

PSA
DESIGN



Duchy of Lancaster

Proposed Community Development, The Old Garage Site, Dunsop Bridge Transport Statement

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December 2021

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Job	Date	Issue	Copy
T3677	December 2021	2	

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Approver..... DW.....

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1.0 Introduction and Background

1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for a proposed community development at The Old Garage site in Dunsop Bridge in Lancashire.

1.0.2 This Transport Statement has been prepared to demonstrate that due consideration has been given to the highways and transport issues associated with the proposed redevelopment of the site. The structure of the TS report is as follows:

- A description of the site location and its existing use;
- A description of the local highway network in the vicinity of the site and its accessibility by non-car modes of travel;
- A description of the development proposals, including parking, trip generation and servicing;
- A review of the transport implications of the development proposals; and
- Summary and conclusions.

2.0 Existing Conditions

Site Location and Existing Use

- 2.0.1 The site is located within the village of Dunsop Bridge which is approximately 11.5km northwest of Clitheroe as shown in **Figure 1**. Dunsop Bridge is a small, picturesque village located in the heart of the Forest of Bowland (Area of Outstanding Natural Beauty). It is very popular with walkers of all kinds who come to the village to explore the landmarks around Dunsop Bridge and to take in the landscape. There is a village car park available for visitors to Dunsop Bridge and fell walkers wishing to explore further afield.
- 2.0.2 The site is shown in more detail in **Figure 2** and as can be seen it is bound by the Newton Road to the south, by a residential property and the village car park to the east, by St Georges Church, residential and commercial properties to the west and by a playing field and open land to the north.
- 2.0.3 The existing site comprises a former petrol filling station/garage which is now bike hire/repair facility (270sqm), church (57sqm), workshops/storage building (46sqm). Main public access to the site is directly from Newton Road on the southern boundary of the site via two access points. There is also a tarmac road to the rear of the site providing access to the back of the garage building from the public car park.

Local Highway Network

- 2.0.4 As previously stated, the site is accessed directly from the Newton Road which is the main route through the village and links from Newton in Bowland to the east to the M6 motorway to the west. In the vicinity of the site the road is a single carriageway road with a width of approximately 6.75m but no footways as is often the case in village centres.
- 2.0.5 An Automatic Traffic Count (ATC) survey was undertaken on Newton Road between 27th July 2021 2nd August 2021. The results (reproduced at **Appendix A**) show that Newton Road in the vicinity of the site is lightly trafficked with a weekday average of about 350 vehicles per day in both directions and a weekend average of about 475 vehicles per day in both directions.
- 2.0.6 It should also be noted that the ATC survey demonstrated that the 85th percentile speeds are well below 30mph in both directions. The data indicates that the recorded 85th percentile speeds on both approaches are:

- Eastbound – 28.4mph
- Westbound – 27.4mph

2.0.7 Given that the weather during the period of the surveys was wet on 3 of the 7 days, the above speeds have not been adjusted in accordance with DMRB TA22/81 (section 3.4) to 'wet weather' speeds, in order to ensure a robust appraisal.

2.0.8 Adopting these speeds, reference to Manual for Streets would require the following sightlines at an access to the site at this point:

- To/from Eastbound Vehicles– 2.4m x 37m
- To/from Westbound Vehicles – 2.4m x 35m

Accessibility by Non-Car Modes

2.0.9 It is evident that as the site is located within a small village it is not particularly accessible by sustainable modes of travel. However, the proposed development is a community facility intended to serve local residents and existing visitors to the village. The site is also on a very popular cycle route.

Accessibility by Foot

2.0.10 Although there are no footways on Newton Road in the vicinity of the site, as previously stated the road is very lightly trafficked and is therefore suitable for pedestrians to use to access the site from nearby residential properties and the village car park.

Accessibility by Cycle

2.0.11 An alternative mode of travel to the site could be by cycle. By reference to the Lancashire County Council Mario Mapping it is evident that there are no dedicated cycle routes close to the site. However, as with pedestrian access, as Newton Road is very lightly trafficked cycle access to the site is a realistic mode of travel. The site is also on a very popular cycle route.

Accessibility by Public Transport

2.0.12 Newton Road is a school bus route with the closest bus stops located close to the site. There are currently no public bus services serving the village.

2.0.13 Taking this into account it is evident that the site is not well served by public transport.

Accident Data

- 2.0.14 By reference to the LCC Mario mapping it is evident that during the latest 5 year period shown there have been no recorded personal injury accidents on Newton Road in the vicinity of the site.
- 2.0.15 Taking this into account it is considered that there are no inherent road safety issues on the local road network serving the site although it is understood that there is some community concern regarding conditions through the village.

3.0 Development Proposals

Proposed Development

- 3.0.1 The proposal is to redevelop the site to provide a community facility as shown on the proposed site plans included at **Appendix B**. The proposals include a new main community hub building in lieu of the Old Garage building to include community information for the area (16sqm), community grocery shop (24sqm) (also selling local items) and post office counter, café (113sqm) (with an outdoor seating area – potentially licenced), administration office and store (18sqm), toilets (10sqm) and a self-contained small retail unit (12sqm).
- 3.0.2 A new roof will be constructed to connect the new building to St Georges Church which will see a change of use and internal alterations to bring it back into use as a communal community space including two ‘therapy’ rooms (57sqm) for use (one on one hourly appointments) by hairdresser, osteopath, beautician, doctor etc.
- 3.0.3 It should be noted that the proposed café, post office and retail unit will actually be a relocation of the existing facilities in the village known as Puddleducks. The Puddleducks building will then be reverted back to residential use to provide 2 apartments available to rent.
- 3.0.4 It is considered that the proposed redevelopment will by provide a high quality development on the site for the benefit of both the local community and visitors to the area alike.

Access and Parking

- 3.0.5 As part of the proposed development, it is intended to provide additional parking to the rear of the existing village car park as shown on the proposed site plan in order to ease the existing occasional pressure on parking in the area. This additional car parking facility will be available to all visitors to Dunsop Bridge. As can be seen on the proposed site layout 20 additional parking spaces are proposed, which will include electric vehicle charging points, plus 3 disabled spaces. Access to the additional car parking area will use the existing access to the village car park from Newton Road.
- 3.0.6 In addition, it is proposed to utilise the existing forecourt area of the filling station to provide layby for cars to pull off Newton Road to use the small shop rather than having to use the main car park to the rear. This is similar arrangement to the use of the existing

facility at the site and should also prevent people 'stopping' on the highway and prevent further erosion of the grass bank to the other side of the road. As illustrated, this could accommodate 2 parking spaces in addition to those above. The proposed car parking is therefore 25 additional car parking spaces (including 3 disabled spaces) which would be in addition to the existing public car park provision of 39 cars plus 2 coach spaces.

3.0.7 Reference to the JLSP parking standards would indicate the following parking provision would be appropriate as set out in **Table 1** below.

Use	Area (sqm)	JLSP Ratio	Spaces
Community Use/Café	280	1:8	28
Retail	36	1:14	3
Total			31

Table 1 – Parking Provision from JLSP Parking Standards

3.0.8 Given that the café/post office/shop uses are already existing and that there will be an element of shared use between the various elements of the proposed development (i.e. the parking demand peaks for the various elements are unlikely to occur simultaneously) it is considered that the proposed car parking provision and electric car charging points, would be in accordance with relevant standards. It is also noted that the Council’s public car park is located immediately adjacent to the site should there be any extra-ordinary car parking demand.

3.0.9 It is also confirmed that cycle parking will also be provided within the site to facilitate those visitors that cycle to the site. This is provided in a secure cycle storage facility located to the rear of the site as shown on the proposed site layout, it should also be noted that charging facilities for electric bikes is to be provided as part of the cycle storage facility

3.0.10 Taking the above into account it is considered that the proposed access and car/cycle parking provision is satisfactory to meet the likely demand of the proposed development and would also ensure that no on street parking occurs in the village.

Servicing

3.0.11 Servicing for the proposed development will take place to the rear of the building from the car park/drop-off area. Should the parking spaces to the front of the building be available then servicing via Transit type vehicles could also be undertaken from here, as per the arrangements for the existing facility at the site.

Traffic Impact

- 3.0.12 In order to quantify the potential trip generation of the proposed development the TRICS database has been interrogated for both the existing use and the proposed uses on the site.
- 3.0.13 As previously stated the existing use of the site is as a bike hire/repair facility, church and workshops/storage building (46sqm). The Vehicle Repair Garage (Slow Fit) category in TRICS for the bike hire/repair and workshops facilities and the Place of Worship category for the church. These are considered the most appropriate for the existing uses, however, it should be noted that this is likely to result in an underestimation of the trips associated with the bike hire/repair facility.
- 3.0.14 All sites within England, with the exception of Greater London, have been used to ensure appropriate sites are included. The resultant TRICS output for the existing land uses are included at **Appendix C** with the resultant trip rates set out below in **Table 2**.

Use	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Repair - Slow Fit (316sqm)	1.884	1.159	3.043	0.145	0.580	0.725	13.148	13.332	26.480
Place of Worship (57sqm)	0.494	0.247	0.741	1.605	1.358	2.963	13.177	14.413	27.590

Table 2 –Trip Generation Rates for Existing Uses

- 3.0.15 Using the trip generation rates shown in **Table 2** the resulting trip generation of the existing site is as shown in **Table 3**.

Use	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Repair - Slow Fit (316sqm)	6	4	10	1	2	3	42	42	84
Place of Worship (57sqm)	1	1	2	1	1	2	7	8	15
Total	7	5	12	2	3	5	49	50	99

Table 3 – Trip Generation for Existing Development

- 3.0.16 As previously stated, the proposed use of the site is as a community facility (community information (16sqm), administration office and store (18sqm), toilets (10sqm) a café (113sqm), community shop (24sqm), (post office counter and a small retail unit (12sqm) together with communal space for community use library, workspace or meeting room and two ‘therapy’ rooms (57sqm). Therefore, it is considered appropriate to use the Community Centre category in TRICS for the community facility with a total footprint of **113sqm**.
- 3.0.17 As previously stated, the cafe, post office and store/retail unit are relocating from their existing premises within the village and therefore would not add to the trip generation of the development so have been excluded from this analysis. However, the small retail unit (12sqm) has been included for completeness.
- 3.0.18 All sites within England, with the exception of Greater London, have been used to ensure appropriate sites are included. The resultant TRICS output for the proposed land uses are included at **Appendix D** with the resultant trip rates set out below in **Table 4**.

Use	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Community Centre (113sqm)	1.052	0.406	1.458	0.671	0.721	1.392	8.353	8.157	16.510
Small Retail Unit (12sqm)	5.576	5.539	11.115	5.282	5.466	10.748	74.332	73.471	147.803

Table 4 –Trip Generation Rates for Proposed Uses (per 100sqm)

- 3.0.19 Using the trip generation rates shown in **Table 4** the resulting trip generation of the proposed development is as shown in **Table 5**.

Use	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Community Centre (113sqm)	1	1	2	1	2	3	9	9	18
Small Retail Unit (12sqm)	1	1	2	1	1	2	9	9	18
Total	2	2	4	2	2	4	18	18	36

Table 5 – Trip Generation for Proposed Development

3.0.20 It is considered that the proposed use would likely generate lower levels of traffic than the existing use. Therefore, it is concluded that the proposed development would not have a material impact on the operation of the local road network.

3.0.21 It should also be noted that the historical use of the site as a petrol filling station and small retail unit would have generated more traffic than the both existing and proposed uses. It is evident therefore that the historic use of the site indicates that there were no issues with the level of trip generation likely to be generated by the proposed use.

Construction Phase

3.0.22 Construction of the proposed development is likely to generate a lower number of trips to the site than the existing facility and when the proposed development is operational. It is considered therefore that the construction phase is unlikely to have a significant impact on the transport network in the vicinity.

3.0.23 However, the applicant would accept a planning condition that requires the submission and approval of a Construction Traffic Management Plan prior to the commencement of works at the site should the LPA consider this necessary.

4.0 Summary and Conclusions

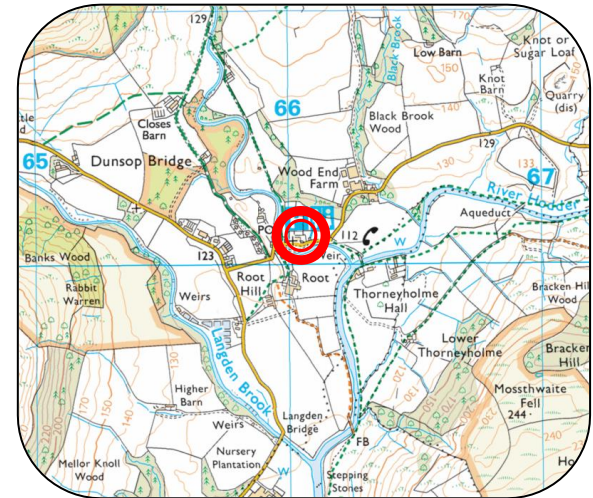
4.0.1 This Transport Statement has considered the transport implications of a proposed community redevelopment of the Old Garage site in Dunsop Bridge, Lancashire. The information presented can be summarised as follows:

- **Site Description** – The site is located within the village of Dunsop Bridge which is approximately 11.5km north west of Clitheroe. The existing site comprises a former petrol filling station/garage (which is now bike hire/repair facility), church, workshop/storage building, and a small retail store. The main existing access to the site is directly from Newton Road on the southern boundary of the site. The site is accessible by sustainable modes of travel and there are no inherent road safety issues on the local road network.
- **Proposed Development** – The proposal is to redevelop the site to provide a community hub and will include the relocation of the Puddleducks facility to the building which incorporates a café, post office and small retail unit. The proposal includes the provision of 25 additional parking spaces (in addition to the adjacent public car park). Cycle parking in secure storage area is also to be provided together with charging facilities for electric bikes.
- **Transport Impact** – It is considered that the proposed use of the site would generate lower levels of vehicular traffic than the existing use and therefore would not result in a material impact on the operation of the local road network or road safety.

