

**Town & Country Planning Act 1990 (As Amended)**

**Ribble Valley Borough Council**

**Proposed office and light industrial (B1 use) development  
and leisure development**

**Carr Hall Business Park, Whalley Road in Wilpshire BB1 9LJ**

**Highway & Transport Report**

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**15<sup>th</sup> July 2020**

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1. Introduction

- 1.1 This Highway & Transport Report has been prepared to accompany two separate planning applications at Carr Hall Business Park on Whalley Road in Wilpshire. One planning application is for a proposed leisure development comprising an electric motorsport area and building and a café, children's play area and 10 no. glamping pods. The second planning application is for a proposed light industrial development and office development that will provide 2,572 sq.m of office floorspace and 5,757 sq.m of light industrial (B1), floorspace.
- 1.2 The proposed developments have been the subject of a pre-application consultation with the Local Highway Authority (Lancashire County Council), and this is included in Appendix 1. A further pre-app. response has been received in July, 2020 which raises no significant highway issues for the proposed leisure uses (Phase 1 scheme). The proposed employment development will make a valuable contribution to the economy of Ribble Valley and increase the employment opportunities in the local area.
- 1.3 The site is well located for access by all modes of transport including sustainable transport being located on a bus route between Clitheroe and Blackburn and within a convenient walking, or cycling, distance of Langho railway station. A Travel Plan is already in operation at the existing offices on the site (Mott MacDonald Bentley design and construction), and there will be increased opportunities for car-sharing and electric vehicle transport as part of the proposed developments. The proposed café will reduce the number of trips from the site by employees for food and refreshments.

2. Site Location and Existing Use

2.1 Carr Hall Business Park is located on the south-east side of the A666 Whalley Road in Wilpshire near Whalley, as shown in Figure 1.

2.2 The site was previously used as a large garden centre with a retail facility, 200-seat restaurant and a 200-seat café and additional storage buildings. The main building was converted into offices in 2015 and is occupied by Mott MacDonald Bentley (MMB), which is a large design and construction company that employs 300 people at the site. The existing offices have a floor area of, approximately, 4,500 square metres.

2.3 The site also includes Carr Hall which is a substantial dwelling house with approved planning permission for a large extension.

3. Existing Highway Conditions

- 3.1 As described in Section 2, Carr Hall Business Park is located off the A666 Whalley Road in Wilpshire near Whalley. The site has an existing, well-designed, access onto Whalley Road, as shown in Photograph 1. The existing access has over 120 metres of visibility available in both directions along Whalley Road, as recommended for an access in a 40 mph speed limit such as Whalley Road.
- 3.2 The existing, private, access road has a carriageway width of 6.2 metres with footways on both sides of the road and a good system of street lighting, as shown in Photograph 2. There is a large car park for the offices of MMB with 350 parking spaces. There is a separate service access within the site for deliveries to MMB. There are turning areas within the remaining site for large vehicles to turn around in a forward gear.
- 3.3 The section of Whalley Road near the site has a carriageway width of 8 metres with cycle lanes on both sides, as shown in Photograph 3. There is a footway on the north-west side of the road to allow pedestrians to walk to, and from, Langho and Wilpshire, including the railway station in Langho. There are bus stops in the vicinity of the existing site access with a regular bus service operating between Blackburn and Clitheroe, as described later in the report. There is a good system of street lighting along Whalley Road and along the private access road serving the site.
- 3.4 The A666 Whalley Road carries a, relatively, low volume of traffic for a single carriageway road with an Annual Average Daily Flow (AADF), of 7,800 vehicles, as shown in the traffic data from the Department for Transport (DfT), in Appendix 2. The capacity of a single carriageway road, such as Whalley Road, is up to 13,000 vehicles AADF (Ref. 1), therefore the road is operating at approximately 60% of its capacity.

*Proposed Office & Light Industrial Development and Leisure Development  
at Carr Hall Business Park, Whalley Road in Wilpshire*

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- 3.5 The wider highway network also operates satisfactorily with no significant traffic congestion as shown on the typical highway network traffic flow maps during the weekday peak periods in Appendix 3.
- 3.6 The existing highway access for the site has no traffic capacity problems, including during the weekday peak periods.
- 3.7 An examination of the road safety data that is held on the LCC website MARIO (Maps and Related Information Online), shows that the section of the A666 Whalley Road near the site has a, relatively, good road safety record for an 'A' class road. The website shows that there has have been no recorded injury accidents at the existing access to Carr Hall Business Park during the most recent 5 year data period that is shown on the 18.6.2020 (Appendix 3). There has been just one slight injury accident on the section of the A666 Whalley Road near the site during the 5 year period which involved a collision between a bus and a cyclist in 2014 (as shown in the accident record in Appendix 4).
- 3.8 On the wider highway network there is no evidence of any significant highway safety problems that would be materially affected by the traffic that would be generated by the proposed development.

4. Proposed Developments

- 4.1 Two separate planning applications will be made. The first planning application will include a café which will provide a support facility for the proposed leisure uses. It will also have the benefit of providing a food and refreshment facility which can also be used by existing employees who work at the MMB offices and will, thereby, reduce the needs for trips off the site, particularly at lunchtimes. The first planning application will propose an all-electric motorsports area and building for groups of approximately 20 people as a leisure activity within the site. 10 no. glamping pods are proposed and a children's play area. The proposed development is shown on the Proposed Site Layout Plan in Appendix 5.
- 4.2 The second planning application will propose 2,572 sq.m of office floorspace with the conversion of Carr Hall from residential to office (929 sq.m), and a 3-storey office extension at the rear of the building (1,643 sq.m). The proposed development will provide 5,757 sq.m of light industrial (B1) floorspace in 3 new units on the southern part of the site, as shown on the Proposed Site Layout Plan in Appendix 5.
- 4.3 The proposed development will provide new employment opportunities in Ribble Valley Borough and this will reduce the distance that many employees need to travel to, and from, work instead of travelling to areas such as Blackburn and Preston. This will have a beneficial impact on the operation of the existing highway network in the Whalley and Blackburn areas compared to a 'Do Nothing' scenario.
- 4.4 There will also be good opportunities for future employees to walk, cycle or travel by public transport to, and from, the site, as described later in the report. There will also be car-sharing opportunities and the promotion of electric vehicles to reduce the environmental impact of the proposed development.
- 4.5 Parking will be provided within the proposed developments in accordance with the Parking Standards of Ribble Valley Borough Council including mobility parking spaces, cycle parking and parking for 2 wheeled powered vehicles (motorcycles and scooters).

5. Traffic Impact of the Proposed Developments

*Traffic Generation*

- 5.1 In order to forecast the traffic generation for the proposed development, the Trip Rate Information Computer System has been examined (TRICS). This is the national standard for traffic generation information for development sites in the UK. The TRICS database has been examined for the Main Land Use 'Employment' and the Sub Land Uses 'Office' and 'Industrial Unit'. Sites in England, excluding Greater London, have been chosen from the database in geographic and population areas that are similar to the proposed development site.
- 5.2 The TRICS output is included in Appendix 6 and summarised in the tables below with the predicted traffic generation for the proposed offices and industrial units. The traffic generation rates that have been used are average rates. It is considered that the proposed development will have average traffic generation rates, or less, for the reasons described later in the report.

<b>Time Period</b>	<b>Traffic Generation Rate (arrivals)</b>	<b>Traffic Generation Rate (departures)</b>	<b>Total Traffic Generation Rate (per 100 sq.m)</b>
Weekday A.M. Peak (0800 – 0900 hrs.)	1.154	0.165	1.319
Weekday P.M. Peak (1700 – 1800 hrs.)	0.145	1.169	1.314
Total Weekday (0700 – 1900 hrs.)	5.037	4.967	10.004

Table 1 – Traffic Generation Rates (per 100 sq.m office)

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<b>Time Period</b>	<b>Traffic Generation (vehicle arrivals)</b>	<b>Traffic Generation (vehicle departures)</b>	<b>Total Traffic Generation (vehicles)</b>
Weekday A.M. Peak (0800 – 0900 hrs.)	30	4	34
Weekday P.M. Peak (1700 – 1800 hrs.)	4	30	34
Total Weekday (0700 – 1900 hrs.)	130	128	258

Table 2 – Traffic Generation (2,572 sq.m Offices)

<b>Time Period</b>	<b>Traffic Generation Rate (arrivals)</b>	<b>Traffic Generation Rate (departures)</b>	<b>Total Traffic Generation Rate (per 100 sq.m)</b>
Weekday A.M. Peak (0800 – 0900 hrs.)	0.254	0.038	0.292
Weekday P.M. Peak (1700 – 1800 hrs.)	0.036	0.208	0.244
Total Weekday (0700 – 1900 hrs.)	1.415	1.186	2.601

Table 3 – Traffic Generation Rates (per 100 sq.m industrial unit)

<b>Time Period</b>	<b>Traffic Generation (vehicle arrivals)</b>	<b>Traffic Generation (vehicle departures)</b>	<b>Total Traffic Generation (vehicles)</b>
Weekday A.M. Peak (0800 – 0900 hrs.)	15	3	18
Weekday P.M. Peak (1700 – 1800 hrs.)	2	12	14
Total Weekday (0700 – 1900 hrs.)	82	68	150

Table 4 – Traffic Generation (5,757 sq.m Industrial Units)

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<b>Time Period</b>	<b>Traffic Generation (vehicle arrivals)</b>	<b>Traffic Generation (vehicle departures)</b>	<b>Total Traffic Generation (vehicles)</b>
Weekday A.M. Peak (0800 – 0900 hrs.)	45	7	52
Weekday P.M. Peak (1700 – 1800 hrs.)	6	42	48
Total Weekday (0700 – 1900 hrs.)	212	196	408

Table 5 – Total Traffic Generation (Offices + Industrial Units)

*Traffic Impact*

- 5.2 It can be seen from Table 5 that the forecast traffic generation for the proposed development would be, relatively, low during the weekday peak hours with 48 – 52 vehicles generated. This is less than 1 additional vehicle per minute during the peak hours and is unlikely to create any significant operational impacts on the existing highway network which operates satisfactorily, as described in Section 3 of this report. It is likely that many of the generated vehicle trips will be to, or from, the Clitheroe or Whalley areas and this will reduce the existing, and potential, number of vehicle trips that are generated from these areas to Blackburn (including the M65 motorway), and Preston. This will have a beneficial effect on traffic flows along the A666 to the south of the site and the A59 to the west of the site.
- 5.3 The proposed leisure development will not generate very few (if any), new vehicle trips on the highway network during the weekday peak periods. The electric motorsports facility would operate during off-peak periods, between 0930 – 1600 hrs. on weekdays. The proposed café will, predominantly, provide a facility for people who are already on the site, including visitors using the leisure facilities and office workers.

5.4 The traffic generation of the site is likely to be below the levels shown in Table 5 for the following reasons :

- the site is accessible on foot, by cycling and public transport, from the surrounding areas including Langho, Wilpshire, Whalley and Clitheroe, and,
- A Travel Plan would be implemented to complement the existing Travel Plan at MMB and promote sustainable travel and car-sharing and electric vehicles (the Travel Plan is likely to reduce traffic generation rates by at least 15% based on Department for Transport (DfT), research).

*Highway Access*

5.5 The existing highway access onto Whalley Road has adequate traffic capacity to accommodate the predicted traffic generation during the peak hours of less than 1 vehicle per minute during the weekday peak hours. A traffic survey has been carried out at the existing access during the weekday peak periods, as requested by LCC in the pre-application consultation, and the results are included in Appendix 7. The traffic survey shows that the existing traffic flows at the site (arrivals and departures), are evenly distributed onto Whalley Road and this will reduce the traffic impact on the existing highway network to less than 30 vehicles per hour during the weekday peak periods which is a low traffic impact.

5.6 As requested by LCC during the pre-application consultation, a traffic sign will be placed at the exit from the site to warn drivers of high vehicles about the height restriction at the railway bridge on Whalley Road to the north (Whalley direction), of the site. The existing Whalley-bound bus stop on Whalley Road will also be relocated further northwards as part of the employment development, as agreed with LCC, the avoid traffic flow problems on Whalley Road when buses are waiting at the bus stops near the site access.

6. Sustainable Transport

- 6.1 The proposed developments will be accessible by means other than the private car and, therefore, comply with the requirements of the National Planning Policy Framework (NPPF – Ref. 2). Preference will be given to future businesses at the site that utilise green technology and have green credentials.
- 6.2 The proposed developments will be accessible by walking and cycling from the areas shown in Appendix 7 that are within a 15 minute, or 30 minute, travel time. The proposed developments will also be accessible by public transport from the areas shown in Appendix 7. The number 22 bus service operates past the site with bus stops located near the site access. This provides a good bus service, every 30 minutes, between Clitheroe and Blackburn and also provides connections to Langho or Ramsgrave railway stations, as shown in Photograph 4. The journey time by bus between Blackburn and Langho is just 30 minutes, as shown on the timetable in Appendix 6. There are good train services available between Clitheroe – Blackburn – Manchester with a train journey between Langho and Clitheroe taking just 12 minutes and between Langho and Manchester Victoria just over 1 hour (as shown on the timetable in Appendix 7).
- 6.3 Therefore, the proposed developments will be accessible by means other than the private car and comply with the National Planning Policy Framework in relation to sustainable transport.

7. Conclusions and Recommendation

- 7.1 This Highway & Transport Report has been prepared to accompany two, separate, planning applications at Carr Hall Business Park on Whalley Road in Wilpshire, Ribble Valley. The first planning application will be for a leisure development comprising an electric motorsport facility (with a building), a café, 10 no. glamping pods and a children's play area. The second planning application will be for a proposed office and light industrial (B1), to provide 2,572 sq.m of new office floorspace and 5,757 sq.m of light industrial floorspace. This will provide valuable employment opportunities in Ribble Valley Borough.
- 7.2 The proposed developments have been the subject of a favourable pre-application consultation with Lancashire County Council Highways and the requirements of LCC have been included in this report and as part of the proposed developments.
- 7.3 The report shows that the existing highway network in the vicinity of the site operates satisfactorily and has a, relatively, good road safety record during the most recent 5 year data period. The proposed developments will generate a low number of additional vehicles, corresponding to less than 1 per minute during the weekday peak periods, and many of these vehicle movements will divert from the wider highway network to reduce traffic flows on the A666 to the south of the site and the A59 to the west (or reduce the future potential traffic flows on these roads relating to work journeys within Ribble Valley).

- 7.4 The proposed developments will be sustainable, in transport terms, with good access to existing bus and rail services. There are regular (30 minute), bus services operating along Whalley Road, between Clitheroe and Blackburn, with bus stops located near the existing site access. Langho railway station is located 1200 metres from the site (15 minute walking time), with hourly train services to, and from, Clitheroe, Blackburn and Manchester. A Travel Plan will be implemented at the proposed development and this will promote sustainable transport, car sharing and electric vehicles.
- 7.5 Based on the information in this report, it is recommended that there should be no highway or transport objections raised towards both planning applications.

