00	9	8	9.216	9	8	9.297	9	8	18.513
16:00 - 17:00	9	8	9.500	9	8	9.676	9	8	19.176
17:00 - 18:00	9	8	9.203	9	8	9.068	9	8	18.271
18:00 - 19:00	9	8	9.081	9	8	9.108	9	8	18.189
19:00 - 20:00	9	8	8.784	9	8	9.068	9	8	17.852
20:00 - 21:00	9	8	5.622	9	8	5.541	9	8	11.163
21:00 - 22:00	9	8	4.324	9	8	4.527	9	8	8.851
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			128.541			128.367			256.908

Parameter summary

Trip rate parameter range selected:	6 - 16 (units:)
Survey date date range:	01/01/13 - 28/04/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TAXI S

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	9	8	0.122	9	8	0.095	9	8	0.217
07:00 - 08:00	9	8	0.108	9	8	0.135	9	8	0.243
08:00 - 09:00	9	8	0.216	9	8	0.216	9	8	0.432
09:00 - 10:00	9	8	0.378	9	8	0.378	9	8	0.756
10:00 - 11:00	9	8	0.270	9	8	0.270	9	8	0.540
11:00 - 12:00	9	8	0.257	9	8	0.257	9	8	0.514
12:00 - 13:00	9	8	0.257	9	8	0.257	9	8	0.514
13:00 - 14:00	9	8	0.189	9	8	0.189	9	8	0.378
14:00 - 15:00	9	8	0.216	9	8	0.176	9	8	0.392
15:00 - 16:00	9	8	0.162	9	8	0.203	9	8	0.365
16:00 - 17:00	9	8	0.324	9	8	0.324	9	8	0.648
17:00 - 18:00	9	8	0.311	9	8	0.311	9	8	0.622
18:00 - 19:00	9	8	0.189	9	8	0.189	9	8	0.378
19:00 - 20:00	9	8	0.243	9	8	0.243	9	8	0.486
20:00 - 21:00	9	8	0.297	9	8	0.270	9	8	0.567
21:00 - 22:00	9	8	0.122	9	8	0.135	9	8	0.257
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.661			3.648			7.309