4.0.2 **In light of the above, there is no evidence to suggest that the proposed development would result in a detrimental impact in terms of highway operation or road safety. In fact, the evidence would suggest that ‘safe and suitable access to the site can be achieved for all users’ (NPPF para 110 b.); and that there would not be ‘an unacceptable impact on highway safety’ or ‘severe residual cumulative impacts on the road network.’ (NPPF para 111). These are the relevant policy tests with regards to highways.**

4.0.3 **Accordingly, the proposals would therefore comply with the relevant policies of both the NPPF and LPA, and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.**

FIGURES



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Client	Duchy of Lancaster
Job	The Old Garage Site, Dunsop Bridge
Title	Site Location Plan (indicative site boundaries shown)

Drawn	HP	Date	November 2021
Checked	DLW	Scale	NTS
Approved	DLW		

Drawing No.	Figure 1		
Rev			

engineering your environment
CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT



Site Location



Client	Duchy of Lancaster
Job	The Old Garage Site, Dunsop Bridge
Title	Site Area Plan

Drawn	HP
Checked	DLW
Approved	DLW

Date	November 2021
Scale	NTS

Drawing No.	Figure 2			
Rev				

Appendix A – Automatic Traffic Count (ATC) July/August 2021

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Tuesday 27/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	11	3	0	0	0	0	0	0	0	0	0	0	0	14
9	15	4	0	0	0	0	0	0	0	0	0	0	0	19
10	15	4	0	0	0	0	0	0	0	0	0	0	0	19
11	18	3	0	1	0	0	0	0	0	0	0	0	0	22
12	22	6	0	0	0	0	0	1	1	0	0	0	0	30
13	27	1	0	0	0	0	0	0	0	0	0	0	0	28
14	20	3	0	0	0	0	0	0	0	0	0	0	0	23
15	31	5	0	0	0	0	0	0	0	0	0	0	0	36
16	26	4	0	0	0	0	0	0	0	0	0	0	0	30
17	11	2	0	0	1	0	0	0	0	0	0	0	0	14
18	16	5	0	0	2	0	0	0	1	0	0	0	0	24
19	13	2	0	0	0	0	0	0	0	0	0	0	0	15
20	10	1	0	0	1	0	0	0	0	0	0	0	0	12
21	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	225	42	0	1	3	0	0	1	2	0	0	0	0	274
6-22	241	45	0	1	4	0	0	1	2	0	0	0	0	294
6-24	250	46	0	1	4	0	0	1	2	0	0	0	0	304
0-24	251	48	0	1	4	0	0	1	2	0	0	0	0	307

Direction : WESTBOUND

Tuesday 27/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	6	1	0	0	0	0	0	0	0	0	0	0	0	7
8	14	5	0	0	0	0	0	0	0	0	0	0	0	19
9	12	5	0	1	0	0	0	0	0	0	0	0	0	18
10	20	5	0	0	0	0	0	0	0	0	1	0	0	26
11	25	2	0	1	0	0	0	0	0	0	0	0	0	28
12	32	2	0	0	1	0	0	1	0	0	0	0	0	36
13	19	5	0	0	0	0	0	0	0	0	0	0	0	24
14	24	7	0	0	0	0	0	0	0	0	0	0	0	31
15	28	4	0	0	1	0	0	0	1	0	0	0	0	34
16	30	3	0	0	0	0	0	0	1	0	0	0	0	34
17	15	4	0	0	0	0	0	0	0	0	0	0	0	19
18	22	4	0	0	1	0	0	0	0	0	0	0	0	27
19	16	3	0	0	1	0	0	0	0	0	0	0	0	20
20	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	257	49	0	2	4	0	0	1	2	0	1	0	0	316
6-22	274	52	0	2	4	0	0	1	2	0	1	0	0	336
6-24	281	53	0	2	4	0	0	1	2	0	1	0	0	344
0-24	283	53	0	2	4	0	0	1	2	0	1	0	0	346

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Tuesday 27/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	0	1	1	0	0	0	0	0	0	0	0	0	2
8	0	5	9	0	0	0	0	0	0	0	0	0	14
9	0	5	12	2	0	0	0	0	0	0	0	0	19
10	0	5	14	0	0	0	0	0	0	0	0	0	19
11	0	10	10	2	0	0	0	0	0	0	0	0	22
12	1	10	19	0	0	0	0	0	0	0	0	0	30
13	5	13	10	0	0	0	0	0	0	0	0	0	28
14	0	13	10	0	0	0	0	0	0	0	0	0	23
15	2	16	18	0	0	0	0	0	0	0	0	0	36
16	1	17	12	0	0	0	0	0	0	0	0	0	30
17	0	4	8	1	1	0	0	0	0	0	0	0	14
18	0	4	16	3	1	0	0	0	0	0	0	0	24
19	0	3	10	0	1	1	0	0	0	0	0	0	15
20	0	6	6	0	0	0	0	0	0	0	0	0	12
21	0	0	3	1	0	0	0	0	0	0	0	0	4
22	0	0	2	0	0	0	0	0	0	0	0	0	2
23	0	0	5	3	0	0	0	0	0	0	0	0	8
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	9	105	148	8	3	1	0	0	0	0	0	0	274
6-22	9	112	160	9	3	1	0	0	0	0	0	0	294
6-24	9	112	167	12	3	1	0	0	0	0	0	0	304
0-24	9	113	169	12	3	1	0	0	0	0	0	0	307

Direction : WESTBOUND

Tuesday 27/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	2	4	0	0	1	0	0	0	0	0	0	0	7
8	0	3	15	0	1	0	0	0	0	0	0	0	19
9	0	4	11	2	1	0	0	0	0	0	0	0	18
10	2	6	18	0	0	0	0	0	0	0	0	0	26
11	0	10	17	1	0	0	0	0	0	0	0	0	28
12	2	15	19	0	0	0	0	0	0	0	0	0	36
13	0	13	11	0	0	0	0	0	0	0	0	0	24
14	0	21	10	0	0	0	0	0	0	0	0	0	31
15	0	20	13	1	0	0	0	0	0	0	0	0	34
16	1	22	11	0	0	0	0	0	0	0	0	0	34
17	0	5	14	0	0	0	0	0	0	0	0	0	19
18	1	3	18	5	0	0	0	0	0	0	0	0	27
19	1	6	13	0	0	0	0	0	0	0	0	0	20
20	0	2	2	0	0	0	0	0	0	0	0	0	4
21	0	2	4	0	0	0	0	0	0	0	0	0	6
22	0	0	2	1	0	0	0	0	0	0	0	0	3
23	0	1	3	3	0	0	0	0	0	0	0	0	7
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	7	128	170	9	2	0	0	0	0	0	0	0	316
6-22	9	136	178	10	3	0	0	0	0	0	0	0	336
6-24	9	137	182	13	3	0	0	0	0	0	0	0	344
0-24	9	137	183	14	3	0	0	0	0	0	0	0	346

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Wednesday 28/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	2	1	0	0	0	0	0	0	0	0	1	0	0	4
8	9	3	0	0	0	0	0	0	0	0	0	0	0	12
9	12	5	0	0	0	0	0	0	0	0	0	0	0	17
10	15	5	0	0	0	0	0	0	1	0	0	0	0	21
11	20	2	0	0	0	0	0	0	0	0	0	0	0	22
12	22	5	0	0	0	0	0	0	0	0	0	0	0	27
13	21	1	0	0	0	0	0	0	0	0	0	0	0	22
14	22	7	0	0	0	0	0	0	0	0	0	0	0	29
15	28	3	0	0	1	0	0	0	1	0	0	0	0	33
16	21	10	0	0	0	0	0	0	0	0	0	0	0	31
17	23	3	0	0	1	0	0	0	0	0	0	0	0	27
18	23	2	0	0	0	0	0	0	0	0	0	0	0	25
19	20	2	0	0	0	0	0	0	0	0	0	0	0	22
20	5	2	0	0	0	0	0	0	0	0	0	0	0	7
21	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	236	48	0	0	2	0	0	0	2	0	0	0	0	288
6-22	252	53	0	0	2	0	0	0	2	0	1	0	0	310
6-24	258	53	0	0	2	0	0	0	2	0	1	0	0	316
0-24	261	57	0	0	2	0	0	0	2	0	1	0	0	323

Direction : WESTBOUND

Wednesday 28/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	6	1	1	0	0	0	0	0	0	0	0	0	0	8
8	17	3	0	0	0	0	0	0	0	0	0	0	0	20
9	17	6	1	0	0	0	0	0	1	0	0	0	0	25
10	16	6	0	0	0	0	0	0	1	0	0	0	0	23
11	16	6	0	0	0	0	0	0	0	0	0	0	0	22
12	23	4	1	0	0	0	0	0	0	0	0	0	0	28
13	21	1	0	0	0	0	0	0	0	0	0	0	0	22
14	23	7	0	0	0	0	0	0	0	0	0	0	0	30
15	28	4	0	0	0	0	0	0	0	0	0	0	0	32
16	28	8	0	0	0	0	0	0	0	0	0	0	0	36
17	16	2	0	0	0	0	1	0	0	0	0	0	0	19
18	14	3	0	0	1	0	0	0	0	0	0	0	0	18
19	14	3	0	0	0	0	0	0	0	0	0	0	0	17
20	11	3	0	0	0	0	0	0	0	0	0	0	0	14
21	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	233	53	2	0	1	0	1	0	2	0	0	0	0	292
6-22	257	59	3	0	1	0	1	0	2	0	0	0	0	323
6-24	261	59	3	0	1	0	1	0	2	0	0	0	0	327
0-24	261	61	3	0	1	0	1	0	2	0	0	0	0	329

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Wednesday 28/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	4	0	0	0	0	0	0	0	0	0	4
8	0	6	4	2	0	0	0	0	0	0	0	0	12
9	0	3	13	1	0	0	0	0	0	0	0	0	17
10	1	6	13	1	0	0	0	0	0	0	0	0	21
11	0	6	15	1	0	0	0	0	0	0	0	0	22
12	0	16	11	0	0	0	0	0	0	0	0	0	27
13	2	9	10	1	0	0	0	0	0	0	0	0	22
14	3	14	12	0	0	0	0	0	0	0	0	0	29
15	1	19	11	2	0	0	0	0	0	0	0	0	33
16	1	23	7	0	0	0	0	0	0	0	0	0	31
17	1	3	19	4	0	0	0	0	0	0	0	0	27
18	0	5	13	7	0	0	0	0	0	0	0	0	25
19	0	6	10	3	3	0	0	0	0	0	0	0	22
20	0	4	3	0	0	0	0	0	0	0	0	0	7
21	0	1	7	1	0	0	0	0	0	0	0	0	9
22	0	1	1	0	0	0	0	0	0	0	0	0	2
23	0	0	2	0	0	0	0	0	0	0	0	0	2
24	0	1	2	0	0	1	0	0	0	0	0	0	4
7-19	9	116	138	22	3	0	0	0	0	0	0	0	288
6-22	9	122	153	23	3	0	0	0	0	0	0	0	310
6-24	9	123	157	23	3	1	0	0	0	0	0	0	316
0-24	9	125	161	24	3	1	0	0	0	0	0	0	323

Direction : WESTBOUND

Wednesday 28/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	3	5	0	0	0	0	0	0	0	0	0	8
8	0	6	10	3	1	0	0	0	0	0	0	0	20
9	2	5	17	1	0	0	0	0	0	0	0	0	25
10	0	12	9	2	0	0	0	0	0	0	0	0	23
11	0	6	16	0	0	0	0	0	0	0	0	0	22
12	1	10	15	2	0	0	0	0	0	0	0	0	28
13	0	10	12	0	0	0	0	0	0	0	0	0	22
14	2	17	11	0	0	0	0	0	0	0	0	0	30
15	0	22	10	0	0	0	0	0	0	0	0	0	32
16	0	29	7	0	0	0	0	0	0	0	0	0	36
17	0	4	14	1	0	0	0	0	0	0	0	0	19
18	0	1	12	3	1	0	1	0	0	0	0	0	18
19	0	3	12	2	0	0	0	0	0	0	0	0	17
20	0	5	9	0	0	0	0	0	0	0	0	0	14
21	0	0	4	0	0	0	0	0	0	0	0	0	4
22	0	1	4	0	0	0	0	0	0	0	0	0	5
23	0	1	1	0	0	1	0	0	0	0	0	0	3
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	5	125	145	14	2	0	1	0	0	0	0	0	292
6-22	5	134	167	14	2	0	1	0	0	0	0	0	323
6-24	5	135	169	14	2	1	1	0	0	0	0	0	327
0-24	5	136	170	14	2	1	1	0	0	0	0	0	329

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Thursday 29/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8	8	3	0	0	0	0	0	0	0	0	0	0	0	0
9	12	2	0	0	0	0	0	0	0	0	0	0	0	0
10	12	8	0	0	0	0	0	0	0	0	0	0	0	0
11	21	4	0	0	1	0	0	0	0	0	0	0	0	0
12	22	3	0	0	1	0	0	1	0	0	0	0	0	0
13	20	4	0	0	0	0	0	0	0	0	0	0	0	0
14	21	6	0	0	1	0	0	0	0	0	0	0	0	0
15	22	8	0	0	1	0	0	0	0	0	0	1	0	0
16	17	5	0	0	0	0	0	0	0	0	0	0	0	0
17	14	0	0	0	1	0	0	0	0	0	0	0	0	0
18	20	2	0	0	0	0	0	0	0	0	0	0	0	0
19	12	0	0	0	0	0	0	0	0	0	0	0	0	0
20	10	1	0	0	0	0	0	0	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0	0	0	0	0	0	0
22	4	0	0	0	0	0	0	0	0	0	0	0	0	0
23	3	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	201	45	0	0	5	0	0	1	0	0	0	1	0	0
6-22	222	46	0	0	5	0	0	1	0	0	0	1	0	0
6-24	226	46	0	0	5	0	0	1	0	0	0	1	0	0
0-24	229	47	0	0	5	0	0	1	0	0	0	1	0	0