*Proposed Office & Light Industrial Development and Leisure Development  
at Carr Hall Business Park, Whalley Road in Wilpshire*

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References :

1. Design Manual for Roads and Bridges  
TA 46/97  
Economic Assessment and Recommended Flow Ranges  
for New Rural Roads
  
2. National Planning Policy Framework (NPPF)  
Ministry of Housing, Communities & Local Government  
June, 2019

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**Figure 1**

**Site Location**



1 km



FIGURE 1  
Site Location

*Proposed Office & Light Industrial Development and Leisure Development  
at Carr Hall Business Park, Whalley Road in Wilpshire*

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**Appendix 1**

**Highway Consultation from Lancashire CC**

John Carruthers  
VTC Consultancy  
Brierley House  
3 Brierley Street  
Preston  
PR2 2AU

Phone: 03001236780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)

Ref No:  
Officer: Simon Hardie

Date: 27<sup>th</sup> January 2020

## PRE-APPLICATION ADVICE

### Location

Carr Hall Business Park Whalley Road Wilpshire BB1 9LG

### Description of proposals

Proposed office and Light industrial (B1 use) development with café and electric bike unit

### Comments

The information that has been presented shows there is nothing to suggest that there are concerns regarding the development from a highways perspective. The existing access is large enough to accommodate an increase in the volume and size traffic generated by the development, which is likely to be required during the construction phase and the perpetuity of the development.

### Advice

In order to support the application it would be beneficial if the following points were addressed in any supporting evidence for the application(s). Some of the points have been covered within the documents accompanying the Pre Application advice submission. The points are not in any order of importance.

- A warning sign with in the development site should be provided near the exit, showing the height of the low bridge towards the A59 should be provided. The bridge is signed at 4m and 13ft according to google street view.
- The section 278 agreement from the previous application 3/2014/1044 will need to be completed.
- A traffic count showing the turning movements in and out of the site to establish the balance of the increased traffic flow to cover the time periods of 07:30 to 09:30hrs and 16:00 to 18:00hrs. This would support the directional traffic flow for the increase in the volume of traffic using the site. Should this show a

### Phil Barrett

Director of Community Services  
Cuerden Way • Bamber Bridge • Preston • PR5 6BS

significant proportion going towards the A59m then a modelling exercise of the roundabout should be under taken with the increased traffic flow to establish the increased traffic queues at the mini roundabouts at Whitehalgh Lane, York Lane and Whalley Road.

- A Construction Management Plan should be provided, this should include reference to the low bridge
- The car parking areas should be shown on a plan and it is expected that the site will be marked out as per the plan, these should include Mobility Parking Provision, Cycle parking provision (secure lockers are preferred), Motorcycle Provision as detailed in Lancaster's Parking Standards. Provision for the charging of electric vehicles will also be expected. The non-standard parking should be pepper potted the site rather than all being provided in same space.
- Swept paths for Articulated HGV Vehicles capable of carrying a full size container should be provided for the start-up units, and the routing around the site.
- The servicing of the Café should be able to accommodate a smaller delivery vehicle based on a 8m - 12 tonne delivery vehicle, as favoured by a number of local food delivery companies.
- A lighting design will be required for the site. Care should be taken that there is no upward light, the Institute of Lighting Professional produce Guidance Notes on Light Pollution which outlines the basic principles. It could be expected that there are bats in the area which will need to be accommodated.

It should be expected that there will be a number of conditions that are requested to accompany the application should it be successful.

1. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason: To prevent stones and mud being carried onto the public highway to the detriment of road safety.
2. The car parking and manoeuvring scheme to be marked out in accordance with the approved plan, before the use of the premises hereby permitted becomes operative and permanently maintained thereafter. **Reasons:** To allow for the effective use of the parking areas.
3. Any source of glare from the solar panels shall be effectively screened from the view of a driver and pedestrians on the adjoining public highway and maintained thereafter. Reason: To avoid glare, dazzle or distraction to passing motorists and pedestrians.
4. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) The erection and maintenance of security hoarding
- v) Measures to control the emission of dust and dirt during construction
- vi) A scheme for recycling/disposing of waste resulting from demolition and construction works
- vii) Details of working hours
- viii) Routing of delivery vehicles to/from site

## **Conclusion**

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.

Yours faithfully

Simon Hardie  
Highways Development Control  
Highways and Transport

*Proposed Office & Light Industrial Development and Leisure Development  
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**Appendix 2**

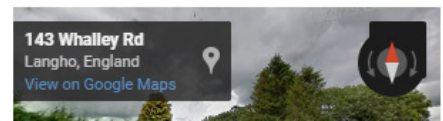
**Department for Transport Traffic Flows for A666 in Wilpshire**

# Site number: 47458

## Site details

Region	<a href="#">North West</a>
Local authority	<a href="#">Lancashire</a>
Road name	A666
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	Hollies Rd, Wilpshire

## Location



## Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2018	Estimated using previous year's AADF on <a href="#">this link</a>	33	34	6455	69	1110	164	7833

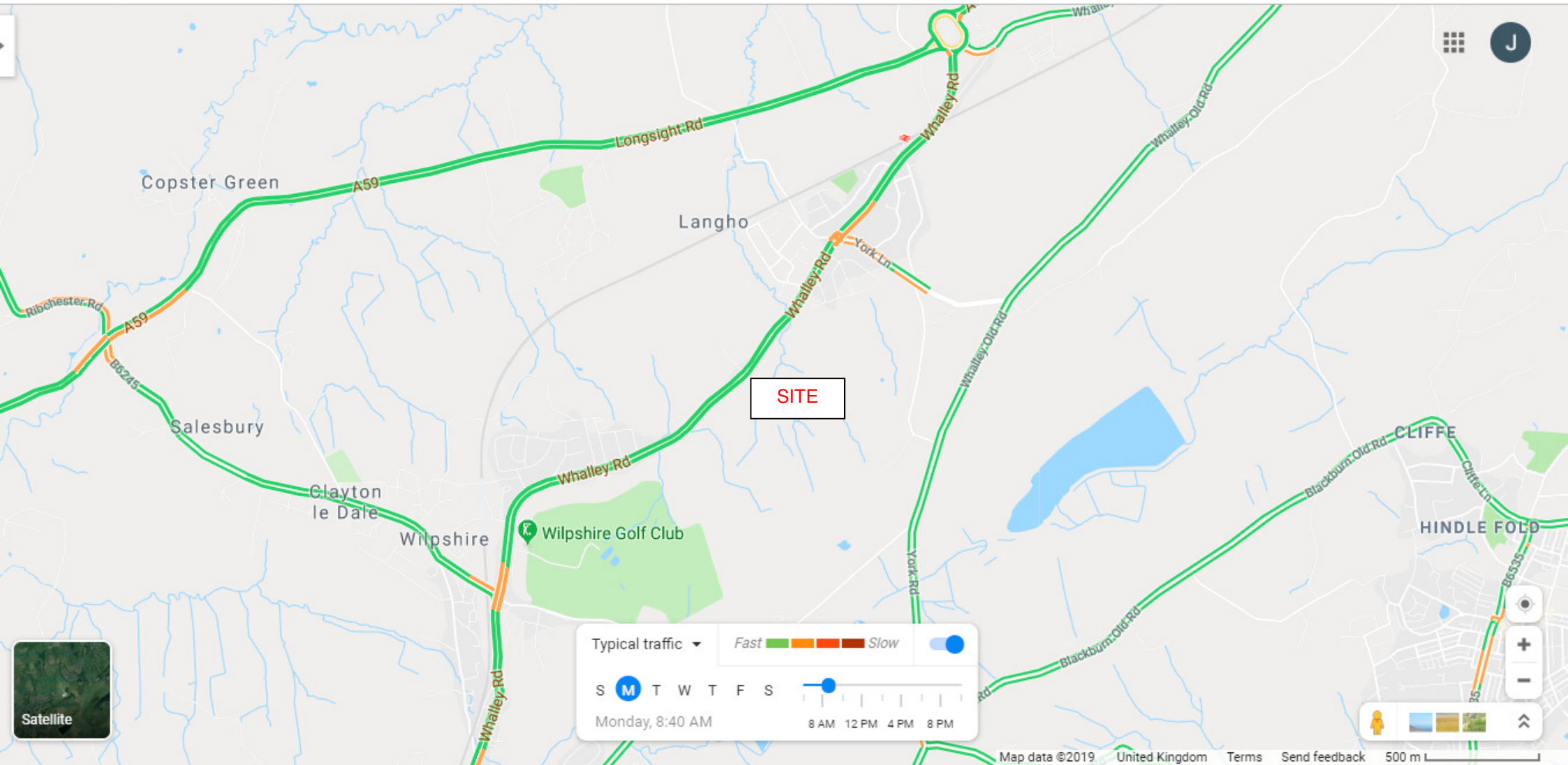
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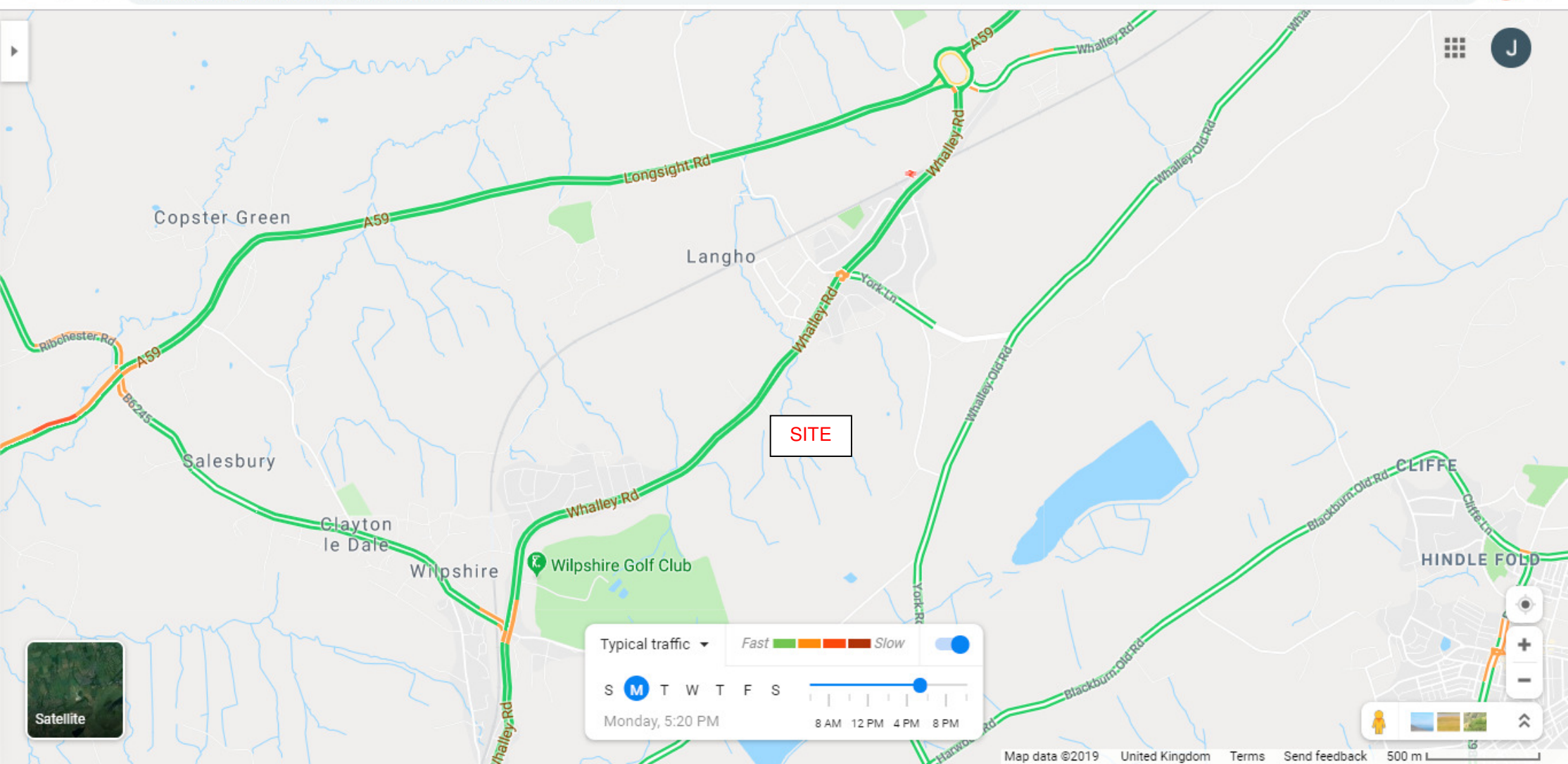
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**Appendix 3**

