Land at Pendle Road, Clitheroe

Transport Assessment

May 2022

MÜLLER
PROPERTY GROUP

Control Sheet

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Pendle Mill, Pendle Road, Clitheroe BB7 1JQ

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The TRICS database has been used in this report to calculate traffic generations.

Road Traffic Collision Data has been obtained from www.crashmap.co.uk

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Cycle information has been obtained from Ribble Valley Cycle Map © Crown copyright and database rights 2013 Ordnance Survey 100023320.

Extracts from Ribble Valley Borough Council Core Strategy 2008-2028 are used in this report.

Guidance on walking distances is provided within the Institution of Highways and Transportation (IHT) document 'Providing for Journeys on Foot' (2000)

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1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed to prepare a Transport Assessment for use by Muller Property Group in support of a planning application for a proposed residential Care Home development at Pendle Mill, Pendle Road, Clitheroe BB7 1JQ.

1.2 The proposals are to redevelop the Pendle Mill site to create a new residential care home (use class C2) for 70 residents, together with 28 car parking spaces with access from Pendle Road.

1.3 This Transport Assessment considers in detail the following aspects:

- the local highway network and its road traffic accident record;
- the proposed use and its operational characteristics;
- the impact of the proposals on the local highway network in terms of highway safety; and,
- the accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport.

1.4 A Travel Plan is provided for the development as part of the planning application submission. The Travel Plan sets out measures to encourage the uptake of sustainable travel modes to support the residential care home. The Transport Assessment should be read in conjunction with the Travel Plan.

1.5 This Transport Assessment demonstrates that the development will not have an unacceptable impact on highway safety and that residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.

2 Planning Policy

2.1.1 In July 2021 the latest National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied. The following NPPF transport paragraph is most relevant to this proposed development:

2.1.2 At NPPF paragraph 38 it states that;

'Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.'

2.1.3 In considering development proposals NPPF paragraph 110 states that;

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.1.4 NPPF paragraph 111 states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.1.5 NPPF paragraph 112 states in relation to paragraph 111 that:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.6 NPPF paragraph 113 concludes that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

2.2 National Planning Practice Guidance

2.2.1 The National Planning Practice Guidance (NPPG) brings together National Planning Policy Framework. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

2.2.2 In relation to Transport NPPG provides the following guidance:

- Transport evidence bases in plan making and decision taking - March 2015
- Travel Plans, Transport Assessments and Statements - March 2014

2.2.3 NPPG *Transport evidence bases in plan making and decision taking* sets out the key issues that local planning authorities should consider in developing the transport base to support the Local Plan, including:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- highlight and promote opportunities to reduce the need for travel where appropriate;
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- consider the cumulative impacts of existing and proposed development on transport networks;
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands;
- identify the short, medium and long-term transport proposals across all modes.

2.2.4 NPPG *Travel Plans, Transport Assessments and Statements* sets out the key principles that should be taken into account in preparing a Transport Statement. NPPG states that Transport Statements are important as they can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.3 Ribble Valley Borough Council Core Strategy 2008-2028

2.3.1 Key Statement DMI2: Transport Considerations.

> KEY STATEMENT DMI2: TRANSPORT CONSIDERATIONS
>
> New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.
>
> In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development.
>
> Major applications should always be accompanied by a comprehensive travel plan.

2.3.2 Policy DMG3 relates to Transport and Mobility and states that:

IN MAKING DECISIONS ON DEVELOPMENT PROPOSALS THE LOCAL PLANNING AUTHORITY WILL, IN ADDITION TO ASSESSING PROPOSALS WITHIN THE CONTEXT OF THE DEVELOPMENT STRATEGY, ATTACH CONSIDERABLE WEIGHT TO:

THE AVAILABILITY AND ADEQUACY OF PUBLIC TRANSPORT AND ASSOCIATED INFRASTRUCTURE TO SERVE THOSE MOVING TO AND FROM THE DEVELOPMENT -