Direction : WESTBOUND

Thursday 29/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	6	2	0	0	0	0	0	0	0	0	0	0	0	0
8	13	3	0	0	0	0	0	0	0	0	0	0	0	0
9	17	5	0	0	1	0	0	0	0	0	0	0	0	0
10	15	2	0	0	0	0	0	0	0	0	0	0	0	0
11	18	5	0	0	1	0	0	0	0	0	0	0	0	0
12	22	8	0	0	0	0	0	1	0	0	0	0	0	0
13	10	5	0	0	1	0	0	0	0	0	0	0	0	0
14	25	3	0	0	0	0	0	0	0	0	0	0	0	0
15	20	4	0	0	1	0	0	0	0	0	0	0	0	0
16	22	5	0	0	1	0	0	0	0	0	0	0	0	0
17	13	3	0	0	0	0	0	0	0	0	0	0	0	0
18	17	2	0	0	1	0	0	0	0	0	0	0	0	0
19	11	2	0	0	0	0	0	0	0	0	0	0	0	0
20	11	1	0	0	1	0	0	0	0	0	0	0	0	0
21	7	0	0	0	0	0	0	0	0	0	0	0	0	0
22	6	0	0	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	0	0	0	0	0
24	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	203	47	0	0	6	0	0	1	0	0	0	0	0	0
6-22	233	50	0	0	7	0	0	1	0	0	0	0	0	0
6-24	238	50	0	0	7	0	0	1	0	0	0	0	0	0
0-24	239	50	0	0	7	0	0	1	0	0	0	0	0	0

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Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Thursday 29/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	0	2	1	0	0	0	0	0	0	0	0	3
8	0	1	8	2	0	0	0	0	0	0	0	0	11
9	0	1	12	0	1	0	0	0	0	0	0	0	14
10	0	5	14	1	0	0	0	0	0	0	0	0	20
11	2	10	13	1	0	0	0	0	0	0	0	0	26
12	3	14	9	1	0	0	0	0	0	0	0	0	27
13	0	5	18	1	0	0	0	0	0	0	0	0	24
14	1	9	17	1	0	0	0	0	0	0	0	0	28
15	1	15	15	0	1	0	0	0	0	0	0	0	32
16	3	10	9	0	0	0	0	0	0	0	0	0	22
17	0	8	7	0	0	0	0	0	0	0	0	0	15
18	0	5	10	7	0	0	0	0	0	0	0	0	22
19	0	1	10	1	0	0	0	0	0	0	0	0	12
20	0	3	4	3	0	1	0	0	0	0	0	0	11
21	0	0	4	0	0	0	0	0	0	0	0	0	4
22	0	1	3	0	0	0	0	0	0	0	0	0	4
23	0	0	1	1	1	0	0	0	0	0	0	0	3
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	10	84	142	15	2	0	0	0	0	0	0	0	253
6-22	10	88	155	19	2	1	0	0	0	0	0	0	275
6-24	10	88	157	20	3	1	0	0	0	0	0	0	279
0-24	10	89	159	21	3	1	0	0	0	0	0	0	283

Direction : WESTBOUND

Thursday 29/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	2	3	2	0	0	0	0	0	0	0	0	8
8	0	2	11	3	0	0	0	0	0	0	0	0	16
9	0	5	15	1	2	0	0	0	0	0	0	0	23
10	1	6	9	1	0	0	0	0	0	0	0	0	17
11	0	10	14	0	0	0	0	0	0	0	0	0	24
12	1	14	13	3	0	0	0	0	0	0	0	0	31
13	0	5	10	1	0	0	0	0	0	0	0	0	16
14	0	12	15	1	0	0	0	0	0	0	0	0	28
15	0	16	9	0	0	0	0	0	0	0	0	0	25
16	0	13	14	1	0	0	0	0	0	0	0	0	28
17	0	5	11	0	0	0	0	0	0	0	0	0	16
18	0	8	12	0	0	0	0	0	0	0	0	0	20
19	0	1	11	1	0	0	0	0	0	0	0	0	13
20	0	3	9	0	1	0	0	0	0	0	0	0	13
21	0	3	4	0	0	0	0	0	0	0	0	0	7
22	0	0	6	0	0	0	0	0	0	0	0	0	6
23	0	0	1	0	0	0	0	0	0	0	0	0	1
24	0	0	4	0	0	0	0	0	0	0	0	0	4
7-19	2	97	144	12	2	0	0	0	0	0	0	0	257
6-22	3	105	166	14	3	0	0	0	0	0	0	0	291
6-24	3	105	171	14	3	0	0	0	0	0	0	0	296
0-24	3	105	172	14	3	0	0	0	0	0	0	0	297

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Friday 30/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	4	0	0	0	0	0	0	0	0	0	1	0	0	5
8	6	2	0	0	0	0	0	0	0	0	0	0	0	8
9	16	6	0	0	0	0	0	0	0	0	0	0	0	22
10	9	2	0	0	0	0	0	0	0	0	0	0	0	11
11	24	6	0	0	0	0	0	0	0	0	0	0	0	30
12	18	3	0	0	0	0	0	0	0	0	0	0	0	21
13	17	6	1	0	0	0	0	0	0	0	0	0	0	24
14	25	8	0	0	0	0	0	0	0	0	0	0	0	33
15	24	4	0	0	0	0	0	0	0	0	0	0	0	28
16	24	4	0	0	0	0	0	0	0	0	0	0	0	28
17	22	6	0	0	1	0	0	0	0	0	0	0	0	29
18	26	5	0	0	0	0	0	0	0	0	0	0	0	31
19	12	0	0	0	0	0	0	0	0	0	0	0	0	12
20	9	1	0	0	0	0	0	0	0	0	0	0	0	10
21	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22	1	2	0	0	0	0	0	0	0	0	0	0	0	3
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	223	52	1	0	1	0	0	0	0	0	0	0	0	277
6-22	238	56	1	0	1	0	0	0	0	0	1	0	0	297
6-24	245	57	1	0	1	0	0	0	0	0	1	0	0	305
0-24	250	58	1	0	1	0	0	0	0	0	1	0	0	311

Direction : WESTBOUND

Friday 30/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	2	2	0	0	0	0	0	0	0	0	0	0	0	4
8	15	3	0	0	0	0	0	0	0	0	0	0	0	18
9	9	3	0	0	0	0	0	0	1	0	0	0	0	13
10	10	6	0	0	0	0	0	0	0	0	0	0	0	16
11	14	5	0	0	0	0	0	0	0	0	0	0	0	19
12	30	4	0	0	0	0	0	0	0	0	0	0	0	34
13	22	6	0	0	0	0	0	0	0	0	0	0	0	28
14	26	3	0	0	0	0	0	0	0	0	0	1	0	30
15	18	3	0	0	0	0	0	0	0	0	0	1	0	22
16	21	6	0	0	1	0	0	0	0	0	0	0	0	28
17	19	8	0	0	1	0	0	0	0	0	0	0	0	28
18	22	3	0	0	1	0	0	0	0	0	0	0	0	26
19	16	1	0	0	0	0	0	0	0	0	0	0	0	17
20	10	3	0	0	0	0	0	0	0	0	0	0	0	13
21	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	222	51	0	0	3	0	0	0	1	0	0	2	0	279
6-22	246	59	0	0	3	0	0	0	1	0	0	2	0	311
6-24	251	59	0	0	3	0	0	0	1	0	0	2	0	316
0-24	255	59	0	0	3	0	0	0	1	0	0	2	0	320

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Friday 30/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	0	1	0	0	0	0	0	0	0	3
7	1	1	3	0	0	0	0	0	0	0	0	0	5
8	0	0	8	0	0	0	0	0	0	0	0	0	8
9	0	4	16	2	0	0	0	0	0	0	0	0	22
10	0	3	7	1	0	0	0	0	0	0	0	0	11
11	0	7	20	3	0	0	0	0	0	0	0	0	30
12	1	8	12	0	0	0	0	0	0	0	0	0	21
13	1	7	15	1	0	0	0	0	0	0	0	0	24
14	2	10	21	0	0	0	0	0	0	0	0	0	33
15	0	10	17	1	0	0	0	0	0	0	0	0	28
16	0	6	21	1	0	0	0	0	0	0	0	0	28
17	0	8	18	2	1	0	0	0	0	0	0	0	29
18	0	3	24	1	3	0	0	0	0	0	0	0	31
19	0	1	6	4	1	0	0	0	0	0	0	0	12
20	0	1	9	0	0	0	0	0	0	0	0	0	10
21	0	2	0	0	0	0	0	0	0	0	0	0	2
22	0	1	2	0	0	0	0	0	0	0	0	0	3
23	1	1	4	1	1	0	0	0	0	0	0	0	8
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	4	67	185	16	5	0	0	0	0	0	0	0	277
6-22	5	72	199	16	5	0	0	0	0	0	0	0	297
6-24	6	73	203	17	6	0	0	0	0	0	0	0	305
0-24	6	73	208	17	7	0	0	0	0	0	0	0	311

Direction : WESTBOUND

Friday 30/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	1	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	3	0	1	0	0	0	0	0	0	0	0	4
8	0	3	12	3	0	0	0	0	0	0	0	0	18
9	0	3	8	2	0	0	0	0	0	0	0	0	13
10	0	5	10	1	0	0	0	0	0	0	0	0	16
11	0	4	15	0	0	0	0	0	0	0	0	0	19
12	0	10	24	0	0	0	0	0	0	0	0	0	34
13	0	14	12	2	0	0	0	0	0	0	0	0	28
14	2	15	11	2	0	0	0	0	0	0	0	0	30
15	1	14	7	0	0	0	0	0	0	0	0	0	22
16	0	14	12	2	0	0	0	0	0	0	0	0	28
17	0	7	21	0	0	0	0	0	0	0	0	0	28
18	1	5	16	4	0	0	0	0	0	0	0	0	26
19	0	7	9	1	0	0	0	0	0	0	0	0	17
20	0	2	10	1	0	0	0	0	0	0	0	0	13
21	0	1	6	0	0	0	0	0	0	0	0	0	7
22	1	3	4	0	0	0	0	0	0	0	0	0	8
23	0	0	4	1	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	4	101	157	17	0	0	0	0	0	0	0	0	279
6-22	5	110	177	19	0	0	0	0	0	0	0	0	311
6-24	5	110	181	20	0	0	0	0	0	0	0	0	316
0-24	5	110	183	21	0	0	1	0	0	0	0	0	320

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Saturday 31/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	1	2	0	0	0	0	0	0	0	0	0	0	0	3
8	6	1	0	0	0	0	0	0	0	0	0	0	0	7
9	13	3	0	0	0	0	0	0	0	0	0	0	0	16
10	18	0	0	0	0	0	0	0	0	0	0	0	0	18
11	28	8	0	0	1	0	0	0	0	0	0	0	0	37
12	28	7	0	0	0	0	0	0	0	0	0	0	0	35
13	47	1	0	0	0	0	0	0	0	0	0	0	0	48
14	32	4	0	1	1	0	0	0	0	0	0	0	0	38
15	40	2	0	0	0	0	0	0	0	0	0	0	0	42
16	28	1	0	0	0	0	0	1	0	0	0	0	0	30
17	23	5	0	0	0	0	0	0	0	0	0	0	0	28
18	17	0	0	0	0	0	0	0	0	0	0	0	0	17
19	10	0	0	0	0	0	0	0	0	0	0	0	0	10
20	6	2	0	0	0	0	0	0	0	0	0	0	0	8
21	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	5	1	0	0	0	0	0	0	0	0	0	0	0	6
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	290	32	0	1	2	0	0	1	0	0	0	0	0	326
6-22	302	37	0	1	2	0	0	1	0	0	0	0	0	343
6-24	309	38	0	1	2	0	0	1	0	0	0	0	0	351
0-24	315	38	0	1	2	0	0	1	0	0	0	0	0	357

Direction : WESTBOUND

Saturday 31/07/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	9	1	0	0	0	0	0	0	0	0	0	0	0	10
9	7	2	0	0	0	0	0	0	0	0	0	0	0	9
10	25	6	0	0	1	0	0	0	0	0	0	0	0	32
11	38	3	0	1	0	0	0	0	0	0	0	0	0	42
12	50	2	0	0	0	0	0	0	0	0	0	0	0	52
13	36	2	0	0	1	0	0	0	0	0	0	0	0	39
14	33	5	0	1	0	0	0	0	0	0	0	0	0	39
15	32	1	0	1	0	0	0	0	0	0	0	0	0	34
16	54	1	0	0	0	0	0	0	0	0	0	0	0	55
17	32	4	0	0	1	0	0	0	0	0	0	0	0	37
18	8	6	0	0	0	0	0	0	0	0	0	0	0	14
19	10	2	0	0	0	0	0	0	0	0	0	0	0	12
20	11	0	0	0	0	0	0	0	0	0	0	0	0	11
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	334	35	0	3	3	0	0	0	0	0	0	0	0	375
6-22	357	37	0	3	3	0	0	0	0	0	0	0	0	400
6-24	363	39	0	3	3	0	0	0	0	0	0	0	0	408
0-24	365	42	0	3	3	0	0	0	0	0	0	0	0	413

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Saturday 31/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	1	1	1	0	0	0	0	0	0	0	0	3
8	0	1	5	1	0	0	0	0	0	0	0	0	7
9	0	2	12	2	0	0	0	0	0	0	0	0	16
10	0	6	12	0	0	0	0	0	0	0	0	0	18
11	1	18	16	2	0	0	0	0	0	0	0	0	37
12	2	17	13	3	0	0	0	0	0	0	0	0	35
13	3	25	19	1	0	0	0	0	0	0	0	0	48
14	3	20	15	0	0	0	0	0	0	0	0	0	38
15	3	25	14	0	0	0	0	0	0	0	0	0	42
16	1	20	8	1	0	0	0	0	0	0	0	0	30
17	1	6	19	1	1	0	0	0	0	0	0	0	28
18	1	2	14	0	0	0	0	0	0	0	0	0	17
19	0	4	6	0	0	0	0	0	0	0	0	0	10
20	0	0	6	1	1	0	0	0	0	0	0	0	8
21	0	1	4	1	0	0	0	0	0	0	0	0	6
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	5	1	0	0	0	0	0	0	0	0	6
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	15	146	153	11	1	0	0	0	0	0	0	0	326
6-22	15	148	164	14	2	0	0	0	0	0	0	0	343
6-24	15	148	171	15	2	0	0	0	0	0	0	0	351
0-24	15	150	174	16	2	0	0	0	0	0	0	0	357