**Highway Operation During Weekday Peak Periods**



Typical Traffic Conditions  
Weekday A.M. Peak



Typical Traffic Conditions  
Weekday P.M. Peak

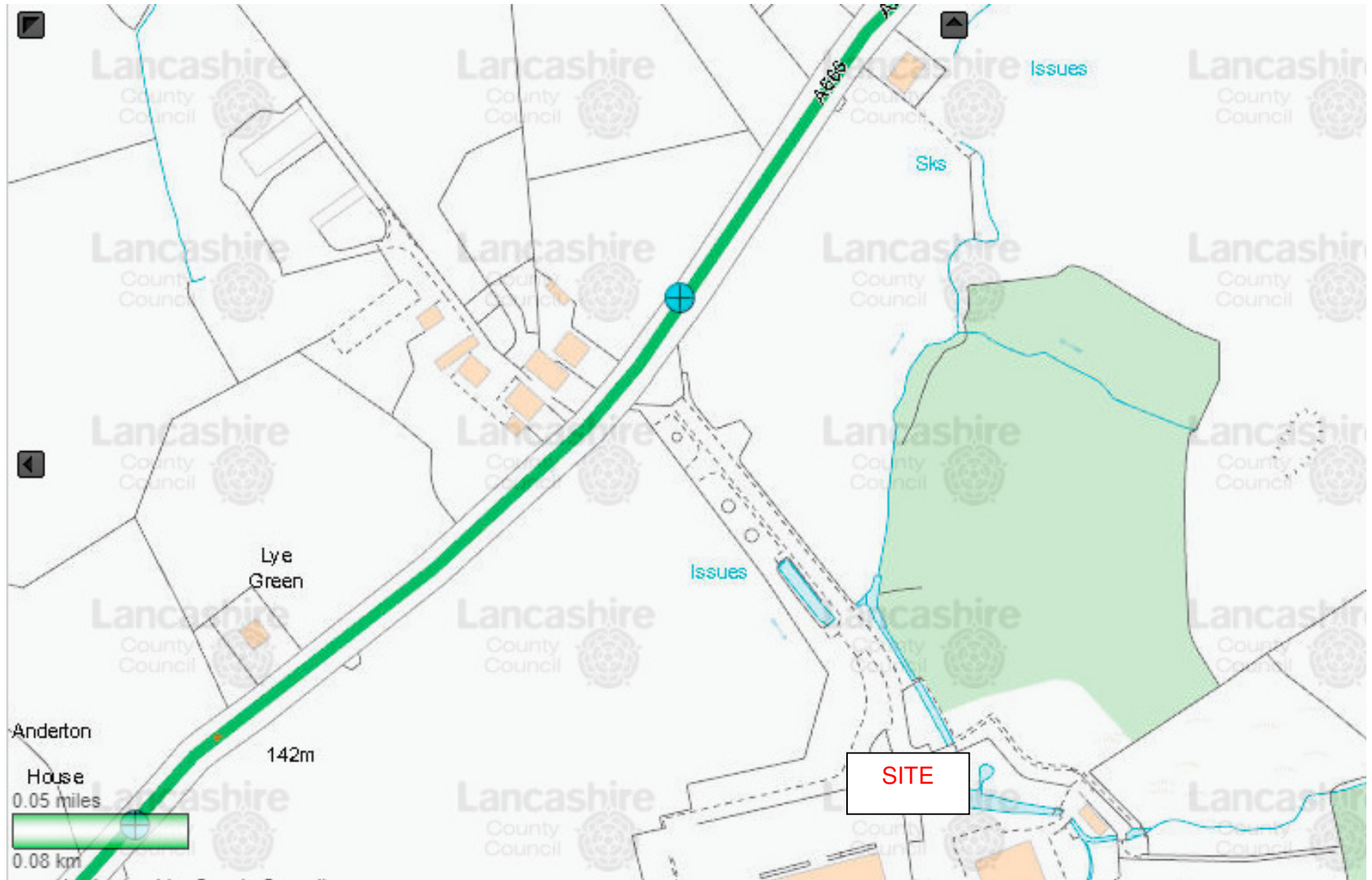
*Proposed Office & Light Industrial Development and Leisure Development  
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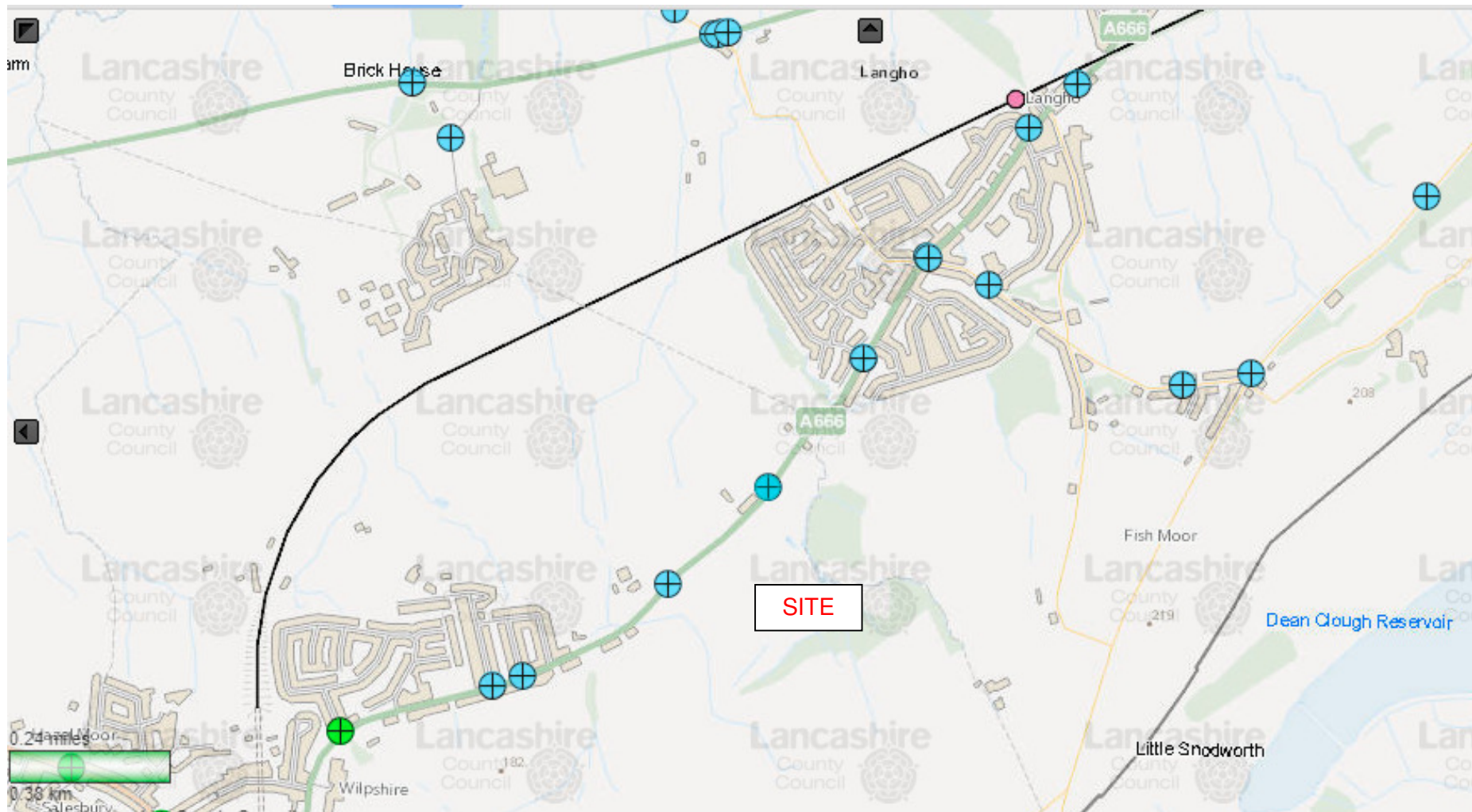
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**Appendix 4**

**Road Safety Information**



Road Safety Information  
5 Years Recorded Injury Accidents  
LCC MARIO 18.6.2020



Road Safety Information on the Wider Highway Network  
5 Years Data  
LCC MARIO 18.6.2020

*Proposed Office & Light Industrial Development and Leisure Development  
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**Appendix 5**

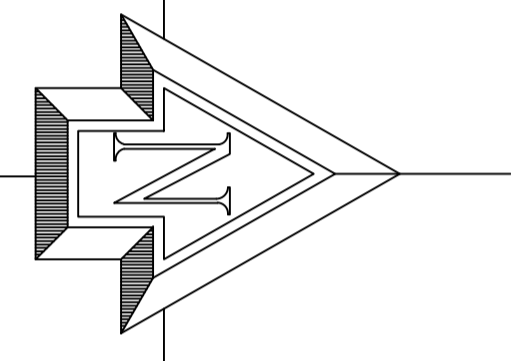
**Proposed Developments**

Proposed new development at:  
**Carr Hall**  
**Whalley Road**  
**Langho**  
**BB1 9LJ**

CLIENT:	Mr A Dorelon
DATE:	June 2020
SCALE:	1:500 @ A1
DWG No:	Proposed Site Plan
L.A.:	
AMENDMENTS:	DATE:

**ENTWISTLE DESIGN SERVICES**

7 Edgerfield  
 Astley Village  
 Chorley  
 PR7 1XH  
 Tel: 01257 274976  
 E-Mail: entwistledesign@aol.com



- New Buildings
- Play area
- Hardstanding
- Glamping pods

Path (um)

*Proposed Office & Light Industrial Development and Leisure Development  
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**Appendix 6**

**Traffic Generation Information**

Calculation Reference: AUDIT-756701-191007-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days

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

Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 186 to 33180 (units: sqm)  
 Range Selected by User: 178 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Town Centre	1
Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	6

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

A1	1 days
B1	16 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

5,001 to 10,000	8 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	5 days
No	12 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	17 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CA-02-A-04 BRETTON WAY PETERBOROUGH	OFFICE		CAMBRI D G E S H I R E
	Edge of Town Commercial Zone Total Gross floor area:		6483 sqm	
2	CB-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
3	DC-02-A-09 THE GROVE DORCHESTER	COUNCIL OFFICES		DORSET
	Edge of Town Centre Built-Up Zone Total Gross floor area:		11664 sqm	
4	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total Gross floor area:		2000 sqm	
5	ES-02-A-09 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		186 sqm	
6	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES		EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3640 sqm	
7	KC-02-A-07 KAVELIN WAY ASHFORD HENWOOD IND. ESTATE	KCC HIGHWAYS REG.		KENT
	Edge of Town Commercial Zone Total Gross floor area:		2525 sqm	
8	KC-02-A-08 ST MICHAEL'S CLOSE AYLESFORD CLAY WOOD	KCC HIGHWAYS REG. OFFICE		KENT
	Edge of Town Industrial Zone Total Gross floor area:		3168 sqm	
9	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		2600 sqm	
10	LE-02-A-04 BURTON STREET MELTON MOWBRAY	COUNCIL OFFICES		LEICESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		3981 sqm	
11	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

12	NF-02-A-03 NORTH QUAY GREAT YARMOUTH	OFFICES		NORFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:		5500 sqm	
13	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category			
	Total Gross floor area:		1930 sqm	
14	SC-02-A-16 STANHOPE ROAD CAMBERLEY	BANK OF AMERICA		SURREY
	Edge of Town Commercial Zone			
	Total Gross floor area:		39230 sqm	
15	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:		6505 sqm	
16	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY		WILTSHIRE
	Edge of Town Development Zone			
	Total Gross floor area:		2500 sqm	
17	WY-02-A-04 BRADFORD ROAD CLECKHEATON	INSURANCE COMPANY		WEST YORKSHIRE
	Town Centre High Street			
	Total Gross floor area:		442 sqm	

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	16	5179	0.148	16	5179	0.011	16	5179	0.159
07:30 - 08:00	16	5179	0.303	16	5179	0.043	16	5179	0.346
08:00 - 08:30	17	4901	0.553	17	4901	0.064	17	4901	0.617
08:30 - 09:00	17	4901	0.601	17	4901	0.101	17	4901	0.702
09:00 - 09:30	17	4901	0.630	17	4901	0.139	17	4901	0.769
09:30 - 10:00	17	4901	0.334	17	4901	0.124	17	4901	0.458
10:00 - 10:30	17	4901	0.263	17	4901	0.158	17	4901	0.421
10:30 - 11:00	17	4901	0.211	17	4901	0.113	17	4901	0.324
11:00 - 11:30	17	4901	0.172	17	4901	0.150	17	4901	0.322
11:30 - 12:00	17	4901	0.127	17	4901	0.144	17	4901	0.271
12:00 - 12:30	17	4901	0.139	17	4901	0.142	17	4901	0.281
12:30 - 13:00	17	4901	0.210	17	4901	0.229	17	4901	0.439
13:00 - 13:30	17	4901	0.218	17	4901	0.192	17	4901	0.410
13:30 - 14:00	17	4901	0.214	17	4901	0.122	17	4901	0.336
14:00 - 14:30	17	4901	0.167	17	4901	0.126	17	4901	0.293
14:30 - 15:00	17	4901	0.158	17	4901	0.169	17	4901	0.327
15:00 - 15:30	17	4901	0.122	17	4901	0.200	17	4901	0.322
15:30 - 16:00	17	4901	0.095	17	4901	0.241	17	4901	0.336
16:00 - 16:30	17	4901	0.100	17	4901	0.409	17	4901	0.509
16:30 - 17:00	17	4901	0.082	17	4901	0.413	17	4901	0.495
17:00 - 17:30	17	4901	0.086	17	4901	0.756	17	4901	0.842
17:30 - 18:00	17	4901	0.059	17	4901	0.460	17	4901	0.519
18:00 - 18:30	16	5179	0.037	16	5179	0.326	16	5179	0.363
18:30 - 19:00	16	5179	0.008	16	5179	0.135	16	5179	0.143
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>5.037</b>			<b>4.967</b>			<b>10.004</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

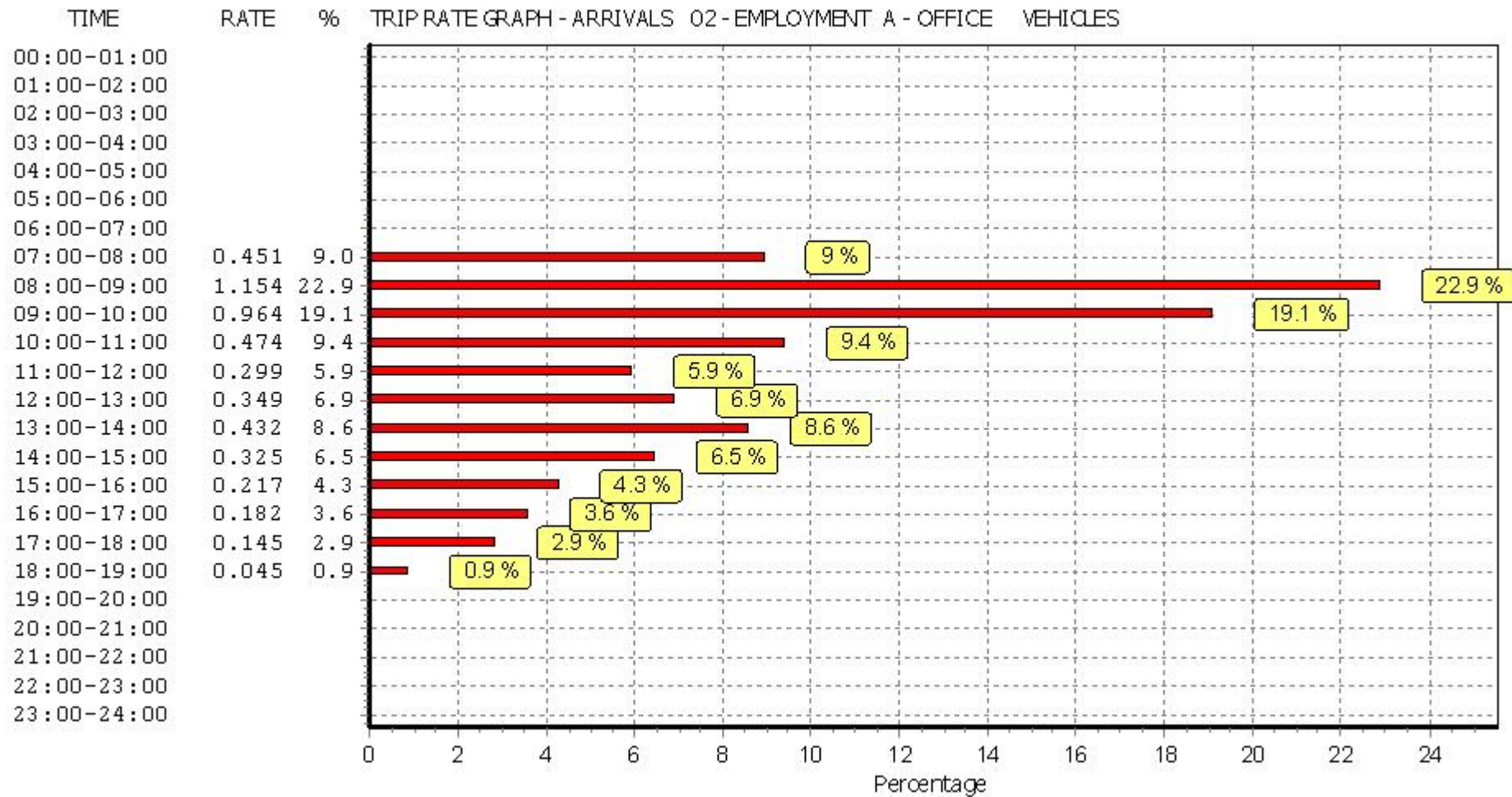
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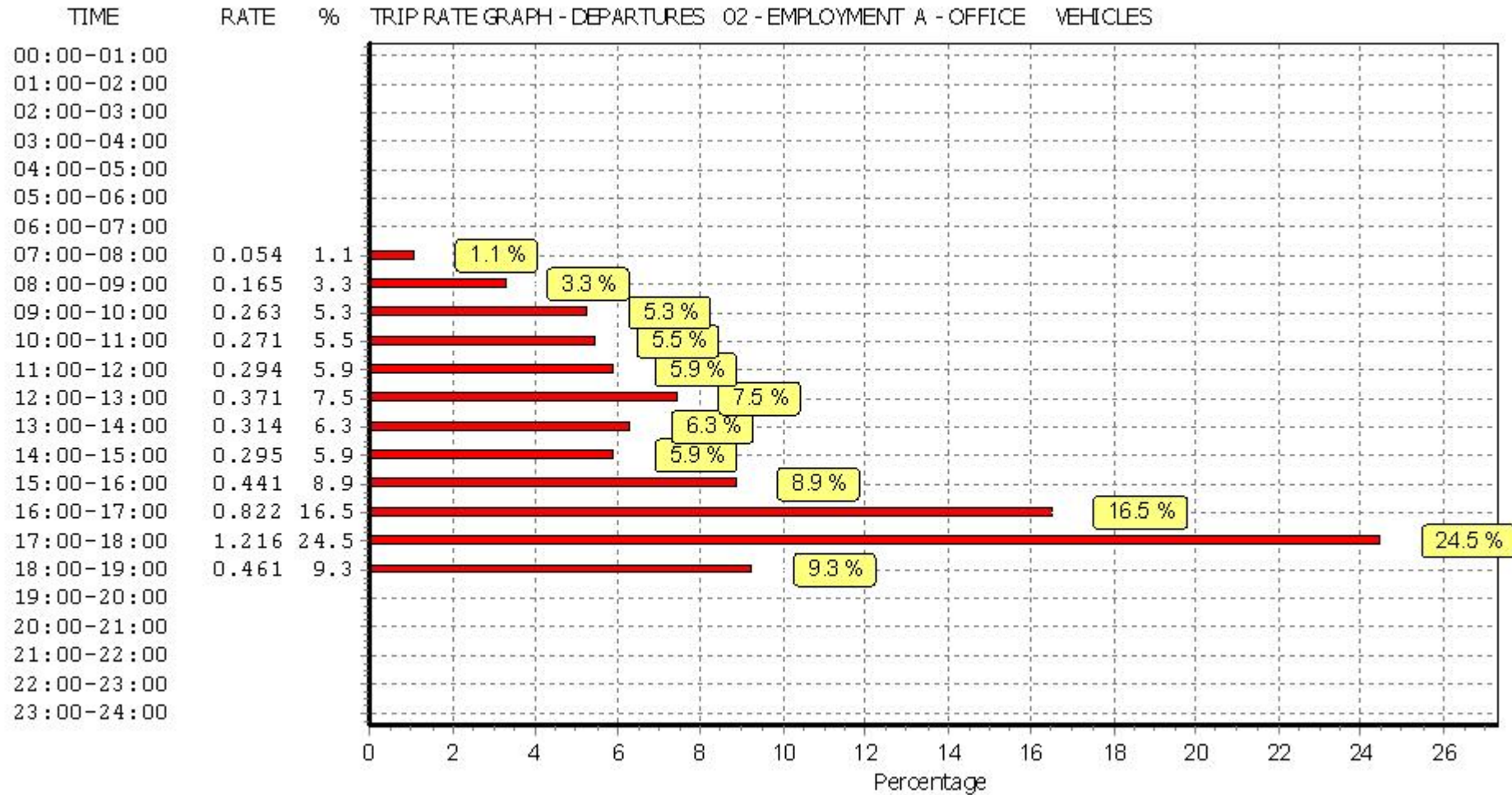
#### Parameter summary