1. THE RELATIONSHIP OF THE SITE TO THE PRIMARY ROUTE NETWORK AND THE STRATEGIC ROAD NETWORK.
2. THE PROVISION MADE FOR ACCESS TO THE DEVELOPMENT BY PEDESTRIAN, CYCLISTS AND THOSE WITH REDUCED MOBILITY.
3. PROPOSALS WHICH PROMOTE DEVELOPMENT WITHIN EXISTING DEVELOPED AREAS OR EXTENSIONS TO THEM AT LOCATIONS WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR.
4. PROPOSALS WHICH LOCATE MAJOR GENERATORS OF TRAVEL DEMAND IN EXISTING CENTRES WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR.
5. PROPOSALS WHICH STRENGTHEN EXISTING TOWN AND VILLAGE CENTRES WHICH OFFER A RANGE OF EVERYDAY COMMUNITY SHOPPING AND EMPLOYMENT OPPORTUNITIES BY PROTECTING AND ENHANCING THEIR VITALITY AND VIABILITY.
6. PROPOSALS WHICH LOCATE DEVELOPMENT IN AREAS WHICH MAINTAIN AND IMPROVE CHOICE FOR PEOPLE TO WALK, CYCLE OR CATCH PUBLIC TRANSPORT RATHER THAN DRIVE BETWEEN HOMES AND FACILITIES WHICH THEY NEED TO VISIT REGULARLY.
7. PROPOSALS WHICH LIMIT PARKING PROVISION FOR DEVELOPMENTS AND OTHER ON OR OFF STREET PARKING PROVISION TO DISCOURAGE RELIANCE ON THE CAR FOR WORK AND OTHER JOURNEYS WHERE THERE ARE EFFECTIVE ALTERNATIVES.

ALL MAJOR PROPOSALS SHOULD OFFER OPPORTUNITIES FOR INCREASED USE OF, OR THE IMPROVED PROVISION OF, BUS AND RAIL FACILITIES.

ALL DEVELOPMENT PROPOSALS WILL BE REQUIRED TO PROVIDE ADEQUATE CAR PARKING AND SERVICING SPACE IN LINE WITH CURRENTLY APPROVED STANDARDS.

2.4 Joint Lancashire Structure Plan – Parking Standards 2005

2.4.1 The Joint Lancashire Structure Plan set out parking standards at Table A for Class C2 Residential Institutions (Nursing Homes) with 1 space required per 5 residents.

2.4.2 Mobility parking is required at a minimum level of 1 per 10 car spaces as part of overall provision. Bicycle parking is required at a minimum level of 1 space per 10 car spaces. Motorcycle parking is required at a minimum of 1 per 25 car spaces.

2.4.3 The Joint Lancashire Structure Plan sets out the Accessibility Questionnaire at Table C to determine the accessibility of sites.

3 Existing Situation

3.1 The Site and Surrounding Area

3.1.1 The site is Pendle Mill on Pendle Road located approximately 500m east of Clitheroe town centre and is shown at **Figure 1**.

Figure 1 – Site Location

Imagery ©2022 Infoterra Ltd & Bluesky. Maxar Technologies. The GeoInformation Group. Map data ©2022

3.1.2 The site boundaries are:

North: Open land containing public footpath 3-1-FP 10 and residential properties accessed from Spa Garth beyond.

South: Pendle Road and residential properties located on the north and south side of Pendle Road.

East: Open Land with Highmoor Park (road) beyond.

West: Open land and residential properties located on the north side of Pendle Road.

3.1.3 The site is occupied by Pendle Mill which currently is used as retail and storage space with vehicular access from Pendle Road at the western end of the site frontage.

3.1.4 It is understood that there are three separate uses on the site, as follows:

- Worthington – This is a furniture showroom. Use Class E.
- RE Dawson – Occupy the mill buildings to the rear of the furniture showroom. The floor space is used for warehousing for a mail order business. Use Class B8.
- JPA Sports – School wear mail order business with some ancillary on-site retail. Use Class B8.

3.1.5 The site has two vehicular accesses from Pendle Road. The access at the western end of the site provides a skew junction arrangement with limited junction visibility and junction radii. This access serves RE Dawson and JPA Sports. Service vehicles have to reverse from Pendle Road as shown at **Figure 2A**. The second access is also located off Pendle Road on the site frontage and has a dropped kerb vehicular footway crossing arrangement. The access is shown at **Figure 2B** and serves a customer car park and a service entrance. Large service vehicles would have to reverse from Pendle Road to use the service entrance.