Direction : WESTBOUND

Saturday 31/07/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	1	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	0	2	0	0	0	0	0	0	0	0	0	2
8	0	1	8	0	1	0	0	0	0	0	0	0	10
9	2	2	4	0	1	0	0	0	0	0	0	0	9
10	2	13	17	0	0	0	0	0	0	0	0	0	32
11	0	26	15	1	0	0	0	0	0	0	0	0	42
12	2	25	24	1	0	0	0	0	0	0	0	0	52
13	2	20	17	0	0	0	0	0	0	0	0	0	39
14	2	23	14	0	0	0	0	0	0	0	0	0	39
15	4	18	12	0	0	0	0	0	0	0	0	0	34
16	6	34	15	0	0	0	0	0	0	0	0	0	55
17	3	24	10	0	0	0	0	0	0	0	0	0	37
18	0	6	8	0	0	0	0	0	0	0	0	0	14
19	0	4	6	1	1	0	0	0	0	0	0	0	12
20	0	4	6	0	1	0	0	0	0	0	0	0	11
21	1	0	2	0	0	0	0	0	0	0	0	0	3
22	0	1	7	1	0	0	0	0	0	0	0	0	9
23	0	3	2	0	0	0	0	0	0	0	0	0	5
24	0	0	0	2	1	0	0	0	0	0	0	0	3
7-19	23	196	150	3	3	0	0	0	0	0	0	0	375
6-22	24	201	167	4	4	0	0	0	0	0	0	0	400
6-24	24	204	169	6	5	0	0	0	0	0	0	0	408
0-24	24	205	173	6	5	0	0	0	0	0	0	0	413

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Sunday 01/08/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	5	1	0	0	0	0	0	0	0	0	0	0	0	6
9	9	2	0	0	0	0	0	0	0	0	0	0	0	11
10	29	1	0	0	0	0	0	0	0	0	0	1	0	31
11	24	2	0	0	0	0	0	0	0	0	0	0	0	26
12	44	2	0	1	1	0	0	0	0	0	0	0	0	48
13	52	0	0	2	0	0	0	0	0	0	0	0	0	54
14	60	1	0	2	0	0	0	0	0	0	0	0	0	63
15	50	3	0	1	0	0	0	0	0	0	0	0	0	54
16	52	4	0	0	0	0	0	0	0	0	0	0	0	56
17	49	3	0	0	1	0	0	0	0	0	0	0	0	53
18	22	3	0	0	0	0	0	0	0	0	0	0	0	25
19	8	0	0	0	0	0	0	0	0	0	0	0	0	8
20	8	1	0	0	0	0	0	0	0	0	0	0	0	9
21	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	404	22	0	6	2	0	0	0	0	0	0	1	0	435
6-22	422	25	0	6	2	0	0	0	0	0	0	1	0	456
6-24	424	25	0	6	2	0	0	0	0	0	0	1	0	458
0-24	429	25	0	6	2	0	0	0	0	0	0	1	0	463

Direction : WESTBOUND

Sunday 01/08/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	6	1	0	0	0	0	0	0	0	0	0	0	0	7
9	14	2	0	0	0	0	0	0	0	0	0	0	0	16
10	16	2	0	0	0	0	0	0	0	0	0	0	0	18
11	34	5	0	0	1	0	0	0	0	0	0	0	0	40
12	65	5	0	0	0	0	0	0	0	0	0	0	0	70
13	47	4	0	0	0	0	0	0	0	0	0	0	0	51
14	58	1	0	1	0	0	0	0	0	0	0	0	0	60
15	59	4	0	0	1	0	0	0	0	0	0	0	0	64
16	59	1	0	0	0	0	0	0	0	0	0	0	0	60
17	53	5	0	0	0	0	0	0	0	0	0	0	0	58
18	32	2	0	0	1	0	0	0	0	0	0	1	0	36
19	17	2	0	0	0	0	0	0	0	0	0	0	0	19
20	11	0	0	0	1	0	0	0	0	0	0	0	0	12
21	6	2	0	0	0	0	0	0	0	0	0	0	0	8
22	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	460	34	0	1	3	0	0	0	0	0	0	1	0	499
6-22	481	37	0	1	4	0	0	0	0	0	0	1	0	524
6-24	483	39	0	1	4	0	0	0	0	0	0	1	0	528
0-24	485	39	0	1	4	0	0	0	0	0	0	1	0	530

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Sunday 01/08/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	2	1	0	0	0	0	0	0	0	3
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	5	0	0	0	0	0	0	0	0	0	6
9	1	3	6	1	0	0	0	0	0	0	0	0	11
10	0	10	19	2	0	0	0	0	0	0	0	0	31
11	0	12	13	1	0	0	0	0	0	0	0	0	26
12	0	26	22	0	0	0	0	0	0	0	0	0	48
13	1	30	20	3	0	0	0	0	0	0	0	0	54
14	2	35	26	0	0	0	0	0	0	0	0	0	63
15	4	24	24	2	0	0	0	0	0	0	0	0	54
16	1	35	18	2	0	0	0	0	0	0	0	0	56
17	3	28	20	2	0	0	0	0	0	0	0	0	53
18	2	10	13	0	0	0	0	0	0	0	0	0	25
19	0	1	6	1	0	0	0	0	0	0	0	0	8
20	0	3	6	0	0	0	0	0	0	0	0	0	9
21	0	2	4	1	0	0	0	0	0	0	0	0	7
22	1	0	2	0	2	0	0	0	0	0	0	0	5
23	0	0	1	1	0	0	0	0	0	0	0	0	2
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	14	215	192	14	0	0	0	0	0	0	0	0	435
6-22	15	220	204	15	2	0	0	0	0	0	0	0	456
6-24	15	220	205	16	2	0	0	0	0	0	0	0	458
0-24	15	220	207	18	3	0	0	0	0	0	0	0	463

Direction : WESTBOUND

Sunday 01/08/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	2	2	2	0	0	0	0	0	0	0	0	7
9	0	6	9	1	0	0	0	0	0	0	0	0	16
10	0	6	11	1	0	0	0	0	0	0	0	0	18
11	4	13	23	0	0	0	0	0	0	0	0	0	40
12	7	45	18	0	0	0	0	0	0	0	0	0	70
13	4	36	11	0	0	0	0	0	0	0	0	0	51
14	7	40	13	0	0	0	0	0	0	0	0	0	60
15	7	44	13	0	0	0	0	0	0	0	0	0	64
16	1	41	18	0	0	0	0	0	0	0	0	0	60
17	2	41	15	0	0	0	0	0	0	0	0	0	58
18	0	20	16	0	0	0	0	0	0	0	0	0	36
19	2	6	11	0	0	0	0	0	0	0	0	0	19
20	0	1	10	1	0	0	0	0	0	0	0	0	12
21	0	4	4	0	0	0	0	0	0	0	0	0	8
22	0	0	3	2	0	0	0	0	0	0	0	0	5
23	0	0	1	2	0	0	0	0	0	0	0	0	3
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	35	300	160	4	0	0	0	0	0	0	0	0	499
6-22	35	305	177	7	0	0	0	0	0	0	0	0	524
6-24	35	305	178	10	0	0	0	0	0	0	0	0	528
0-24	35	305	179	11	0	0	0	0	0	0	0	0	530

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Monday 02/08/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	4	0	0	0	1	0	0	0	0	0	0	0	0	5
8	13	2	0	0	2	0	0	0	0	0	0	0	0	17
9	9	6	0	0	1	0	0	0	0	0	0	0	0	16
10	16	6	0	0	1	0	0	0	0	0	0	0	0	23
11	23	8	2	1	0	0	0	0	0	0	0	0	0	34
12	28	3	0	0	0	0	0	0	0	0	0	0	0	31
13	35	4	0	0	0	0	0	0	0	0	0	0	0	39
14	38	5	0	0	0	0	0	1	0	0	0	0	0	44
15	33	4	0	0	0	0	0	0	0	0	0	0	0	37
16	38	3	0	0	0	0	0	0	0	0	0	0	0	41
17	27	3	0	1	0	0	0	0	0	0	0	0	0	31
18	25	7	0	0	0	0	0	0	1	0	0	0	0	33
19	22	2	0	0	0	0	0	0	0	0	0	0	0	24
20	17	2	0	0	1	0	0	0	0	0	0	0	0	20
21	12	2	0	0	0	0	0	0	0	0	0	0	0	14
22	14	3	0	0	1	0	0	0	0	0	0	0	0	18
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	307	53	2	2	4	0	0	1	1	0	0	0	0	370
6-22	354	60	2	2	7	0	0	1	1	0	0	0	0	427
6-24	362	60	2	2	7	0	0	1	1	0	0	0	0	435
0-24	367	61	2	2	7	0	0	1	1	0	0	0	0	441

Direction : WESTBOUND

Monday 02/08/2021	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	5	2	0	0	0	0	0	0	0	0	0	0	0	7
8	14	2	0	0	0	0	0	0	1	0	0	0	0	17
9	15	7	0	0	1	0	0	0	1	0	0	0	0	24
10	13	3	0	0	1	0	0	0	1	0	0	0	0	18
11	23	2	0	0	1	0	0	0	1	0	0	0	0	27
12	46	5	0	0	0	0	0	0	0	0	0	0	0	51
13	50	1	0	0	1	0	0	0	0	0	0	1	0	53
14	47	8	0	0	0	0	0	0	0	0	0	0	0	55
15	39	1	0	0	0	0	0	0	0	0	0	0	0	40
16	39	4	0	0	0	0	0	0	0	0	0	0	0	43
17	29	2	0	0	0	0	0	0	0	0	0	0	0	31
18	35	1	0	0	0	0	0	0	0	0	0	0	0	36
19	15	2	0	1	0	0	0	0	1	0	0	0	0	19
20	28	2	0	0	1	0	0	0	0	0	0	0	0	31
21	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22	4	3	0	0	1	0	0	0	0	0	0	0	0	8
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	365	38	0	1	4	0	0	0	5	0	0	1	0	414
6-22	407	46	0	1	6	0	0	0	5	0	0	1	0	466
6-24	413	46	0	1	6	0	0	0	5	0	0	1	0	472
0-24	416	46	0	1	6	0	0	0	5	0	0	1	0	475

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

Monday 02/08/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	3	0	0	0	0	0	0	0	0	0	3
7	0	1	4	0	0	0	0	0	0	0	0	0	5
8	0	2	13	2	0	0	0	0	0	0	0	0	17
9	0	4	11	1	0	0	0	0	0	0	0	0	16
10	0	8	15	0	0	0	0	0	0	0	0	0	23
11	6	16	11	1	0	0	0	0	0	0	0	0	34
12	6	19	6	0	0	0	0	0	0	0	0	0	31
13	2	26	11	0	0	0	0	0	0	0	0	0	39
14	3	26	15	0	0	0	0	0	0	0	0	0	44
15	4	22	11	0	0	0	0	0	0	0	0	0	37
16	3	30	8	0	0	0	0	0	0	0	0	0	41
17	3	20	8	0	0	0	0	0	0	0	0	0	31
18	2	16	12	3	0	0	0	0	0	0	0	0	33
19	1	7	14	2	0	0	0	0	0	0	0	0	24
20	0	6	13	1	0	0	0	0	0	0	0	0	20
21	0	4	8	2	0	0	0	0	0	0	0	0	14
22	0	3	14	1	0	0	0	0	0	0	0	0	18
23	0	0	2	2	0	0	0	0	0	0	0	0	4
24	0	0	1	1	0	2	0	0	0	0	0	0	4
7-19	30	196	135	9	0	0	0	0	0	0	0	0	370
6-22	30	210	174	13	0	0	0	0	0	0	0	0	427
6-24	30	210	177	16	0	2	0	0	0	0	0	0	435
0-24	30	210	181	18	0	2	0	0	0	0	0	0	441

Direction : WESTBOUND

Monday 02/08/2021	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	2	4	0	0	0	0	0	0	0	0	0	7
8	0	8	5	2	2	0	0	0	0	0	0	0	17
9	2	4	16	2	0	0	0	0	0	0	0	0	24
10	0	2	16	0	0	0	0	0	0	0	0	0	18
11	0	15	12	0	0	0	0	0	0	0	0	0	27
12	3	34	13	1	0	0	0	0	0	0	0	0	51
13	1	45	7	0	0	0	0	0	0	0	0	0	53
14	0	41	14	0	0	0	0	0	0	0	0	0	55
15	4	33	3	0	0	0	0	0	0	0	0	0	40
16	2	36	5	0	0	0	0	0	0	0	0	0	43
17	2	24	5	0	0	0	0	0	0	0	0	0	31
18	3	18	15	0	0	0	0	0	0	0	0	0	36
19	0	6	13	0	0	0	0	0	0	0	0	0	19
20	0	9	21	1	0	0	0	0	0	0	0	0	31
21	0	1	5	0	0	0	0	0	0	0	0	0	6
22	0	0	7	1	0	0	0	0	0	0	0	0	8
23	0	0	3	1	1	0	1	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	17	266	124	5	2	0	0	0	0	0	0	0	414
6-22	18	278	161	7	2	0	0	0	0	0	0	0	466
6-24	18	278	164	8	3	0	1	0	0	0	0	0	472
0-24	18	279	165	9	3	0	1	0	0	0	0	0	475