Trip rate parameter range selected:	186 - 33180 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

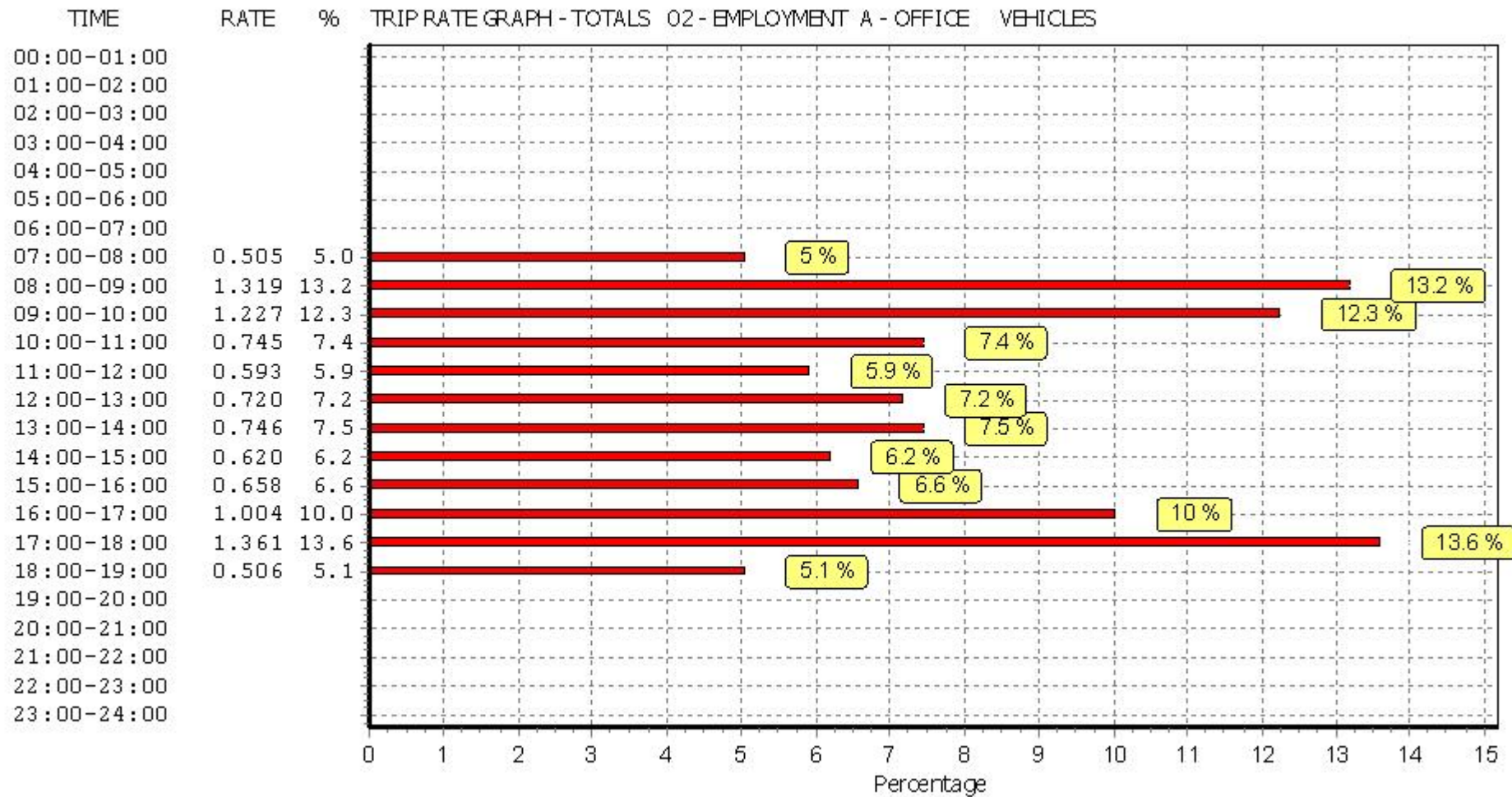
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

Calculation Reference: AUDIT-756701-191007-1040

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	RE	READING	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	LC	LANCASHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 150 to 80000 (units: sqm)  
 Range Selected by User: 150 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/11/18

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	3 days
Thursday	7 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	14
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*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	10 days
B2	6 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	10 days
1.6 to 2.0	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	18 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	19 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL	STAINLESS FITTINGS		BRISTOL CITY
	Edge of Town Industrial Zone Total Gross floor area:		1475 sqm	
2	CH-02-C-02 JUPITER DRIVE CHESTER CHESTER W. EMP. PARK	INDUSTRIAL MATERIALS		CHESHIRE
	Edge of Town Industrial Zone Total Gross floor area:		8100 sqm	
3	CH-02-C-03 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK	OFFICE FURNITURE		CHESHIRE
	Edge of Town Development Zone Total Gross floor area:		6658 sqm	
4	DS-02-C-02 PONTEFRACT STREET DERBY	ENGINEERED PRODUCTS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		2600 sqm	
5	DV-02-C-01 PLYMBRIDGE ROAD PLYMOUTH ESTOVER	TUBE MANUFACTURE		DEVON
	Edge of Town Industrial Zone Total Gross floor area:		20000 sqm	
6	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST.	ENERGY RECOVERY FACILITY		DEVON
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		3513 sqm	
7	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY		HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		3000 sqm	
8	HC-02-C-02 LONDON ROAD LAVERSTOKE	GIN DISTILLERY		HAMPSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area:		80000 sqm	
9	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT	THERMAL PROCESSING		HEREFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area:		1880 sqm	
10	LC-02-C-02 ESSEX STREET PRESTON RED SCAR IND ESTATE	RECYCLING CO.		LANCASHIRE
	Edge of Town Centre Industrial Zone Total Gross floor area:		8000 sqm	
11	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		150 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

12	RE-02-C-01	SHEET METAL FABRICATION		READING
		COMMERCIAL ROAD		
		READING		
		Edge of Town		
		Industrial Zone		
		Total Gross floor area:	645 sqm	
13	SF-02-C-01	JOINERY		SUFFOLK
		ANSON ROAD		
		IPSWICH		
		MARTLESHAM HEATH		
		Edge of Town		
		Industrial Zone		
		Total Gross floor area:	1100 sqm	
14	TW-02-C-01	INDUSTRIAL UNIT		TYNE & WEAR
		SHAFTESBURY AVENUE		
		JARROW		
		TYNE POINT IND. ESTATE		
		Suburban Area (PPS6 Out of Centre)		
		Industrial Zone		
		Total Gross floor area:	950 sqm	
15	WM-02-C-03	INDUSTRIAL GLASS		WEST MIDLANDS
		DOWNING STREET		
		SMETHWICK		
		Edge of Town		
		Industrial Zone		
		Total Gross floor area:	5070 sqm	
16	WM-02-C-04	FOUNDRY		WEST MIDLANDS
		STOURVALE ROAD		
		STOURBRIDGE		
		LYE		
		Suburban Area (PPS6 Out of Centre)		
		Industrial Zone		
		Total Gross floor area:	4324 sqm	
17	WS-02-C-02	AVIATION COMPANY		WEST SUSSEX
		MAYDWELL AVENUE		
		NEAR HORSHAM		
		SLINFOLD		
		Free Standing (PPS6 Out of Town)		
		Out of Town		
		Total Gross floor area:	11375 sqm	
18	WY-02-C-02	FLUID SYSTEMS		WEST YORKSHIRE
		BROWN LANE WEST		
		LEEDS		
		HOLBECK		
		Suburban Area (PPS6 Out of Centre)		
		Industrial Zone		
		Total Gross floor area:	13350 sqm	
19	WY-02-C-03	COMPUTER MANUFACTURER		WEST YORKSHIRE
		INMOOR ROAD		
		NEAR BRADFORD		
		BIRKENSCHAW		
		Neighbourhood Centre (PPS6 Local Centre)		
		Village		
		Total Gross floor area:	1890 sqm	

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	2	12363	0.125	2	12363	0.000	2	12363	0.125
06:30 - 07:00	2	12363	0.190	2	12363	0.020	2	12363	0.210
07:00 - 07:30	18	9566	0.055	18	9566	0.013	18	9566	0.068
07:30 - 08:00	18	9566	0.106	18	9566	0.011	18	9566	0.117
08:00 - 08:30	19	9162	0.152	19	9162	0.018	19	9162	0.170
08:30 - 09:00	19	9162	0.102	19	9162	0.020	19	9162	0.122
09:00 - 09:30	19	9162	0.061	19	9162	0.022	19	9162	0.083
09:30 - 10:00	19	9162	0.055	19	9162	0.037	19	9162	0.092
10:00 - 10:30	19	9162	0.044	19	9162	0.026	19	9162	0.070
10:30 - 11:00	19	9162	0.043	19	9162	0.030	19	9162	0.073
11:00 - 11:30	19	9162	0.030	19	9162	0.029	19	9162	0.059
11:30 - 12:00	19	9162	0.027	19	9162	0.028	19	9162	0.055
12:00 - 12:30	19	9162	0.041	19	9162	0.049	19	9162	0.090
12:30 - 13:00	19	9162	0.041	19	9162	0.051	19	9162	0.092
13:00 - 13:30	19	9162	0.047	19	9162	0.058	19	9162	0.105
13:30 - 14:00	19	9162	0.060	19	9162	0.041	19	9162	0.101
14:00 - 14:30	19	9162	0.038	19	9162	0.058	19	9162	0.096
14:30 - 15:00	19	9162	0.039	19	9162	0.042	19	9162	0.081
15:00 - 15:30	19	9162	0.024	19	9162	0.063	19	9162	0.087
15:30 - 16:00	19	9162	0.028	19	9162	0.044	19	9162	0.072
16:00 - 16:30	19	9162	0.026	19	9162	0.087	19	9162	0.113
16:30 - 17:00	19	9162	0.020	19	9162	0.105	19	9162	0.125
17:00 - 17:30	19	9162	0.017	19	9162	0.079	19	9162	0.096
17:30 - 18:00	19	9162	0.019	19	9162	0.129	19	9162	0.148
18:00 - 18:30	19	9162	0.011	19	9162	0.070	19	9162	0.081
18:30 - 19:00	19	9162	0.006	19	9162	0.021	19	9162	0.027
19:00 - 19:30	2	45688	0.004	2	45688	0.005	2	45688	0.009
19:30 - 20:00	2	45688	0.003	2	45688	0.012	2	45688	0.015
20:00 - 20:30	1	80000	0.001	1	80000	0.015	1	80000	0.016
20:30 - 21:00	1	80000	0.000	1	80000	0.003	1	80000	0.003
21:00 - 21:30	1	80000	0.000	1	80000	0.000	1	80000	0.000
21:30 - 22:00	1	80000	0.000	1	80000	0.000	1	80000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			1.415			1.186			2.601

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

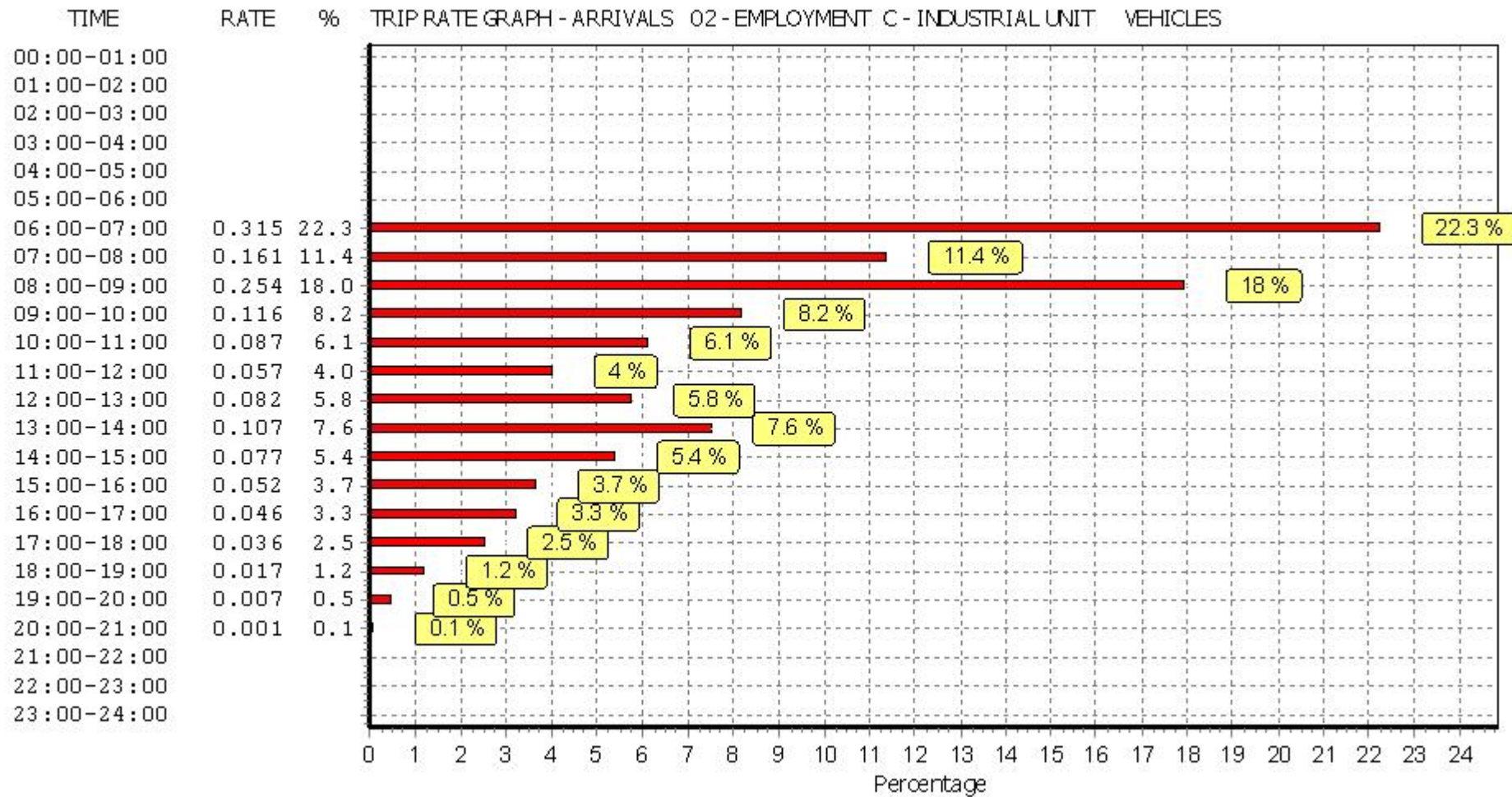
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence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