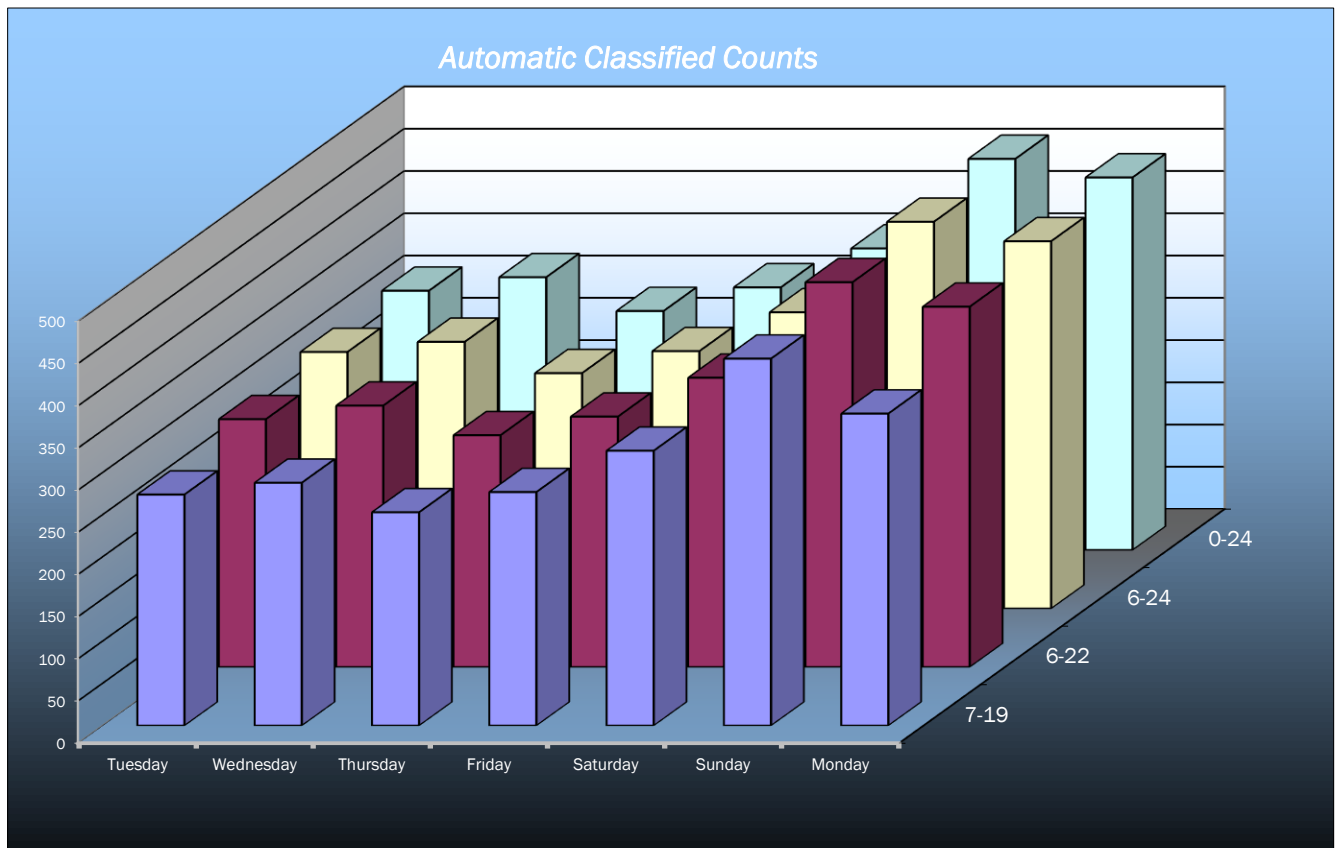
Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

VEHICLE FLOWS

Hr Ending	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	2	0	1	2	1	2	1	1
2	2	1	2	2	1	3	0	1	2
3	0	1	1	0	2	1	0	0	1
4	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	1	0	0
6	1	2	1	3	1	0	3	2	2
7	2	4	3	5	3	0	5	4	3
8	14	12	11	8	7	6	17	12	11
9	19	17	14	22	16	11	16	18	16
10	19	21	20	11	18	31	23	19	20
11	22	22	26	30	37	26	34	27	28
12	30	27	27	21	35	48	31	27	31
13	28	22	24	24	48	54	39	27	34
14	23	29	28	33	38	63	44	31	37
15	36	33	32	28	42	54	37	33	37
16	30	31	22	28	30	56	41	30	34
17	14	27	15	29	28	53	31	23	28
18	24	25	22	31	17	25	33	27	25
19	15	22	12	12	10	8	24	17	15
20	12	7	11	10	8	9	20	12	11
21	4	9	4	2	6	7	14	7	7
22	2	2	4	3	0	5	18	6	5
23	8	2	3	8	6	2	4	5	5
24	2	4	1	0	2	0	4	2	2
7-19	274	288	253	277	326	435	370	292	318
6-22	294	310	275	297	343	456	427	321	343
6-24	304	316	279	305	351	458	435	328	350
0-24	307	323	283	311	357	463	441	333	355

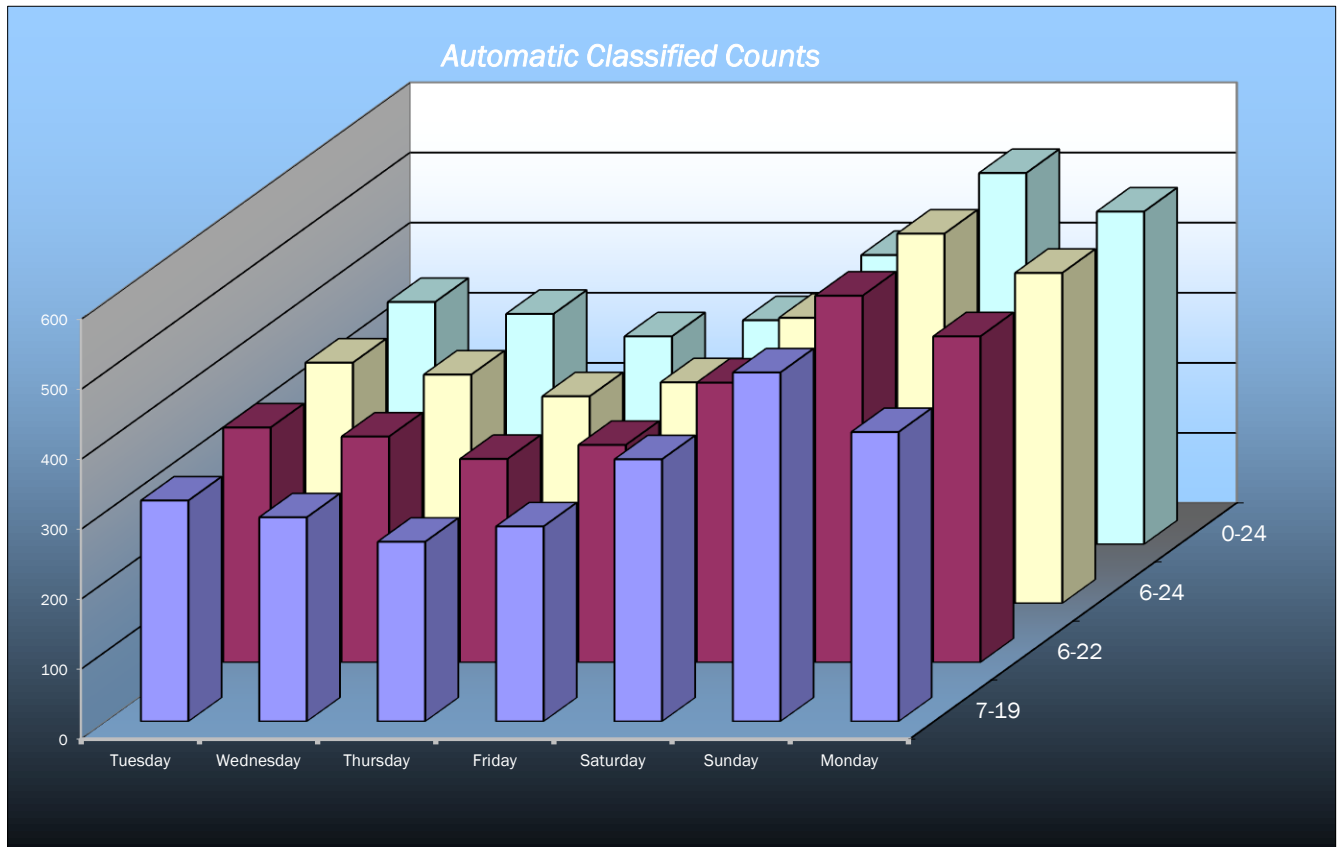


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Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

WESTBOUND									
Hr Ending	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	1	1	1	0	1	1	1	1
2	0	1	0	0	0	1	1	0	0
3	1	0	0	1	2	0	0	0	1
4	0	0	0	1	0	0	1	0	0
5	0	0	0	0	1	0	0	0	0
6	1	0	0	1	2	0	0	0	1
7	7	8	8	4	2	0	7	7	5
8	19	20	16	18	10	7	17	18	15
9	18	25	23	13	9	16	24	21	18
10	26	23	17	16	32	18	18	20	21
11	28	22	24	19	42	40	27	24	29
12	36	28	31	34	52	70	51	36	43
13	24	22	16	28	39	51	53	29	33
14	31	30	28	30	39	60	55	35	39
15	34	32	25	22	34	64	40	31	36
16	34	36	28	28	55	60	43	34	41
17	19	19	16	28	37	58	31	23	30
18	27	18	20	26	14	36	36	25	25
19	20	17	13	17	12	19	19	17	17
20	4	14	13	13	11	12	31	15	14
21	6	4	7	7	3	8	6	6	6
22	3	5	6	8	9	5	8	6	6
23	7	3	1	5	5	3	6	4	4
24	1	1	4	0	3	1	0	1	1
7-19	316	292	257	279	375	499	414	312	347
6-22	336	323	291	311	400	524	466	345	379
6-24	344	327	296	316	408	528	472	351	384
0-24	346	329	297	320	413	530	475	353	387



Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21
1	-	20.5	-	25.5	20.5	25.5	29.3
2	25.5	25.5	29.3	25.5	15.5	34.7	-
3	-	25.5	15.5	-	29.3	25.5	-
4	-	-	-	-	-	-	-
5	-	15.5	-	-	-	-	33.0
6	15.5	29.3	25.5	29.7	25.5	-	25.5
7	20.5	25.5	28.0	19.5	24.7	-	23.5
8	21.9	21.8	26.0	25.5	25.1	23.8	25.2
9	23.7	24.2	25.7	24.4	25.2	21.6	23.5
10	22.9	22.0	23.4	23.5	22.2	22.8	22.0
11	21.6	23.1	20.4	23.9	20.5	21.2	17.5
12	21.5	19.6	18.4	20.7	20.1	20.1	15.5
13	17.3	19.9	23.7	22.1	19.2	20.0	17.8
14	19.8	18.6	21.8	21.3	18.7	19.3	18.2
15	19.9	19.6	20.6	22.2	18.1	19.9	17.4
16	19.2	17.4	18.2	23.6	18.4	19.2	16.7
17	24.1	24.8	20.2	23.7	23.4	19.4	17.1
18	25.3	25.6	25.6	26.0	23.1	19.9	20.1
19	25.5	25.5	25.3	28.2	21.5	25.2	22.4
20	20.5	19.8	26.4	24.5	28.0	22.2	22.9
21	27.4	25.2	25.5	15.5	25.1	23.7	23.7
22	25.5	20.5	23.0	22.2	-	26.5	24.3
23	28.3	25.5	32.2	24.3	26.8	29.3	29.3
24	25.5	27.4	25.5	-	25.5	-	36.1
10-12	21.6	21.3	19.4	22.3	20.3	20.6	16.5
14-16	19.6	18.5	19.4	22.9	18.3	19.5	17.1
0-24	22.6	22.7	23.8	23.6	22.7	23.1	22.9

85TH PERCENTILE							
Hr Ending	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21
1	-	27.6	-	-	27.6	-	34.6
2	25.5	-	34.6	25.5	-	37.6	-
3	-	-	-	-	34.6	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	34.6	-	36.9	-	-	25.5
7	27.6	25.5	32.3	28.4	33.4	-	28.0
8	26.9	28.8	30.5	25.5	30.2	27.9	29.6
9	29.2	28.7	30.1	29.2	29.7	29.3	28.6
10	27.4	28.4	28.3	29.0	27.0	28.2	26.9
11	27.7	28.1	27.3	29.1	26.7	26.7	25.0
12	27.1	24.6	25.4	26.8	27.1	25.1	21.8
13	24.5	27.1	28.3	28.2	25.5	26.0	23.2
14	24.9	25.2	27.9	27.4	24.9	24.8	24.1
15	26.0	25.9	27.0	27.5	24.0	26.6	23.6
16	24.7	22.2	25.3	28.2	24.1	24.8	21.8
17	30.8	30.7	25.3	29.6	29.7	25.8	22.9
18	30.9	31.7	32.1	31.2	28.8	26.4	27.2
19	32.9	33.2	29.1	34.2	26.7	29.9	28.9
20	25.7	25.1	35.2	27.7	32.8	27.2	28.1
21	31.1	29.6	25.5	15.5	30.7	30.0	29.7
22	25.5	27.6	28.0	27.9	-	39.8	28.6
23	32.2	25.5	38.5	34.3	29.8	34.6	33.6
24	25.5	38.8	-	-	25.5	-	44.6
10-12	27.4	26.4	26.3	28.0	26.9	25.9	23.4
14-16	25.4	24.0	26.1	27.8	24.1	25.7	22.7
0-24	27.7	28.4	29.5	28.5	28.4	28.9	27.8

7 DAY AVERAGE SPEED	23.0
7 DAY AVERAGE 85th PERCENTILE	28.4
5 DAY OFF PEAK AVERAGE SPEED	19.9
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	25.8

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

AVERAGE SPEEDS							
Hr Ending	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21
1	-	15.5	25.5	48.0	-	33.0	25.5
2	-	25.5	-	-	-	25.5	33.0
3	33.0	-	-	25.5	20.5	-	-
4	-	-	-	33.0	-	-	15.5
5	-	-	-	-	25.5	-	-
6	25.5	-	-	25.5	25.5	-	-
7	15.9	21.8	22.4	19.9	25.5	-	19.8
8	24.6	24.3	25.7	25.1	25.8	21.9	23.1
9	24.8	22.2	24.7	24.3	20.2	22.2	22.8
10	21.7	20.9	21.2	22.8	20.2	22.6	24.4
11	22.2	22.8	21.3	23.4	19.5	20.3	19.9
12	20.2	21.8	21.1	22.6	20.1	17.1	17.8
13	20.1	21.0	22.8	21.0	19.3	16.9	16.6
14	18.7	18.5	21.5	19.7	18.6	16.5	18.0
15	19.8	18.6	19.1	18.2	17.9	16.4	15.3
16	18.4	17.4	21.1	21.0	17.1	18.3	16.2
17	22.9	23.8	22.4	23.0	17.4	17.7	16.5
18	25.0	28.1	21.5	24.0	21.2	19.9	18.8
19	21.5	24.6	25.3	21.8	23.8	20.2	22.3
20	20.5	21.9	24.2	24.5	23.0	25.3	22.8
21	22.2	25.5	21.2	24.1	18.8	20.5	23.8
22	28.0	23.5	25.5	19.3	25.2	28.5	26.4
23	27.3	28.0	25.5	27.0	19.5	30.5	32.6
24	25.5	25.5	25.5	-	34.7	33.0	-