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

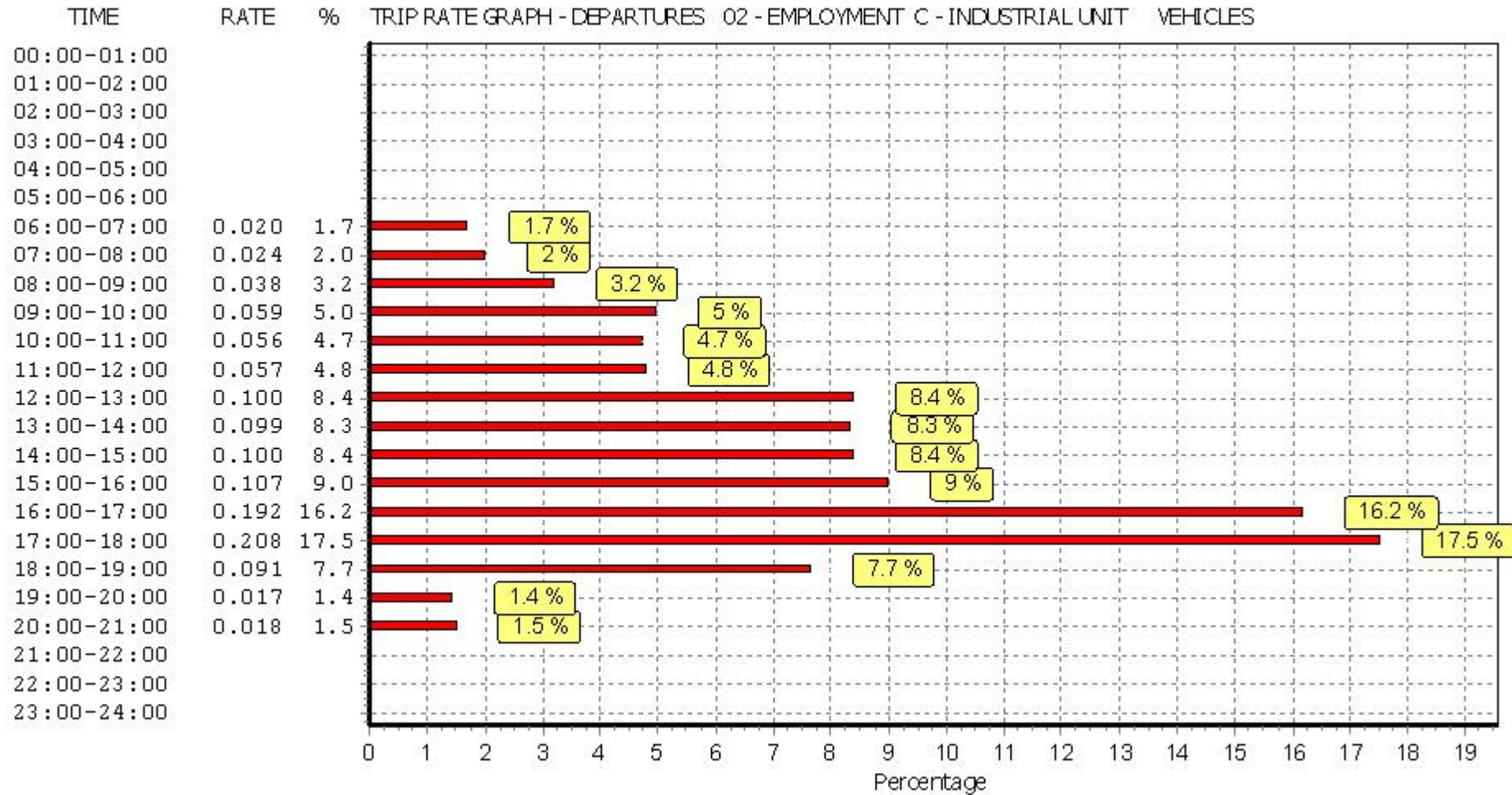
#### Parameter summary

Trip rate parameter range selected:	150 - 80000 (units: sqm)
Survey date date range:	01/01/11 - 06/11/18
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

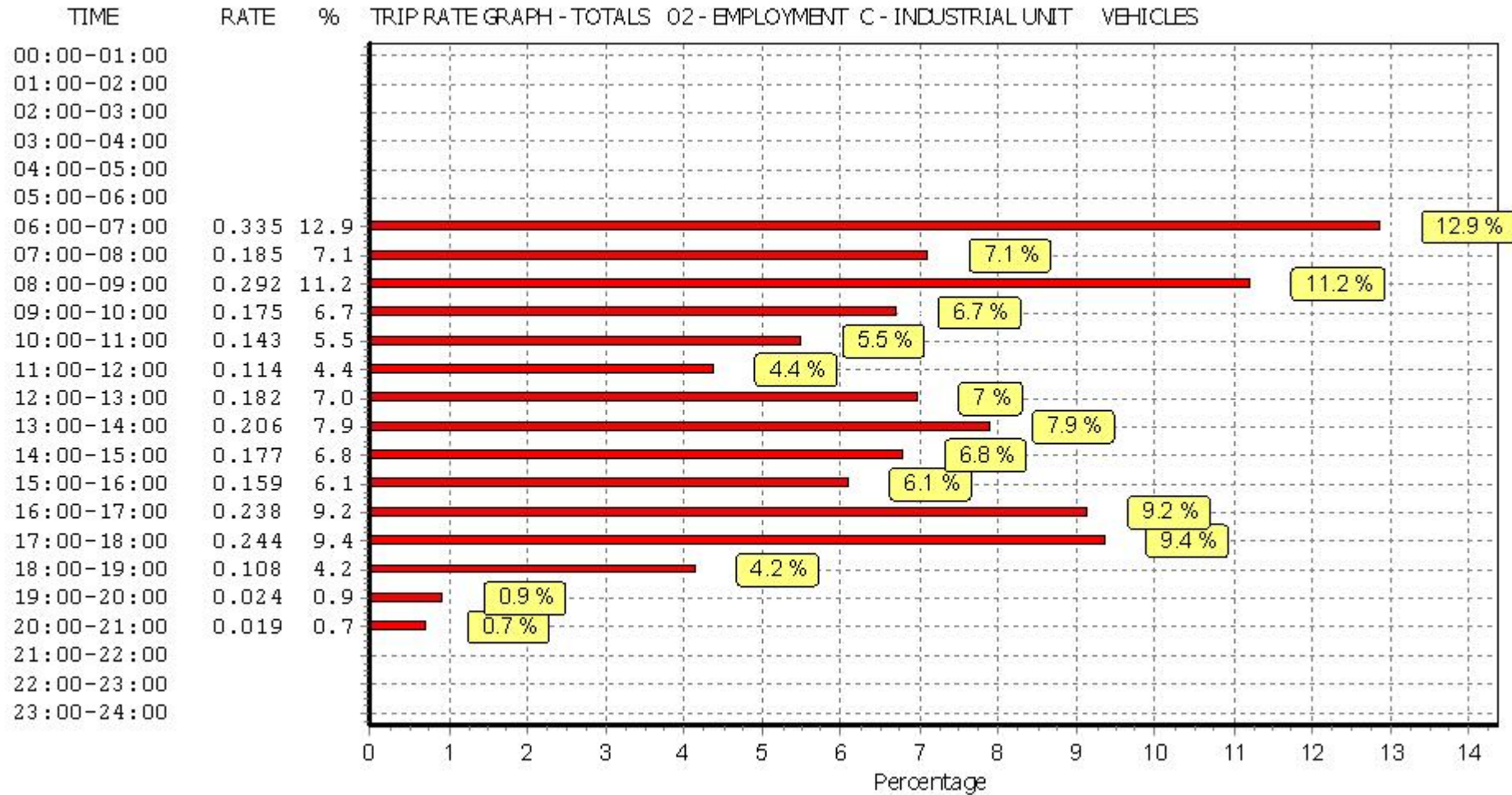
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

*Proposed Office & Light Industrial Development and Leisure Development  
at Carr Hall Business Park, Whalley Road in Wilpshire*

***HIGHWAY & TRANSPORT REPORT***

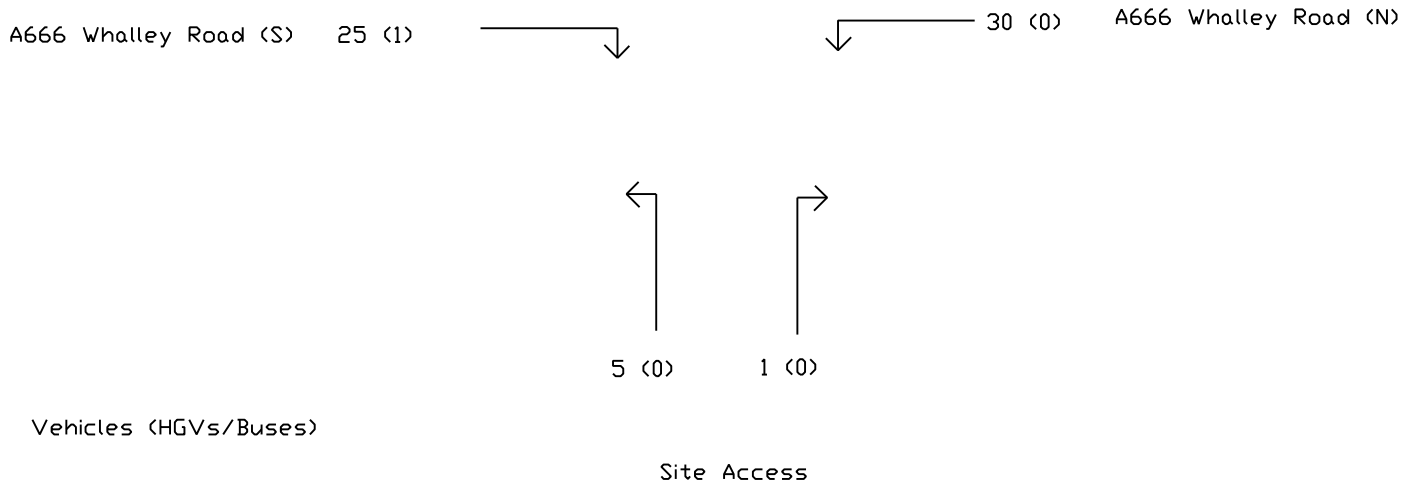
---

**Appendix 7**

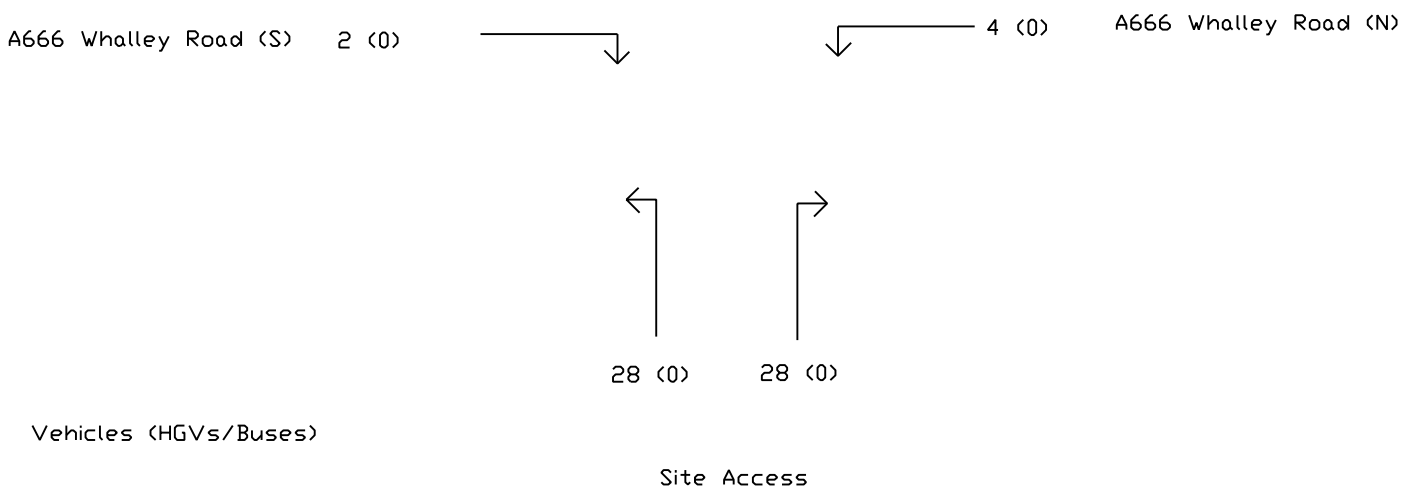
**Traffic Survey Information**

Traffic Survey : Thursday 6.2.20

Weekday A.M. Peak Hour 0800 - 0900 hrs.



Weekday P.M. Peak Hour 1700 - 1800 hrs.