10-12	21.2	22.3	21.2	23.0	19.8	18.7	18.9
14-16	19.1	18.0	20.1	19.6	17.5	17.4	15.7
0-24	22.9	22.6	23.0	24.5	21.9	22.4	21.6

85TH PERCENTILE							
Hr Ending	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	27.6	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	25.5	-	-
7	26.7	26.9	31.9	28.6	25.5	-	27.7
8	29.5	31.1	30.6	30.3	31.1	32.1	31.6
9	31.0	28.9	31.0	30.1	30.9	27.9	29.8
10	28.0	27.1	28.1	28.3	26.4	28.0	27.6
11	27.5	27.3	26.4	27.6	24.8	27.0	25.0
12	26.3	28.2	27.8	27.2	26.0	22.9	23.5
13	25.2	26.1	28.3	27.0	25.2	22.2	20.4
14	23.5	24.5	26.9	26.6	24.3	22.2	22.4
15	25.2	23.3	24.0	23.7	24.4	22.0	19.5
16	23.7	21.5	26.6	27.0	23.1	23.2	20.2
17	27.4	28.5	27.2	27.4	23.1	22.7	21.2
18	31.2	35.0	26.5	30.5	26.3	25.0	25.2
19	27.5	29.6	28.9	27.6	31.1	27.2	27.1
20	26.3	26.9	30.2	29.0	30.0	29.1	27.8
21	27.3	25.5	26.6	27.9	30.4	25.8	27.9
22	32.3	28.0	25.5	26.7	29.6	32.6	29.1
23	33.7	41.9	-	30.4	25.0	34.8	41.7
24	-	-	25.5	-	37.6	-	-

10-12	26.9	27.8	27.1	27.4	25.4	25.0	24.3
14-16	24.5	22.4	25.3	25.4	23.8	22.6	19.8
0-24	27.8	28.3	27.8	28.0	27.4	26.6	26.3

7 DAY AVERAGE SPEED	22.7
7 DAY AVERAGE 85th PERCENTILE	27.4

5 DAY OFF PEAK AVERAGE SPEED	19.9
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	25.1

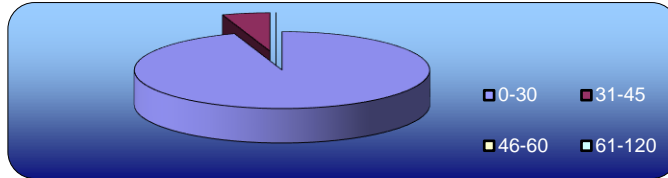
Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

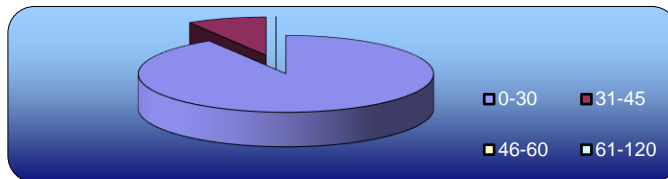
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21
0-30	291	295	258	287	339	442	421
31-45	16	28	25	24	18	21	20
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	307	323	283	311	357	463	441

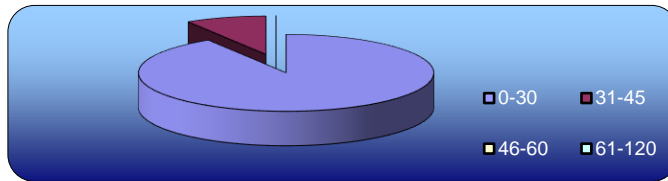
Tuesday
27-Jul-21



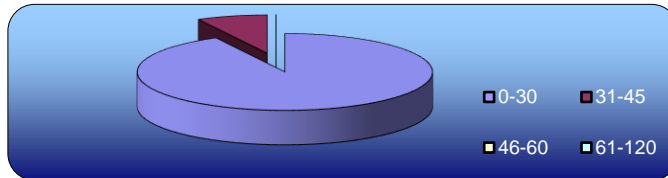
Wednesday
28-Jul-21



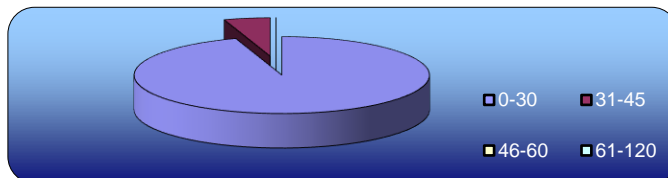
Thursday
29-Jul-21



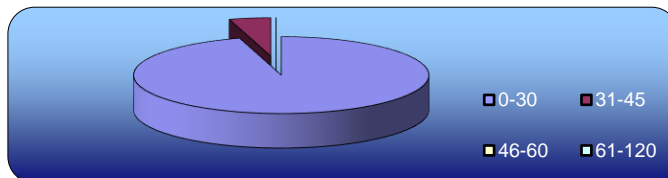
Friday
30-Jul-21



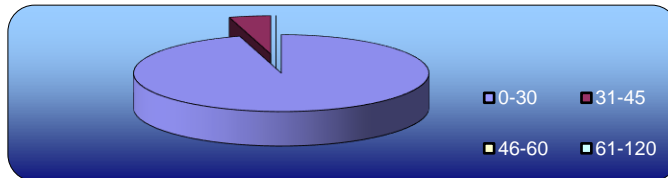
Saturday
31-Jul-21



Sunday
1-Aug-21



Monday
2-Aug-21



survey and presentation by **trafficsense** Ltd.

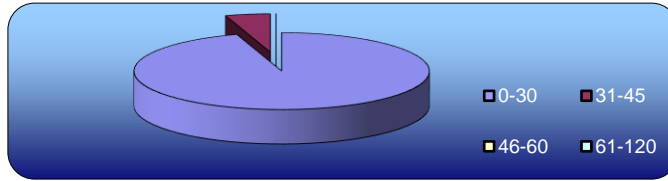
Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

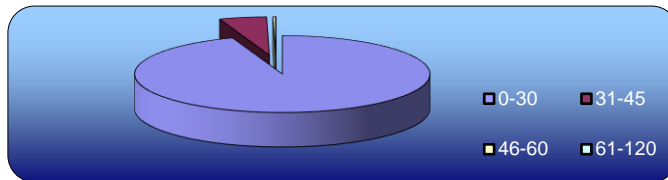
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 27-Jul-21	Wednesday 28-Jul-21	Thursday 29-Jul-21	Friday 30-Jul-21	Saturday 31-Jul-21	Sunday 1-Aug-21	Monday 2-Aug-21
0-30	329	311	280	298	402	519	462
31-45	17	17	17	21	11	11	12
46-60	0	1	0	1	0	0	1
61-120	0	0	0	0	0	0	0
TOTAL	346	329	297	320	413	530	475

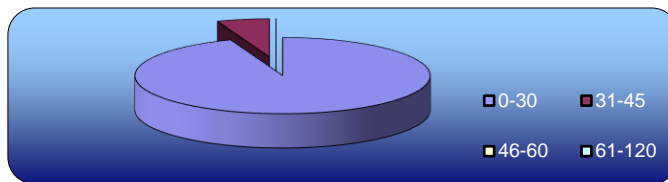
Tuesday
27-Jul-21



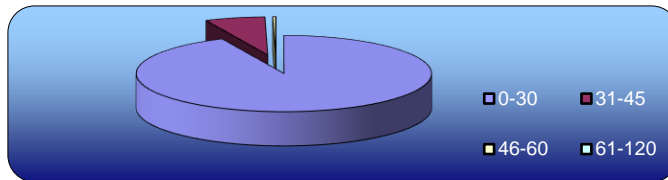
Wednesday
28-Jul-21



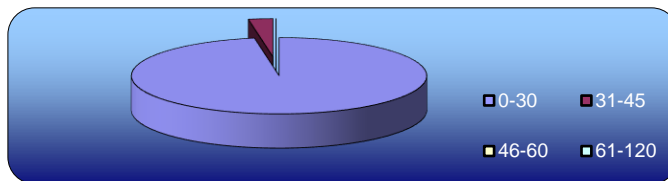
Thursday
29-Jul-21



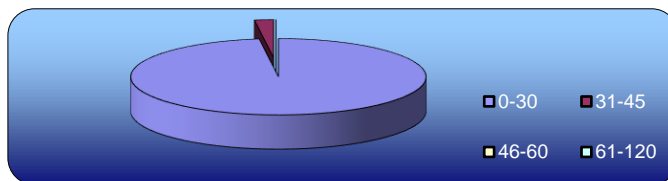
Friday
30-Jul-21



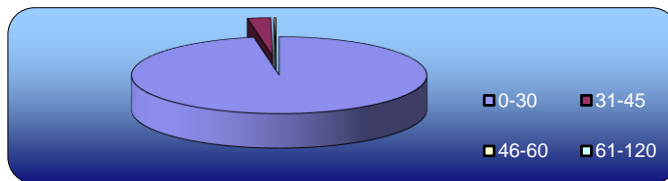
Saturday
31-Jul-21



Sunday
1-Aug-21



Monday
2-Aug-21

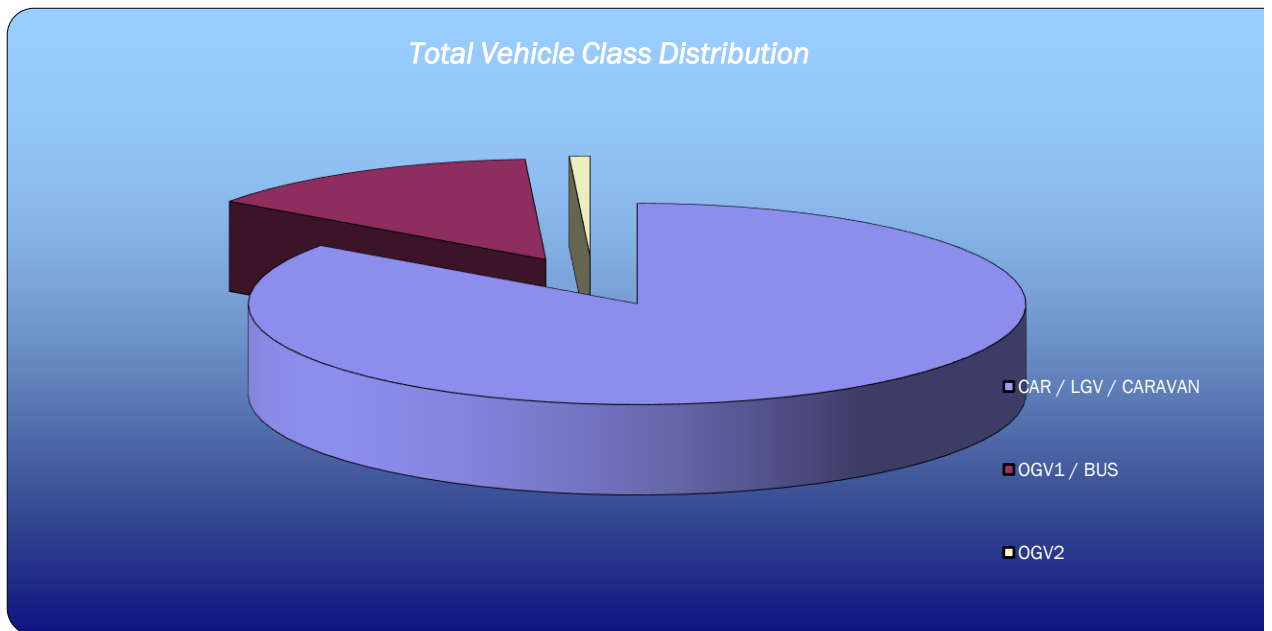


Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Jul-21				
7-19	225	45	4	274
6-22	241	49	4	294
6-24	250	50	4	304
0-24	251	52	4	307
28-Jul-21				
7-19	236	50	2	288
6-22	252	55	3	310
6-24	258	55	3	316
0-24	261	59	3	323
29-Jul-21				
7-19	201	51	1	253
6-22	222	52	1	275
6-24	226	52	1	279
0-24	229	53	1	283
30-Jul-21				
7-19	223	54	0	277
6-22	238	58	1	297
6-24	245	59	1	305
0-24	250	60	1	311
31-Jul-21				
7-19	290	34	2	326
6-22	302	39	2	343
6-24	309	40	2	351
0-24	315	40	2	357
1-Aug-21				
7-19	404	25	6	435
6-22	422	28	6	456
6-24	424	28	6	458
0-24	429	28	6	463
2-Aug-21				
7-19	307	59	4	370
6-22	354	69	4	427
6-24	362	69	4	435
0-24	367	70	4	441
AVERAGE				
7-19	269	45	3	318
6-22	290	50	3	343
6-24	296	50	3	350
0-24	300	52	3	355



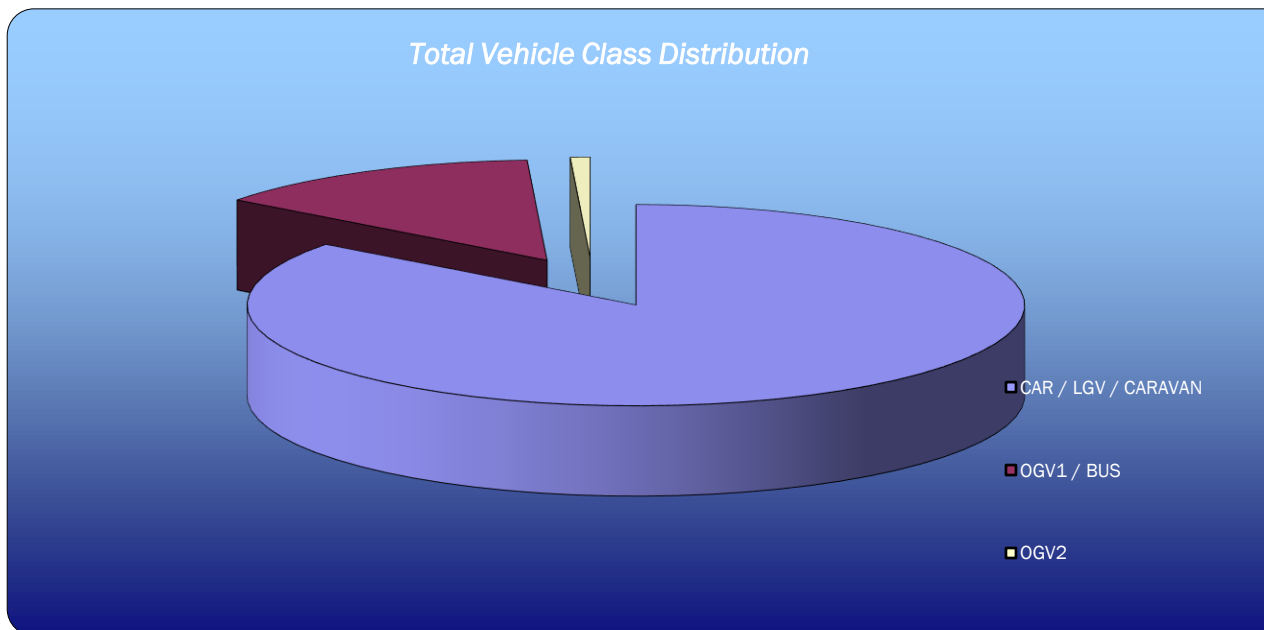
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Automatic Classified Counts, Clitheroe

LOCATION: DUNSOP BRIDGE (EASTERN SITE)

Direction : WESTBOUND

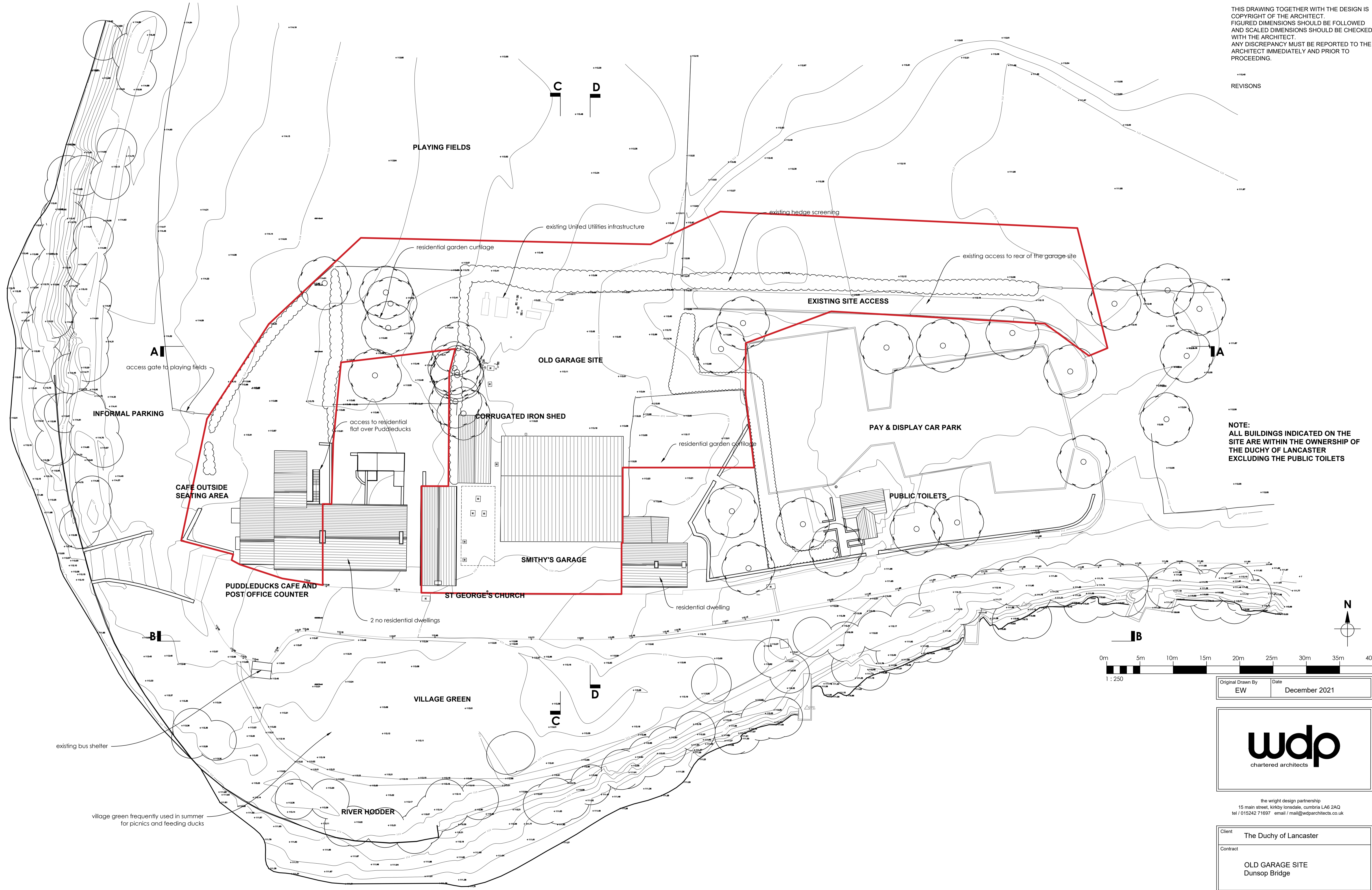
VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Jul-21				
7-19	257	53	6	316
6-22	274	56	6	336
6-24	281	57	6	344
0-24	283	57	6	346
28-Jul-21				
7-19	233	57	2	292
6-22	257	64	2	323
6-24	261	64	2	327
0-24	261	66	2	329
29-Jul-21				
7-19	203	53	1	257
6-22	233	57	1	291
6-24	238	57	1	296
0-24	239	57	1	297
30-Jul-21				
7-19	222	56	1	279
6-22	246	64	1	311
6-24	251	64	1	316
0-24	255	64	1	320
31-Jul-21				
7-19	334	38	3	375
6-22	357	40	3	400
6-24	363	42	3	408
0-24	365	45	3	413
1-Aug-21				
7-19	460	38	1	499
6-22	481	42	1	524
6-24	483	44	1	528
0-24	485	44	1	530
2-Aug-21				
7-19	365	43	6	414
6-22	407	53	6	466
6-24	413	53	6	472
0-24	416	53	6	475
AVERAGE				
7-19	296	48	3	347
6-22	322	54	3	379
6-24	327	54	3	384
0-24	329	55	3	387



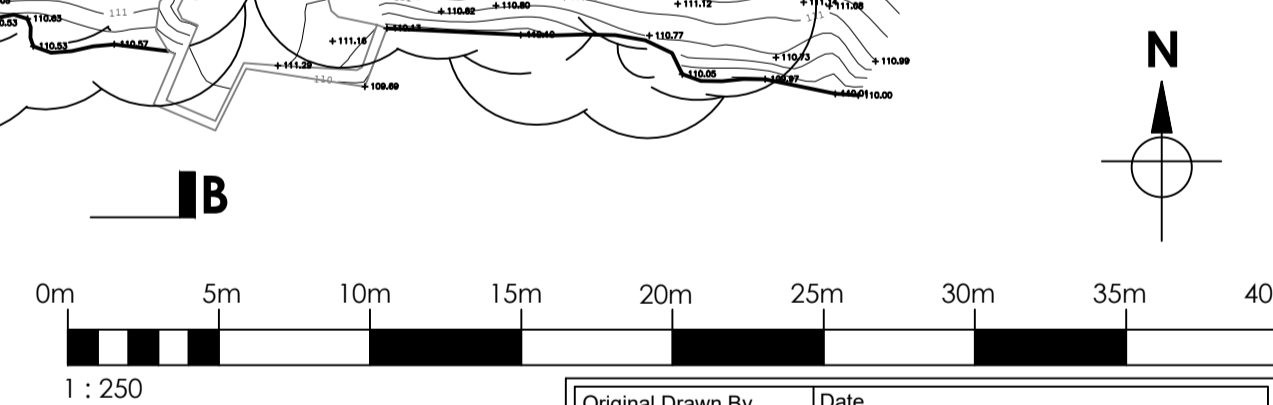
Appendix B – Proposed Site Layout Plans

THIS DRAWING TOGETHER WITH THE DESIGN IS COPYRIGHT OF THE ARCHITECT. FIGURED DIMENSIONS SHOULD BE FOLLOWED AND SCALED DIMENSIONS SHOULD BE CHECKED WITH THE ARCHITECT. ANY DISCREPANCY MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY AND PRIOR TO PROCEEDING.

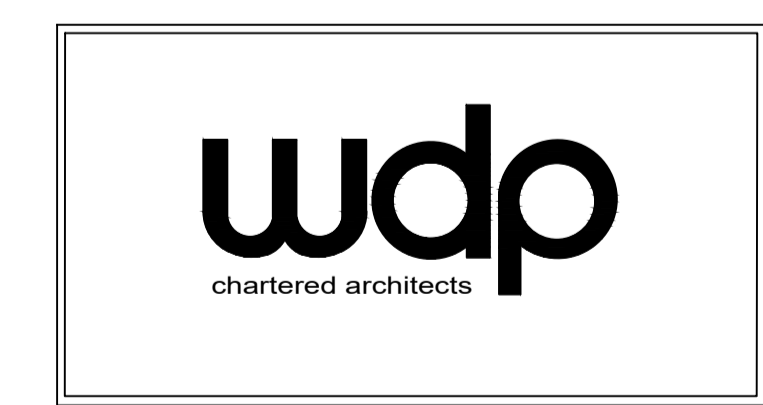
REVISIONS



NOTE:
ALL BUILDINGS INDICATED ON THE SITE ARE WITHIN THE OWNERSHIP OF THE DUCHY OF LANCASTER EXCLUDING THE PUBLIC TOILETS



Original Drawn By EW	Date December 2021
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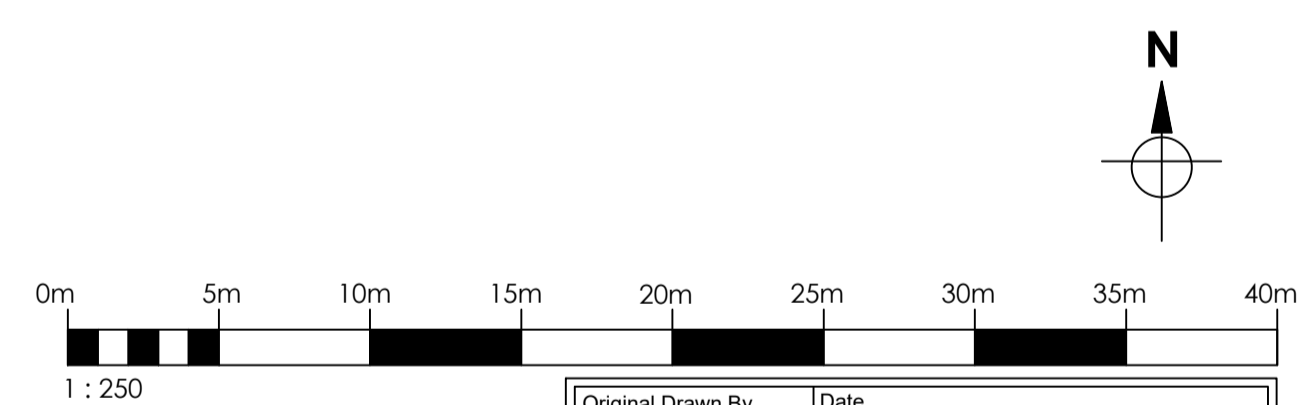
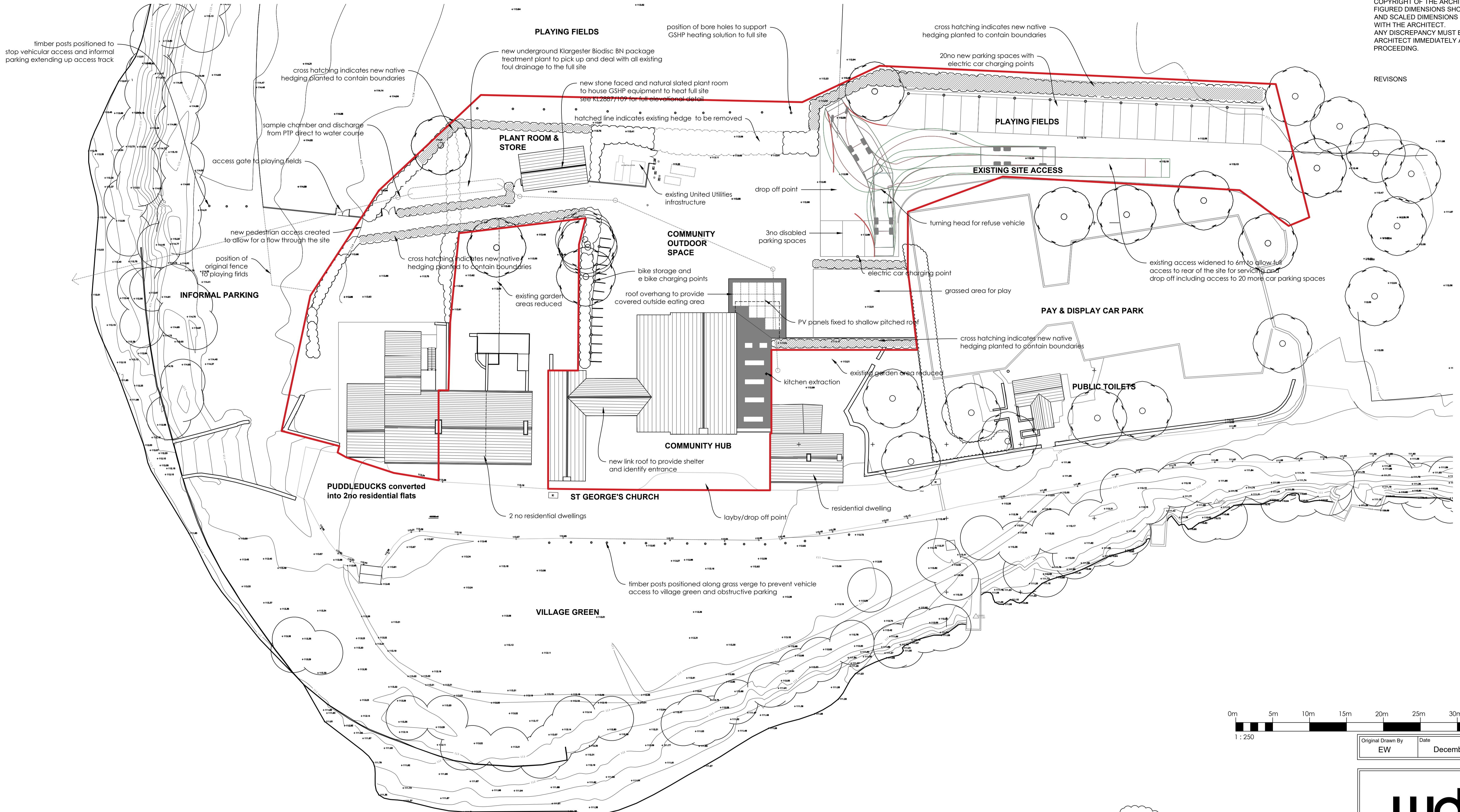
the wright design partnership
15 main street, kirby lonsdale, cumbria LA6 2AQ
tel / 015242 71697 email / mail@wdparchitects.co.uk