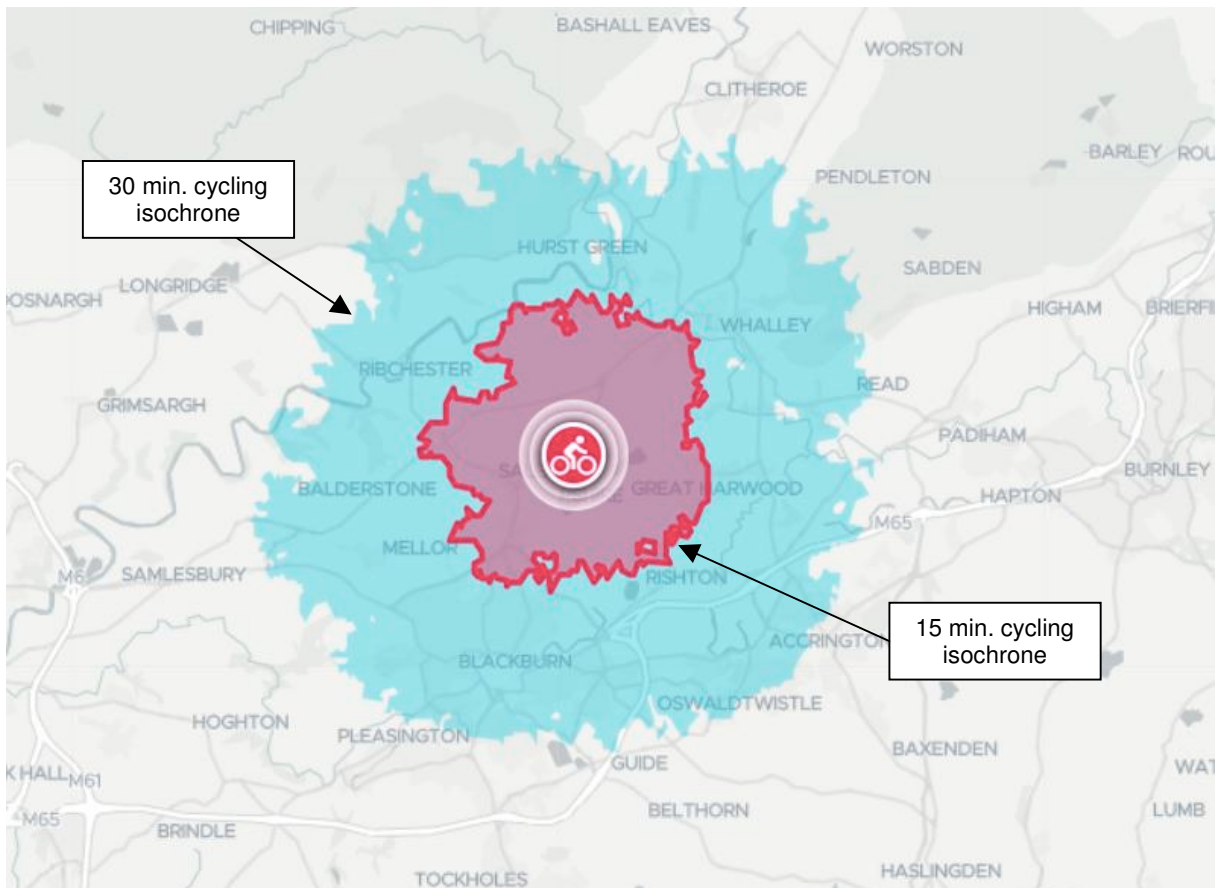
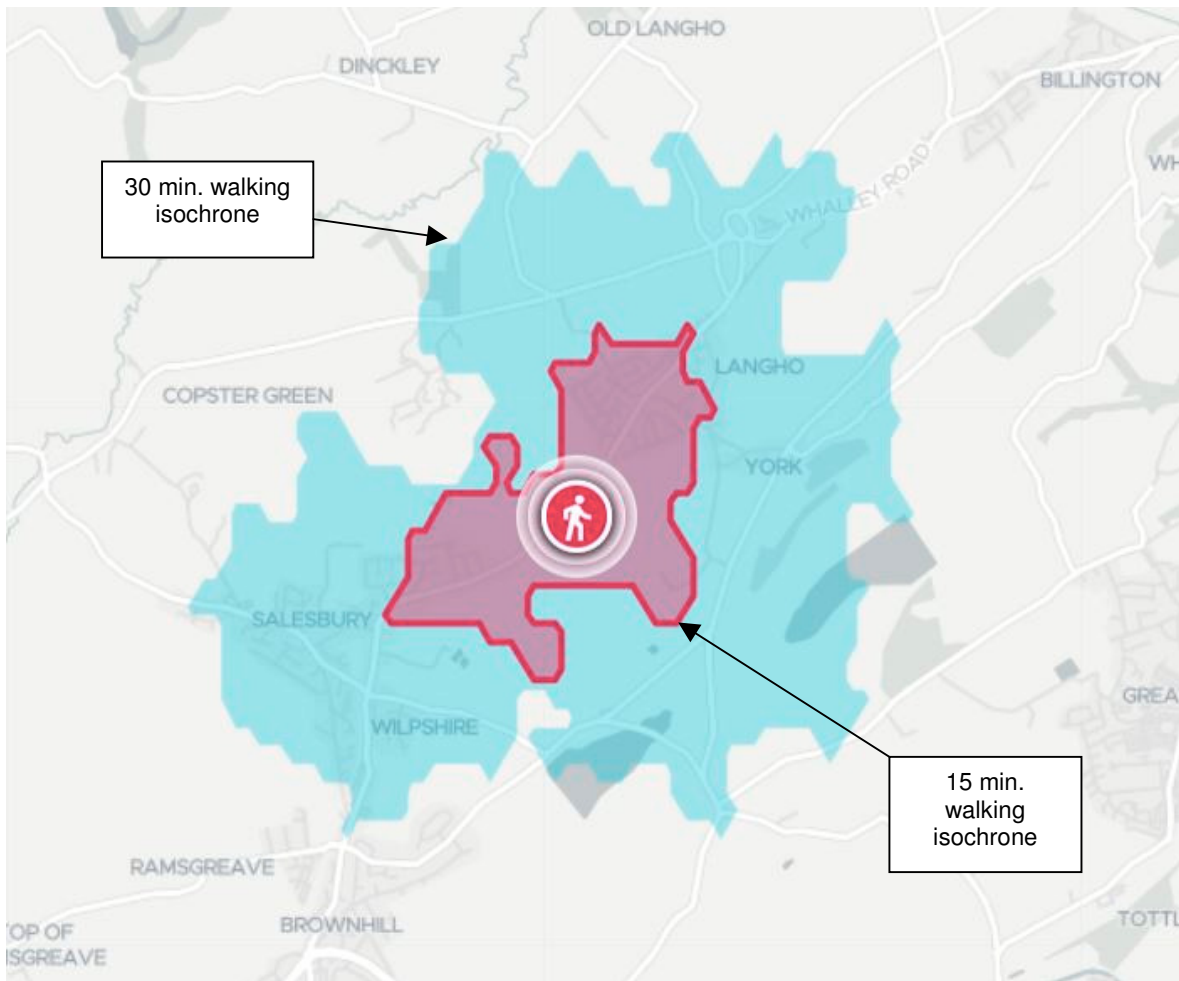
*Proposed Office & Light Industrial Development and Leisure Development  
at Carr Hall Business Park, Whalley Road in Wilpshire*

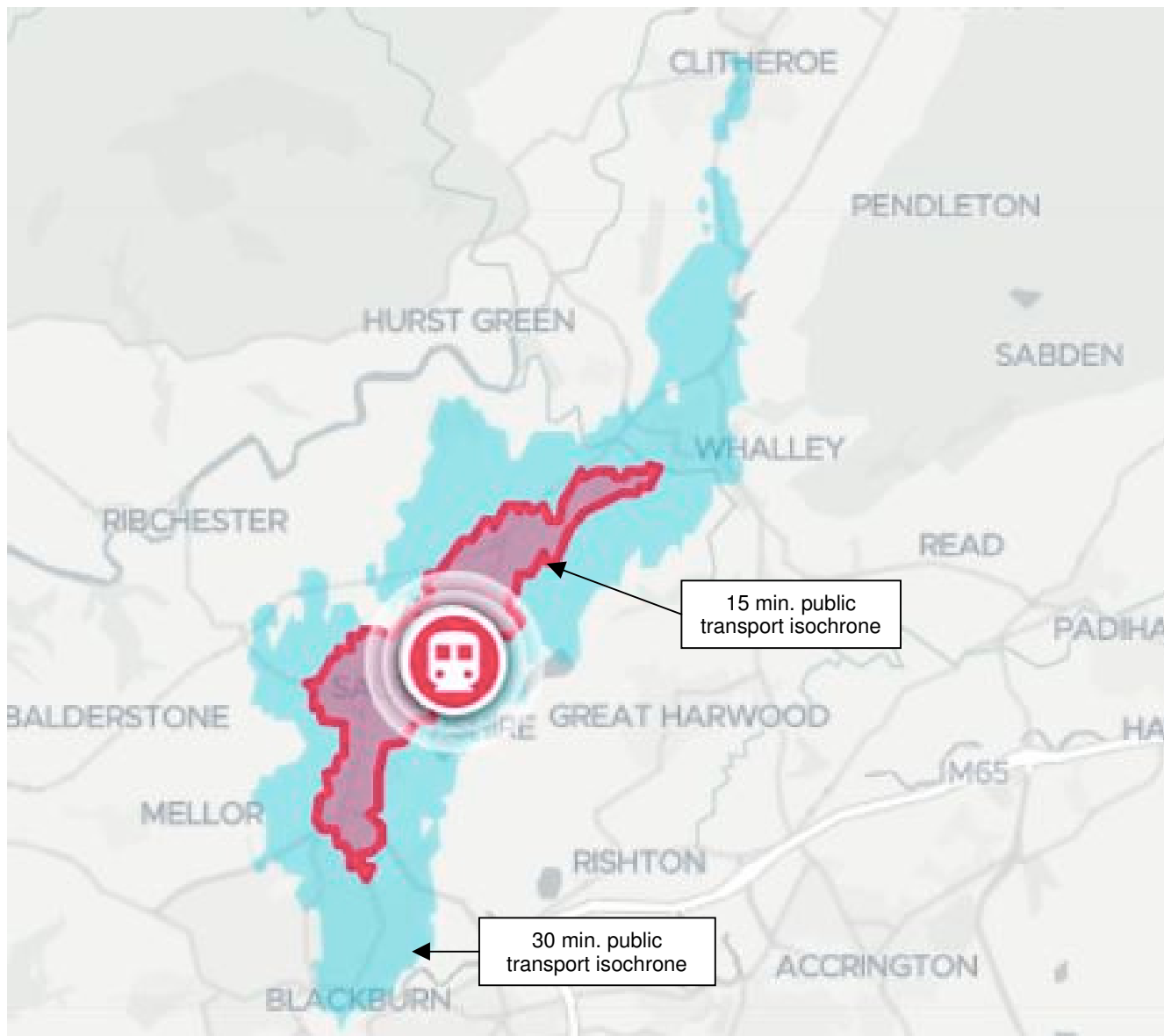
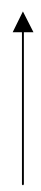
***HIGHWAY & TRANSPORT REPORT***

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**Appendix 8**

**Sustainable Transport Information**





15 min. public transport isochrone

30 min. public transport isochrone

## 22 CLITHEROE - SHADSWORTH via Langho, Wilpshire (outbound)

Monday to Friday

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>										CG2,SCH	NSCH	
<i>Variations</i>												
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	----	06:10	06:40	07:10	07:35	07:55	----	08:23	08:32	08:43	09:13	09:43
CHATBURN ROAD,Grammar School (o/s)	----	----	----	----	----	----	----	08:39				
WHALLEY,Bus Station (Stand A)	----	06:23	06:53	07:23	07:49	08:09	----	08:37	08:57	08:57	09:27	09:57
LANGHO,Northcote Road (opp)	----	06:30	07:00	07:30	07:56	08:16	----	08:44	09:04	09:04	09:34	10:04
ROE LEE,Roe Lee Park (opp)	----	06:42	07:12	07:44	08:12	08:32	----	08:56	09:16	09:16	09:46	10:16
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	06:30	06:55	07:25	07:59	08:27	08:47	09:05	09:09	09:29	09:29	09:59	10:29
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	07:00	07:35	08:05	08:35	----	----	09:35		09:35	10:05	10:35
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	06:42	07:12	07:47	08:17	08:47	----	09:17	----	09:47	09:47	10:17	10:47
<b>SHADSWORTH,Shadsworth Road (adj)</b>	06:46	07:16	07:51	08:21	08:51	----	09:21	----	09:51	09:51	10:21	10:51

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>											CG2,SCH	NSCH
<i>Variations</i>											W	
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	----	14:43	14:53
CHATBURN ROAD,Grammar School (o/s)	----	----	----	----	----	----	----	----	----	----	14:53	----
WHALLEY,Bus Station (Stand A)	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	----	15:12	15:07
LANGHO,Northcote Road (opp)	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	----	15:19	15:14
ROE LEE,Roe Lee Park (opp)	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	----	15:31	15:26
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:30	15:45	15:40
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	----	15:50	15:50
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	11:17	11:47	12:17	12:47	13:17	13:47	14:18	14:48	15:18	15:43	16:03	16:03
<b>SHADSWORTH,Shadsworth Road (adj)</b>	11:21	11:51	12:21	12:51	13:21	13:51	14:22	14:52	15:22	15:47	16:07	16:07

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>	SCH		CG2,SCH	NSCH	SCH							
<i>Variations</i>	<u>NW</u>		<u>NW</u>		<u>W</u>							
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	14:53	15:23	15:43	15:53	15:53	16:23	16:53	17:13	17:43	18:13	18:33	18:53
CHATBURN ROAD,Grammar School (o/s)	----	----	15:53	----	----	----	----	----	----	----	----	----
WHALLEY,Bus Station (Stand A)	15:07	15:39	16:12	16:09	16:09	16:39	17:09	17:29	17:56	18:26	18:46	19:06
LANGHO,Northcote Road (opp)	15:14	15:46	16:19	16:16	16:16	16:46	17:16	17:36	18:02	18:32	18:51	19:11
ROE LEE,Roe Lee Park (opp)	15:26	15:58	16:31	16:28	16:28	16:58	17:28	17:48	18:14	18:44	19:00	19:20
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	15:40	16:12	16:45	16:42	16:42	17:12	17:42	18:02	18:25	18:55	19:09	19:29
BLACKBURN TOWN CENTRE,Bus	15:50	16:20	16:50	16:50	16:50	17:20	17:50	18:10	----	19:05	----	----

Station (Stand 2)

ROYAL BLACKBURN

HOSPITAL,Royal Blackburn Hospital 16:03 16:33 17:03 17:03 17:03 17:33 18:03 18:22 ---- 19:13 ---- ----

**SHADSWORTH,Shadsworth Road (adj)**

16:07 16:37 17:07 17:07 17:07 17:37 18:07 18:26 ---- 19:16 ---- ----

*Operator* LUL

*Notes*

*Variations*

**CLITHEROE TOWN CENTRE,Interchange (Stand 6)** 19:23

CHATBURN ROAD,Grammar School (o/s) ----

WHALLEY,Bus Station (Stand A) 19:36

LANGHO,Northcote Road (opp) 19:41

ROE LEE,Roe Lee Park (opp) 19:50

BLACKBURN TOWN CENTRE,Bus Station (Stand 2) 19:59

BLACKBURN TOWN CENTRE,Bus Station (Stand 2) 20:05

ROYAL BLACKBURN

HOSPITAL,Royal Blackburn Hospital 20:13 (Stand A)

**SHADSWORTH,Shadsworth Road (adj)** 20:16

**Saturday**

*Operator* LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

*Notes*

**CLITHEROE TOWN CENTRE,Interchange (Stand 6)** ---- ---- 07:13 07:43 08:13 08:43 09:13 09:43 10:13 10:43 11:13 11:43

WHALLEY,Bus Station (Stand A) ---- 06:57 07:27 07:57 08:27 08:57 09:27 09:57 10:27 10:57 11:27 11:57

LANGHO,Northcote Road (opp) ---- 07:04 07:34 08:04 08:34 09:04 09:34 10:04 10:34 11:04 11:34 12:04

ROE LEE,Roe Lee Park (opp) ---- 07:16 07:46 08:16 08:46 09:16 09:46 10:16 10:46 11:16 11:46 12:16

BLACKBURN TOWN CENTRE,Bus Station (Stand 2) 06:35 07:29 07:59 08:29 08:59 09:29 09:59 10:29 10:59 11:29 11:59 12:29

BLACKBURN TOWN CENTRE,Bus Station (Stand 2) ---- 07:35 08:05 08:35 09:05 09:35 10:05 10:35 11:05 11:35 12:05 12:35

ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A) 06:47 07:47 08:17 08:47 09:17 09:47 10:17 10:47 11:17 11:47 12:17 12:47

**SHADSWORTH,Shadsworth Road (adj)** 06:51 07:51 08:21 08:51 09:21 09:51 10:21 10:51 11:21 11:51 12:21 12:51

*Operator* LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

*Notes*

**CLITHEROE TOWN CENTRE,Interchange (Stand 6)** 12:13 12:43 13:13 13:43 14:13 14:43 15:13 15:43 16:13 16:43 17:13 17:43

WHALLEY,Bus Station (Stand A) 12:27 12:57 13:27 13:57 14:27 14:57 15:27 15:57 16:27 16:57 17:26 17:56

LANGHO,Northcote Road (opp) 12:34 13:04 13:34 14:04 14:34 15:04 15:34 16:04 16:34 17:04 17:32 18:02

ROE LEE,Roe Lee Park (opp) 12:46 13:16 13:46 14:16 14:46 15:16 15:46 16:16 16:46 17:16 17:44 18:14

BLACKBURN TOWN CENTRE,Bus Station (Stand 2) 12:59 13:29 13:59 14:29 14:59 15:29 15:59 16:29 16:59 17:29 17:55 18:25

BLACKBURN TOWN CENTRE,Bus Station (Stand 2) 13:05 13:35 14:05 14:35 15:05 15:35 16:05 16:35 17:05 17:35 18:05 ----

ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A) 13:17 13:47 14:17 14:47 15:17 15:47 16:17 16:47 17:17 17:47 18:13 ----

**SHADSWORTH,Shadsworth Road (adj)** 13:21 13:51 14:21 14:51 15:21 15:51 16:21 16:51 17:21 17:51 18:16 ----

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>			
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	18:13	18:43	19:23
WHALLEY,Bus Station (Stand A)	18:26	18:56	19:36
LANGHO,Northcote Road (opp)	18:32	19:01	19:41
ROE LEE,Roe Lee Park (opp)	18:44	19:10	19:50
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	18:55	19:19	19:59
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	19:05	----	20:05
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	19:13	----	20:13
<b>SHADSWORTH,Shadsworth Road (adj)</b>	19:16	----	20:16

## Sunday

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>												
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	09:18	----	10:18	----	11:18	----	12:18	----	13:18	----	14:18	----
WHALLEY,Bus Station (Stand A)	09:32	----	10:32	----	11:32	----	12:32	----	13:32	----	14:32	----
LANGHO,Northcote Road (opp)	09:38	----	10:38	----	11:38	----	12:38	----	13:38	----	14:38	----
ROE LEE,Roe Lee Park (opp)	09:49	----	10:49	----	11:49	----	12:49	----	13:49	----	14:49	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	10:00	10:10	11:00	11:10	12:00	12:10	13:00	13:10	14:00	14:10	15:00	15:10
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	----	----	----	----	----	----	----	----	----	----	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	----	10:19	----	11:19	----	12:19	----	13:19	----	14:19	----	15:19
<b>SHADSWORTH,Shadsworth Road (adj)</b>	----	10:23	----	11:23	----	12:23	----	13:23	----	14:23	----	15:23

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>				
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	15:18	----	16:18	17:18
WHALLEY,Bus Station (Stand A)	15:32	----	16:32	17:32
LANGHO,Northcote Road (opp)	15:38	----	16:38	17:38
ROE LEE,Roe Lee Park (opp)	15:49	----	16:49	17:49
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	16:00	16:10	17:00	18:00
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	----	----	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	----	16:19	----	----
<b>SHADSWORTH,Shadsworth Road (adj)</b>	----	16:23	----	----

## 22 CLITHEROE - SHADSWORTH via Langho, Wilpshire (inbound)

### Monday to Friday

<i>Operator</i>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>	<u>LUL</u>
<i>Notes</i>							CG1,SCH	CG1,NSCH				
<b>SHADSWORTH,Shadsworth Road (adj)</b>	----	----	06:17	06:47	----	07:17	07:17	07:52	08:22	08:52	09:22	09:52
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	----	----	06:26	06:56	----	07:28	07:28	08:03	08:33	09:03	09:33	10:03

BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	05:50	06:20	06:36	07:06	07:33	07:42	07:42	08:18	08:48	09:16	09:46	10:16
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	----	06:45	07:10	----	07:45	07:45	08:25	08:55	09:25	09:55	10:25
ROE LEE, Roe Lee Park (adj)	05:58	06:28	06:53	07:18	07:43	07:55	07:55	08:35	09:05	09:35	10:05	10:35
LANGHO, Railway Station (by)	06:06	06:36	07:04	07:29	07:56	08:08	08:08	08:47	09:17	09:47	10:17	10:47
WHALLEY, Post Office (o/s)	06:13	06:43	07:13	07:38	08:05	08:17	08:17	08:56	09:26	09:56	10:26	10:56
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	06:25	06:55	07:25	07:50	08:19	08:31	08:31	09:08	09:38	10:08	10:38	11:08
<b>CHATBURN ROAD, Grammar School (o/s)</b>	----	----	----	----	----	08:36	----	----	----	----	----	----

*Operator* LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

*Notes*

<b>SHADSWORTH, Shadsworth Road (adj)</b>	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:23	----	14:53	15:23
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:35	----	15:05	15:35
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:49	14:55	15:19	15:49
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	----	----	15:25	15:55
ROE LEE, Roe Lee Park (adj)	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	----	15:05	15:36	16:06
LANGHO, Railway Station (by)	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	----	15:17	15:49	16:19
WHALLEY, Post Office (o/s)	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	----	15:26	15:58	16:28
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	----	15:38	16:10	16:40
<b>CHATBURN ROAD, Grammar School (o/s)</b>	----	----	----	----	----	----	----	----	----	----	----	----

*Operator* LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

*Notes*

<b>SHADSWORTH, Shadsworth Road (adj)</b>	15:48	16:08	16:38	17:08	17:38	18:08	18:27	19:17	20:17
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	16:00	16:20	16:50	17:20	17:49	18:19	18:35	19:25	20:25
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	16:14	16:34	17:04	17:34	18:02	18:32	18:45	19:35	20:35
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	16:20	16:40	17:10	17:40	18:10	18:40	----	----	----
ROE LEE, Roe Lee Park (adj)	16:31	16:51	17:21	17:51	18:18	18:48	----	----	----
LANGHO, Railway Station (by)	16:44	17:04	17:34	18:04	18:28	18:58	----	----	----
WHALLEY, Post Office (o/s)	16:53	17:13	17:43	18:13	18:37	19:07	----	----	----
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	17:05	17:25	17:55	18:25	18:49	19:19	----	----	----
<b>CHATBURN ROAD, Grammar School (o/s)</b>	----	----	----	----	----	----	----	----	----

**Saturday**

*Operator* LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

*Notes*

<b>SHADSWORTH, Shadsworth Road (adj)</b>	----	06:28	06:52	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	----	06:38	07:03	07:33	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	06:25	06:49	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	06:55	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55

ROE LEE,Roe Lee Park (adj)	06:33	07:03	07:33	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05
LANGHO,Railway Station (by)	06:44	07:14	07:44	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17
WHALLEY,Post Office (o/s)	06:53	07:23	07:53	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	07:05	07:35	08:05	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38

Operator LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

Notes

<b>SHADSWORTH,Shadsworth Road (adj)</b>	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55
ROE LEE,Roe Lee Park (adj)	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	18:03
LANGHO,Railway Station (by)	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:13
WHALLEY,Post Office (o/s)	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:26	17:56	18:22
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	18:08	18:34

Operator LUL LUL LUL LUL

Notes

<b>SHADSWORTH,Shadsworth Road (adj)</b>	17:52	18:17	19:17	20:17
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	18:03	18:25	19:25	20:25
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	18:16	18:35	19:35	20:35
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	----	18:40	----	----
ROE LEE,Roe Lee Park (adj)	----	18:48	----	----
LANGHO,Railway Station (by)	----	18:58	----	----
WHALLEY,Post Office (o/s)	----	19:07	----	----
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	----	19:19	----	----

## Sunday

Operator LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL LUL

Notes

<b>SHADSWORTH,Shadsworth Road (adj)</b>	----	----	10:24	----	11:24	----	12:24	----	13:24	----	14:24	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	----	----	10:32	----	11:32	----	12:32	----	13:32	----	14:32	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	09:30	10:30	10:42	11:30	11:42	12:30	12:42	13:30	13:42	14:30	14:42	15:30
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE,Roe Lee Park (adj)	09:38	10:38	----	11:38	----	12:38	----	13:38	----	14:38	----	15:38
LANGHO,Railway Station (by)	09:50	10:50	----	11:50	----	12:50	----	13:50	----	14:50	----	15:50
WHALLEY,Post Office (o/s)	09:59	10:59	----	11:59	----	12:59	----	13:59	----	14:59	----	15:59
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	10:11	11:11	----	12:11	----	13:11	----	14:11	----	15:11	----	16:11

Operator LUL LUL LUL

Notes

<b>SHADSWORTH,Shadsworth Road (adj)</b>	15:24	----	16:24
ROYAL BLACKBURN HOSPITAL,Royal Blackburn	15:32	----	16:32

Hospital (Stand B)			
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	15:42	16:30	16:42
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	----	----
ROE LEE, Roe Lee Park (adj)	----	16:38	----
LANGHO, Railway Station (by)	----	16:50	----
WHALLEY, Post Office (o/s)	----	16:59	----
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	----	17:11	----

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## Key

- NSCH - Not Clitheroe Grammar School
- SCH - Clitheroe Grammar School only
- CG1 - Continues to Clitheroe Royal Grammar School on school days only
- SCH - Clitheroe Grammar School only
- CG2 - Operates via Clitheroe Royal Grammar School
- SCH - Clitheroe Grammar School only
- CG1 - Continues to Clitheroe Royal Grammar School on school days only
- NSCH - Not Clitheroe Grammar School
- LUL - Transdev Lancashire United Ltd

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# Train times

7 October – 14 December 2019

## Manchester to Blackburn and Clitheroe



This timetable shows all train services between **Clitheroe/Blackburn and Manchester**. Other trains run between **Bolton and Manchester** (Timetable 11).

## How to read this timetable



Look down the left hand column for your departure station. Read across until you find a suitable departure time. Read down the column to find the arrival time at your destination. Through services are shown in bold type (this means you won't have to change trains). Connecting services are shown in light type. If you travel on a connecting service, change at the next station shown in bold or if you arrive on a connecting service, change at the last station shown in bold, unless a footnote advises otherwise.

## Minimum connection times



All stations have a minimum connection time of 5 minutes unless stated.

## Community Rail Partnerships and community groups



We support a number of active community rail partnerships (CRPs) across our network. CRPs bring together local communities and the rail industry to deliver benefits to both, and encourage use of the lines they represent.

**Clitheroe Line Community Rail Partnership**  
**[www.communityrailancashire.co.uk](http://www.communityrailancashire.co.uk)**

Some stations on this route are adopted by local community groups. For more information visit **[northernrailway.co.uk/community](http://northernrailway.co.uk/community)**

## Planning your journey



### National Rail Enquiries

For full details of all train times, fares and rail travel information anywhere on the national rail network, call **03457 48 49 50**, or visit **[nationalrail.co.uk](http://nationalrail.co.uk)**

### TrainTracker™

For up to date travel information and live departures direct to your mobile, text your station **name** or **location code** to **8 49 50**.

Customers with disabilities or restricted mobility are encouraged to contact our **Customer Experience Centre** who will book assistance for you.

Call: **0800 138 5560**

Textphone: **0800 138 5561**

Email: **[assistance@northernrailway.co.uk](mailto:assistance@northernrailway.co.uk)**

## Improving our railway



Engineering work to help improve our services sometimes affects trains, particularly at weekends and bank holidays.

Visit: **[northernrailway.co.uk/improvements](http://northernrailway.co.uk/improvements)** or call National Rail Enquiries: **03457 48 49 50** to check before you travel.

## Delay Repay



You can claim Delay Repay if one of our trains is late or cancelled and as a result you get to your destination station later than scheduled, whether it is our fault or not.

Visit **[northernrailway.co.uk/delayrepay](http://northernrailway.co.uk/delayrepay)** for more information.

Whilst every care has been taken to ensure the accuracy of the information contained in this timetable, we can accept no liability for any inaccuracies, and reserve the right to change information without further notice. Visit our website for the most up to date timetables and check before you travel.

# Manchester - Blackburn - Clitheroe

## Mondays to Saturdays

				T	T	T	T	T	T	T	
Manchester Victoria	d	-	0536	-	0708	0741	0809	0841	0908	0941	1008
Salford Central		-	0540	-	0711	0744	0812	0844	0912	0944	1012
Salford Crescent		-	0545	-	0718	0748	0818	0848	0918	0948	1018
Bolton		-	0559	-	0731	0800	0831	0900	0931	1000	1031
Hall I' Th' Wood		-	0604	-	0736	0806	0836	0906	0936	1006	1036
Bromley Cross		-	0609	-	0741	0810	0841	0910	0941	1010	1041
Entwistle		-	06x16	-	-	08x17	-	09x17	-	10x17	-
Darwen	a	-	0623	-	0752	0823	0852	0923	0952	1023	1052
	d	-	0625	-	0755	0825	0855	0925	0955	1025	1055
Blackburn	a	-	0632	-	0807	0832	0907	0932	1008	1032	1106
Blackburn	d	0611	0633	0732	-	0833	-	0933	-	1033	-
Ramsgreave & Wilpshire		0617	0639	0738	-	0839	-	0939	-	1039	-
Langho		0622	0644	0743	-	0844	-	0944	-	1044	-
Whalley		0626	0648	0747	-	0848	-	0948	-	1048	-
Clitheroe	a	0634	0656	0755	-	0856	-	0956	-	1056	-

## Mondays to Saturdays

			T	T	T	T	T	T	T	T	T
Manchester Victoria	d	1041	1108	1141	1208	1241	1307	1341	1408	1441	1508
Salford Central		1044	1112	1144	1212	1244	1312	1344	1412	1444	1512
Salford Crescent		1048	1118	1148	1218	1248	1318	1348	1418	1449	1518
Bolton		1100	1131	1200	1231	1300	1330	1400	1431	1501	1531
Hall I' Th' Wood		1106	1136	1206	1236	1306	1336	1406	1436	1506	1536
Bromley Cross		1110	1141	1210	1241	1310	1340	1410	1441	1511	1541
Entwistle		11x17	-	12x17	-	13x17	-	14x17	-	15x17	-
Darwen	a	1123	1152	1223	1252	1323	1352	1423	1452	1524	1552
	d	1125	1155	1225	1257	1325	1354	1425	1455	1525	1555
Blackburn	a	1132	1206	1232	1307	1332	1405	1432	1507	1533	1605
Blackburn	d	1133	-	1233	-	1334	-	1433	-	1533	-
Ramsgreave & Wilpshire		1139	-	1239	-	1340	-	1439	-	1539	-
Langho		1144	-	1244	-	1345	-	1444	-	1544	-
Whalley		1148	-	1248	-	1349	-	1448	-	1548	-
Clitheroe	a	1156	-	1256	-	1357	-	1456	-	1557	-

## Mondays to Saturdays

			T	T	T	T	T	T	T	T	T
Manchester Victoria	d	1541	1608	1641	1708	1741	1817	1841	1909	1941	2009
Salford Central		1544	1612	1644	1712	1744	1820	1844	1913	1944	2013
Salford Crescent		1548	1618	1648	1718	1748	1824	1848	1918	1948	2018
Bolton		1600	1631	1700	1733	1800	1836	1900	1931	2000	2031
Hall I' Th' Wood		1606	1636	1706	1738	1806	1841	1906	1936	2006	2036
Bromley Cross		1610	1641	1710	1742	1810	1844	1910	1941	2010	2041
Entwistle		16x17	-	17x17	17x48	18x17	-	19x17	-	20x17	-
Darwen	a	1623	1652	1723	1755	1823	1855	1923	1952	2023	2052
	d	1625	1655	1725	1755	1825	1856	1925	1955	2025	2055
Blackburn	a	1632	1707	1732	1806	1832	1907	1932	2006	2032	2105
Blackburn	d	1633	1709	1733	-	1833	-	1933	2008	2033	-
Ramsgreave & Wilpshire		1639	1715	1739	-	1839	-	1939	2014	2039	-
Langho		1644	1720	1744	-	1844	-	1944	2019	2044	-
Whalley		1648	1724	1748	-	1848	-	1948	2023	2048	-
Clitheroe	a	1656	1732	1756	-	1856	-	1956	2031	2056	-

### Notes

x Stops on request.