Client The Duchy of Lancaster
Contract OLD GARAGE SITE Dunsop Bridge
Drawing title EXISTING SITE LAYOUT

Scale 1:250	Job No. KL2887	Dwg No. 101
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REVISIONS



Original Drawn By EW	Date December 2021
-------------------------	-----------------------

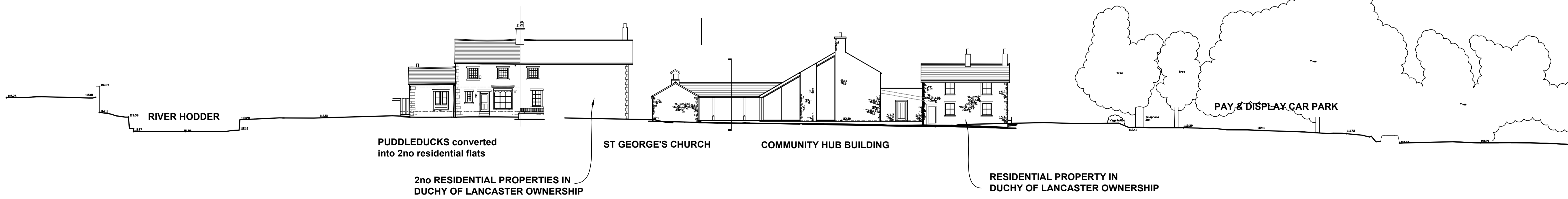


the wright design partnership
15 main street, kirby lonsdale, cumbria LA6 2AQ
tel / 015242 71697 email / mail@wdparchitects.co.uk

Client The Duchy of Lancaster
Contract OLD GARAGE SITE Dunsop Bridge

Drawing title
PROPOSED SITE PLAN

Scale 1:250	Job No. KL2887	Dwg No. 105
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SOUTH ELEVATION (A - A)

Appendix C – TRICS Output Existing Uses

Calculation Reference: AUDIT-735101-211028-1025

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
		1 days
09	NORTH	
	TW	TYNE & WEAR
		1 days

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

Primary 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: 290 to 400 (units: sqm)
Range Selected by User: 290 to 4800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/19

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:

Friday 2 days

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

Selected survey types:

Manual count 2 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 2

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 2

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 2 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 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	1 days
1.1 to 1.5	1 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HF-15-A-01 LEYDEN ROAD STEVENAGE	GARAGE	HERTFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 290 sqm <i>Survey date: FRIDAY 28/06/19</i>		<i>Survey Type: MANUAL</i>
2	TW-15-A-01 HENDON STREET SUNDERLAND HENDON	COMMERCIAL VEHICLE GARAGE	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 400 sqm <i>Survey date: FRIDAY 24/05/19</i>		<i>Survey Type: MANUAL</i>

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL 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	400	0.250	1	400	0.000	1	400	0.250
07:00 - 08:00	2	345	0.435	2	345	0.145	2	345	0.580
08:00 - 09:00	2	345	1.884	2	345	1.159	2	345	3.043
09:00 - 10:00	2	345	3.043	2	345	2.319	2	345	5.362
10:00 - 11:00	2	345	1.014	2	345	0.580	2	345	1.594
11:00 - 12:00	2	345	1.594	2	345	1.449	2	345	3.043
12:00 - 13:00	2	345	1.159	2	345	1.159	2	345	2.318
13:00 - 14:00	2	345	0.725	2	345	1.159	2	345	1.884
14:00 - 15:00	2	345	1.884	2	345	1.739	2	345	3.623
15:00 - 16:00	2	345	0.725	2	345	1.449	2	345	2.174
16:00 - 17:00	2	345	0.290	2	345	1.594	2	345	1.884
17:00 - 18:00	2	345	0.145	2	345	0.580	2	345	0.725
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.148			13.332			26.480

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:	290 - 400 (units: sqm)
Survey date range:	01/01/13 - 28/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-735101-211028-1049

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : T - PLACE OF WORSHIP
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days

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

Primary 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: 360 to 450 (units: sqm)
 Range Selected by User: 240 to 1265 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 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	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:

High Street	2
-------------	---

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:

F1(f)	2 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 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	2 days
------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-07-T-02 HIGH STREET CAMBOURNE	CATHOLIC CHURCH		CAMBRI DGESHI RE
	Edge of Town Centre High Street			
	Total Gross floor area:		360 sqm	
	<i>Survey date: THURSDAY</i>		<i>07/06/18</i>	<i>Survey Type: MANUAL</i>
2	DC-07-T-02 HIGH WEST STREET DORCHESTER	CHURCH		DORSET
	Town Centre High Street			
	Total Gross floor area:		450 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>26/03/14</i>	<i>Survey Type: MANUAL</i>

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 07 - LEISURE/T - PLACE OF WORSHIP

TOTAL 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									
07:00 - 08:00	2	405	0.123	2	405	0.123	2	405	0.246
08:00 - 09:00	2	405	0.494	2	405	0.247	2	405	0.741
09:00 - 10:00	2	405	1.111	2	405	1.235	2	405	2.346
10:00 - 11:00	2	405	1.728	2	405	1.358	2	405	3.086
11:00 - 12:00	2	405	0.741	2	405	0.741	2	405	1.482
12:00 - 13:00	2	405	0.370	2	405	0.247	2	405	0.617
13:00 - 14:00	2	405	0.123	2	405	0.123	2	405	0.246
14:00 - 15:00	2	405	0.370	2	405	0.494	2	405	0.864
15:00 - 16:00	2	405	1.358	2	405	1.481	2	405	2.839
16:00 - 17:00	2	405	2.099	2	405	1.728	2	405	3.827
17:00 - 18:00	2	405	1.605	2	405	1.358	2	405	2.963
18:00 - 19:00	1	360	0.833	1	360	0.278	1	360	1.111
19:00 - 20:00	1	360	2.222	1	360	3.611	1	360	5.833
20:00 - 21:00	1	360	0.000	1	360	1.389	1	360	1.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.177			14.413			27.590

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:	360 - 450 (units: sqm)
Survey date range:	01/01/13 - 07/06/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D – TRICS Output Proposed Uses

Calculation Reference: AUDIT-735101-211028-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 days

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

Primary 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: 100 to 2329 (units: sqm)
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/05/19

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	10 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	3
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	5

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

Selected Location Sub Categories:

Residential Zone	3
Retail Zone	1
Built-Up Zone	1
Village	2

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:

F2(b) 10 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	1 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:

No 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRI DGESHI RE
	Edge of Town Centre High Street Total Gross floor area: 629 sqm <i>Survey date: THURSDAY 07/06/18</i>		<i>Survey Type: MANUAL</i>
2	CH-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	CHESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 100 sqm <i>Survey date: TUESDAY 07/11/17</i>		<i>Survey Type: MANUAL</i>
3	NT-07-Q-01 61B MANSFIELD ROAD NOTTINGHAM	COMMUNITY CENTRE	NOTTINGHAMSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 800 sqm <i>Survey date: THURSDAY 13/06/13</i>		<i>Survey Type: MANUAL</i>
4	NY-07-Q-01 SHUTE ROAD CATTERRICK GARRISON	COMMUNITY CENTRE	NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 316 sqm <i>Survey date: WEDNESDAY 10/05/17</i>		<i>Survey Type: MANUAL</i>
5	SH-07-Q-01 SOUTHGATE TELFORD SUTTON HILL	COMMUNITY CENTRE	SHROPSHIRE
	Edge of Town Residential Zone Total Gross floor area: 1486 sqm <i>Survey date: THURSDAY 24/10/13</i>		<i>Survey Type: MANUAL</i>
6	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 2329 sqm <i>Survey date: FRIDAY 09/05/14</i>		<i>Survey Type: MANUAL</i>
7	TW-07-Q-01 HIGH STREET GATESHEAD WREKENTON	COMMUNITY CENTRE	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 450 sqm <i>Survey date: FRIDAY 04/10/13</i>		<i>Survey Type: MANUAL</i>
8	TW-07-Q-02 ROSEDON WAY NEWCASTLE BRUNTON	COMMUNITY CENTRE	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 880 sqm <i>Survey date: FRIDAY 13/11/15</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-07-Q-03 ASKEW ROAD W GATESHEAD TEAMS Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 750 sqm <i>Survey date: FRIDAY 24/05/19</i>	COMMUNITY CENTRE TYNE & WEAR <i>Survey Type: MANUAL</i>
10	WY-07-Q-01 WATERLOO LANE LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Retail Zone Total Gross floor area: 625 sqm <i>Survey date: MONDAY 19/10/15</i>	COMMUNITY CENTRE WEST YORKSHIRE <i>Survey Type: MANUAL</i>

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 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL 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									
07:00 - 08:00	5	424	0.236	5	424	0.000	5	424	0.236
08:00 - 09:00	10	837	1.052	10	837	0.406	10	837	1.458
09:00 - 10:00	10	837	0.932	10	837	0.562	10	837	1.494
10:00 - 11:00	10	837	0.490	10	837	0.705	10	837	1.195
11:00 - 12:00	10	837	0.442	10	837	0.729	10	837	1.171
12:00 - 13:00	10	837	0.885	10	837	0.801	10	837	1.686
13:00 - 14:00	10	837	0.430	10	837	0.610	10	837	1.040
14:00 - 15:00	10	837	0.466	10	837	0.430	10	837	0.896
15:00 - 16:00	10	837	0.825	10	837	0.765	10	837	1.590
16:00 - 17:00	9	894	0.485	9	894	0.584	9	894	1.069
17:00 - 18:00	9	894	0.671	9	894	0.721	9	894	1.392
18:00 - 19:00	8	912	0.836	8	912	0.315	8	912	1.151
19:00 - 20:00	8	912	0.562	8	912	0.822	8	912	1.384
20:00 - 21:00	8	912	0.041	8	912	0.206	8	912	0.247
21:00 - 22:00	6	965	0.000	6	965	0.501	6	965	0.501
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.353			8.157			16.510

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: 100 - 2329 (units: sqm)
 Survey date range: 01/01/13 - 24/05/19
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-735101-211028-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary 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: 204 to 1056 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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	2 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	6 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	1
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2

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
E(a)	5 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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	4 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	5 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	6 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-01-O-02 FITZROY STREET CAMBRIDGE	LITTLE WAI TROSE	CAMBRI DGESHI RE
	Town Centre Built-Up Zone Total Gross floor area:	1056 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
2	DS-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL	DERBYSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	204 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
5	WL-01-O-01 THE CIRCLE SWINDON	ONE STOP	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
6	WY-01-O-02 AINSTY ROAD WETHERBY	CO-OPERATIVE	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	539 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

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 01 - RETAIL/O - CONVENIENCE STORE
 TOTAL 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	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	3	349	4.962	3	349	4.962	3	349	9.924
07:00 - 08:00	6	454	4.622	6	454	4.512	6	454	9.134
08:00 - 09:00	6	454	5.576	6	454	5.539	6	454	11.115
09:00 - 10:00	6	454	3.778	6	454	3.632	6	454	7.410
10:00 - 11:00	6	454	3.888	6	454	3.668	6	454	7.556
11:00 - 12:00	6	454	3.522	6	454	3.742	6	454	7.264
12:00 - 13:00	6	454	4.769	6	454	4.696	6	454	9.465
13:00 - 14:00	6	454	3.888	6	454	3.742	6	454	7.630
14:00 - 15:00	6	454	4.035	6	454	4.219	6	454	8.254
15:00 - 16:00	6	454	4.585	6	454	4.219	6	454	8.804
16:00 - 17:00	6	454	4.475	6	454	4.365	6	454	8.840
17:00 - 18:00	6	454	5.282	6	454	5.466	6	454	10.748
18:00 - 19:00	6	454	6.126	6	454	6.126	6	454	12.252
19:00 - 20:00	6	454	5.246	6	454	5.209	6	454	10.455
20:00 - 21:00	5	487	1.972	5	487	2.095	5	487	4.067
21:00 - 22:00	5	487	1.233	5	487	1.397	5	487	2.630
22:00 - 23:00	1	204	3.922	1	204	3.431	1	204	7.353
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
Total Rates:			74.332			73.471			147.803

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: 204 - 1056 (units: sqm)
 Survey date range: 01/01/13 - 25/09/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.