T From Rochdale.

# Manchester - Blackburn - Clitheroe

## Mondays to Saturdays

		T	T	T	T	T					
Manchester Victoria	d	2041	2108	2140	2215	2307	-	-	-	-	-
Salford Central		2044	2112	2143	2218	2312	-	-	-	-	-
Salford Crescent		2048	2118	2147	2223	2316	-	-	-	-	-
Bolton		2100	2132	2159	2235	2329	-	-	-	-	-
Hall I' Th' Wood		2106	2138	2205	2240	2334	-	-	-	-	-
Bromley Cross		2110	2141	2210	2243	2339	-	-	-	-	-
Entwistle		21x17	-	22x16	22x50	23x45	-	-	-	-	-
Darwen	a	2123	2153	2223	2256	2352	-	-	-	-	-
	d	2125	2155	2224	2257	2353	-	-	-	-	-
Blackburn	a	2132	2205	2231	2304	0002	-	-	-	-	-
Blackburn	d	2133	-	2232	2305	-	-	-	-	-	-
Ramsgreave & Wilpshire		2139	-	2238	2311	-	-	-	-	-	-
Langho		2144	-	2243	2316	-	-	-	-	-	-
Whalley		2148	-	2247	2320	-	-	-	-	-	-
Clitheroe	a	2156	-	2255	2328	-	-	-	-	-	-

### Notes

x Stops on request.

T From Rochdale.

# Manchester - Blackburn - Clitheroe

## Sundays

Manchester Victoria	d	0755	-	0841	0945	1045	1145	1245	1345	1445	-
Salford Central		-	-	0844	0948	1048	1148	1248	1348	1448	-
Salford Crescent		0803	-	0848	0952	1052	1152	1252	1352	1452	-
Bolton		0815	-	0900	1004	1104	1204	1304	1404	1504	-
Hall I' Th' Wood		0820	-	0905	1009	1109	1209	1309	1409	1509	-
Bromley Cross		0823	-	0909	1012	1112	1212	1312	1412	1512	-
Entwistle		08x29	-	09x16	10x19	11x19	12x19	13x19	14x19	15x19	-
Darwen	a	0836	-	0922	1025	1125	1225	1325	1425	1525	-
	d	0836	-	0923	1026	1126	1226	1326	1426	1526	-
Blackburn	a	0843	-	0932	1033	1133	1233	1333	1433	1533	-
Blackburn		0844	0900	0938	1034	1134	1234	1334	1434	1534	1556
Ramsgreave & Wilpshire		0850	0906	0947	1040	1140	1240	1340	1440	1540	1602
Langho		0855	0911	0952	1045	1145	1245	1345	1445	1545	1606
Whalley		0859	0915	0956	1049	1149	1249	1349	1449	1549	1610
Clitheroe	a	0907	0921	1004	1057	1157	1257	1357	1457	1557	1617

## Sundays

Manchester Victoria	d	1545	1645	1759	1845	1945	2112	2207	2314	-	-
Salford Central		1548	1648	1802	1848	1948	2115	2210	2317	-	-
Salford Crescent		1552	1652	1805	1852	1952	2119	2214	2321	-	-
Bolton		1604	1704	1819	1904	2004	2132	2226	2336	-	-
Hall I' Th' Wood		1609	1709	1824	1909	2009	2137	2231	2341	-	-
Bromley Cross		1612	1712	1827	1912	2012	2141	2234	2344	-	-
Entwistle		16x19	17x19	18x34	19x19	20x19	21x48	-	23x50	-	-
Darwen	a	1625	1725	1840	1925	2025	2154	2246	2357	-	-
	d	1626	1726	1841	1926	2026	2155	2246	2357	-	-
Blackburn	a	1633	1733	1848	1933	2033	2204	2253	0006	-	-
Blackburn		1634	1734	1849	1934	2034	2205	2254	-	-	-
Ramsgreave & Wilpshire		1640	1740	1855	1940	2040	2211	2300	-	-	-
Langho		1645	1745	1900	1945	2045	2216	2305	-	-	-
Whalley		1649	1749	1904	1949	2049	2220	2309	-	-	-
Clitheroe	a	1657	1757	1912	1957	2057	2228	2317	-	-	-

### Notes

x Stops on request.

# Clitheroe - Blackburn - Manchester

## Mondays to Saturdays

		R	R	R	R	R	R	R	R	R	R	
		SX	SO									
	Clitheroe	d	-	-	0623	0649	0723	-	0823	-	0923	-
	Whalley		-	-	0629	0655	0729	-	0829	-	0929	-
	Langho		-	-	0634	0700	0734	-	0834	-	0934	-
Ramsgreave & Wilpshire			-	-	0638	0704	0738	-	0838	-	0938	-
	Blackburn	a	-	-	0647	0711	0747	-	0847	-	0947	-
	Blackburn	d	0616	0616	0648	0718	0748	0818	0848	0918	0948	1018
	Darwen	a	0623	0623	0655	0725	0755	0825	0855	0925	0955	1025
		d	0627	0625	0656	0727	0756	0827	0856	0927	0956	1027
	Entwistle		06x34	06x32	07x03	07x34	08x03	-	09x03	-	10x03	-
	Bromley Cross		0640	0638	0709	0740	0809	0840	0908	0940	1009	1040
	Hall I' Th' Wood		0643	0641	0712	0743	0812	0843	0911	0943	1012	1043
	Bolton	a	0648	0646	0717	0748	0817	0848	0916	0948	1017	1048
	Salford Crescent	a	0701	0659	0732	0802	0832	0901	0932	1001	1032	1101
	Salford Central	a	0704	0702	0736	0805	0835	0904	0935	1004	1036	1104
	Manchester Victoria	a	0707	0707	0741	0808	0841	0907	0941	1007	1041	1107

## Mondays to Saturdays

		R	R	R	R	R	R	R	R	R	R	
	Clitheroe	d	1023	-	1123	-	1223	-	1321	-	1423	-
	Whalley		1029	-	1129	-	1229	-	1327	-	1429	-
	Langho		1034	-	1134	-	1234	-	1332	-	1434	-
Ramsgreave & Wilpshire			1038	-	1138	-	1238	-	1336	-	1438	-
	Blackburn	a	1047	-	1147	-	1247	-	1345	-	1447	-
	Blackburn	d	1048	1117	1148	1218	1248	1316	1347	1416	1448	1518
	Darwen	a	1055	1124	1155	1225	1255	1323	1354	1423	1455	1525
		d	1056	1127	1156	1227	1256	1327	1356	1427	1456	1527
	Entwistle		11x03	-	12x03	-	13x03	-	14x03	-	15x03	-
	Bromley Cross		1109	1140	1209	1240	1309	1340	1409	1440	1509	1540
	Hall I' Th' Wood		1112	1143	1212	1243	1312	1343	1412	1443	1512	1543
	Bolton	a	1117	1149	1217	1248	1317	1348	1417	1448	1517	1548
	Salford Crescent	a	1132	1201	1232	1301	1332	1401	1432	1501	1532	1601
	Salford Central	a	1136	1204	1236	1304	1336	1404	1435	1504	1537	1604
	Manchester Victoria	a	1140	1208	1241	1307	1341	1407	1441	1507	1540	1607

## Mondays to Saturdays

		R	R	R	R	R	R	R	R	R	R	
	Clitheroe	d	1523	-	1623	-	1723	1751	1823	-	1908	2023
	Whalley		1529	-	1629	-	1729	1757	1829	-	1914	2029
	Langho		1534	-	1634	-	1734	1802	1834	-	1919	2034
Ramsgreave & Wilpshire			1538	-	1638	-	1738	1806	1838	-	1923	2038
	Blackburn	a	1547	-	1647	-	1747	1816	1847	-	1932	2047
	Blackburn	d	1548	1618	1648	1718	1748	1818	1848	1918	1946	2048
	Darwen	a	1555	1625	1655	1725	1756	1825	1855	1925	1953	2055
		d	1556	1627	1656	1728	1756	1828	1856	1927	1956	2056
	Entwistle		16x03	-	17x03	-	18x03	-	19x03	-	20x03	21x03
	Bromley Cross		1609	1640	1709	1740	1809	1840	1909	1940	2009	2109
	Hall I' Th' Wood		1612	1643	1712	1743	1812	1843	1912	1943	2012	2112
	Bolton	a	1617	1648	1717	1748	1817	1848	1917	1948	2017	2117
	Salford Crescent	a	1632	1701	1732	1801	1832	1901	1931	2001	2031	2130
	Salford Central	a	1636	1704	1736	1804	1836	1904	1935	2004	2035	2133
	Manchester Victoria	a	1641	1707	1741	1807	1841	1907	1940	2007	2041	2136

### Notes

x Stops on request.

R To Rochdale.

SO Saturdays only.

SX Mondays to Fridays only.

# Clitheroe - Blackburn - Manchester

## Mondays to Saturdays

	Clitheroe	d	2123	2252	2339	-	-	-	-	-	-
	Whalley		2129	2258	2345	-	-	-	-	-	-
	Langho		2134	2303	2350	-	-	-	-	-	-
Ramsgreave & Wilpshire			2138	2307	2354	-	-	-	-	-	-
	Blackburn	a	2147	2317	0001	-	-	-	-	-	-
	Blackburn	d	2148	2317	-	-	-	-	-	-	-
	Darwen	a	2155	2325	-	-	-	-	-	-	-
		d	2156	2325	-	-	-	-	-	-	-
	Entwistle		22x03	23x32	-	-	-	-	-	-	-
	Bromley Cross		2209	2338	-	-	-	-	-	-	-
	Hall I' Th' Wood		2212	2340	-	-	-	-	-	-	-
	Bolton	a	2217	2345	-	-	-	-	-	-	-
	Salford Crescent	a	2232	2357	-	-	-	-	-	-	-
	Salford Central	a	2236	0001	-	-	-	-	-	-	-
	Manchester Victoria	a	2239	0005	-	-	-	-	-	-	-

### Notes

x Stops on request.

# Clitheroe - Blackburn - Manchester

## Sundays

Clitheroe	d	-	0923	1023	1058	1123	1223	1323	1423	1523	1623
Whalley	-	0929	1029	1104	1129	1229	1329	1429	1529	1629	
Langho	-	0934	1034	1109	1134	1234	1334	1434	1534	1634	
Ramsgreave & Wilpshire	-	0938	1038	1114	1138	1238	1338	1438	1538	1638	
Blackburn	a	-	0947	1047	1125	1147	1247	1347	1447	1547	1647
Preston	a	-	-	-	1157	-	-	-	-	-	-
Blackburn	d	0848	0948	1048	-	1148	1248	1348	1448	1548	1648
Darwen	a	0855	0955	1055	-	1155	1255	1355	1455	1555	1655
	a	0856	0956	1056	-	1156	1256	1356	1456	1556	1656
Entwistle		09x03	10x03	11x03	-	12x03	13x03	14x03	15x03	16x03	17x03
Bromley Cross		0909	1009	1109	-	1209	1309	1409	1509	1609	1709
Hall I' Th' Wood		0913	1012	1112	-	1212	1312	1412	1512	1612	1712
Bolton	a	0918	1017	1117	-	1217	1317	1417	1517	1617	1717
Salford Crescent	a	0932	1033	1133	-	1233	1333	1433	1533	1633	1733
Salford Central	a	0935	1036	1136	-	1236	1336	1436	1536	1636	1736
Manchester Victoria	a	0938	1039	1139	-	1239	1339	1439	1539	1639	1739

## Sundays

Clitheroe	d	1723	1737	1823	1945	2023	2123	2243	-	-	-
Whalley		1729	1743	1829	1951	2029	2129	2249	-	-	-
Langho		1734	1748	1834	1956	2034	2134	2253	-	-	-
Ramsgreave & Wilpshire		1738	1752	1838	2000	2038	2138	2258	-	-	-
Blackburn	a	1747	1800	1847	2012	2047	2147	2307	-	-	-
Preston	a	-	1821	-	-	-	-	-	-	-	-
Blackburn	d	1748	-	1850	2017	2048	2148	2307	-	-	-
Darwen	a	1755	-	1857	2026	2055	2155	2315	-	-	-
	a	1756	-	1858	2027	2056	2156	2315	-	-	-
Entwistle		18x03	-	19x05	20x34	21x03	22x03	23x22	-	-	-
Bromley Cross		1809	-	1911	2040	2109	2209	2328	-	-	-
Hall I' Th' Wood		1812	-	1914	2043	2112	2212	2330	-	-	-
Bolton	a	1817	-	1919	2048	2117	2217	2335	-	-	-
Salford Crescent	a	1833	-	1933	2101	2133	2233	2348	-	-	-
Salford Central	a	1836	-	1936	2105	2136	2236	2351	-	-	-
Manchester Victoria	a	1839	-	1939	2108	2139	2239	2354	-	-	-

### Notes

x Stops on request.

# Useful contact details



## Fares and service information

National Rail Enquiries  
visit [nationalrail.co.uk](http://nationalrail.co.uk)  
call **03457 48 49 50**  
textphone **0345 60 50 600**



## Customer helpline

For comments and enquiries  
visit [northernrailway.co.uk/comments](http://northernrailway.co.uk/comments)  
call **0800 200 6060**



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## Access or disabled information and assistance

call **0800 138 5560**  
email [assistance@northernrailway.co.uk](mailto:assistance@northernrailway.co.uk)



## Lost property

email [lostproperty@northernrailway.co.uk](mailto:lostproperty@northernrailway.co.uk)  
call **0800 200 6060**

## Correspondence

**Customer Experience Centre**  
Freepost NORTHERN RAILWAY



## British Transport Police

call **0800 40 50 40** text **61016**

This timetable is also available online and you can download it to your mobile. This saves space in your pocket or bag, as well as paper and the planet! [northernrailway.co.uk/timetables](http://northernrailway.co.uk/timetables)

All our policy documents can be found at  
[northernrailway.co.uk/legal](http://northernrailway.co.uk/legal)

*Proposed Office & Light Industrial Development and Leisure Development  
at Carr Hall Business Park, Whalley Road in Wilpshire*

***HIGHWAY & TRANSPORT REPORT***

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**Photographs**



Photograph 1

Existing site access onto the A666 Whalley Road



Photograph 2

Existing access road



Photograph 3

A666 Whalley Road near the site



Photograph 4

Existing bus service on Whalley Road