Figure 2A – Existing Access Pendle Road

Image Capture July 2021 © 2022 Google

Figure 2B – Existing Access Pendle Road

Image Capture July 2021 © 2022 Google

3.1.6 There is a dropped kerb footway crossing arrangement on Pendle Road adjacent to the showroom entrance. This would suggest that some existing service activities occur kerbside on Pendle Road, as shown at **Figure 3**.

Figure 3 – Existing Dropped Kerb Footway Crossing Pendle Road

Image Capture July 2021 © 2022 Google

3.2 Local Highway Network

3.2.1 Pendle Road is an adopted highway classified as a 'C' road. In the vicinity of the site Pendle Road is subject to a 30mph speed limit and street lighting is provided. The carriageway width is approximately 9m to 10m and footways are located on both sides of the carriageway. Pendle Road is a bus route with bus stops in both detections on the site frontage.

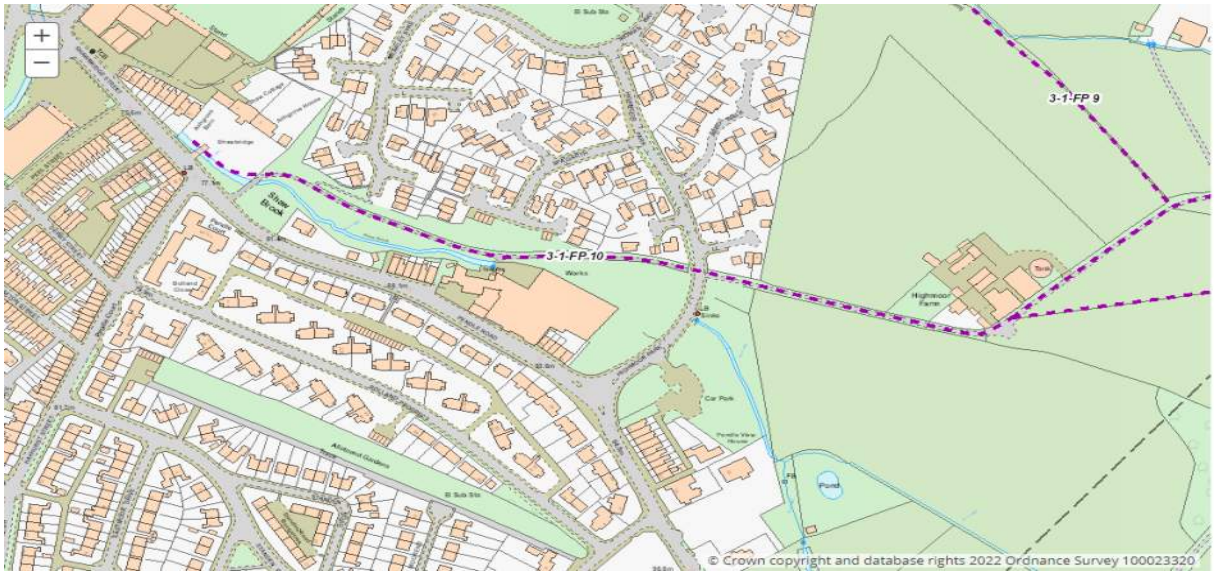
3.2.2 Immediately east of the site on Pendle Road is a mini-roundabout with Highmoor Park where the speed limit reduces to 20mph. Informal pedestrian crossing facilities are provided on all arms of the junction.

3.2.3 To the north Pendle Road joins with the A671 Waterloo Road at a mini-roundabout, with connections to Clitheroe town centre. To the south, Pendle Road links to the A59 at a large roundabout.

3.3 Public Right of Way

3.3.1 A review of Lancashire County Councils online Public Rights of Way map does not show any PRoW within the site. Public footpath reference 3-1-FP 10 is located to the north of the site or adjacent to the site. An extract of the online map is contained at **Figure 4**.

Figure 4 – Extract from Lancashire County Council Public Rights of Way Map



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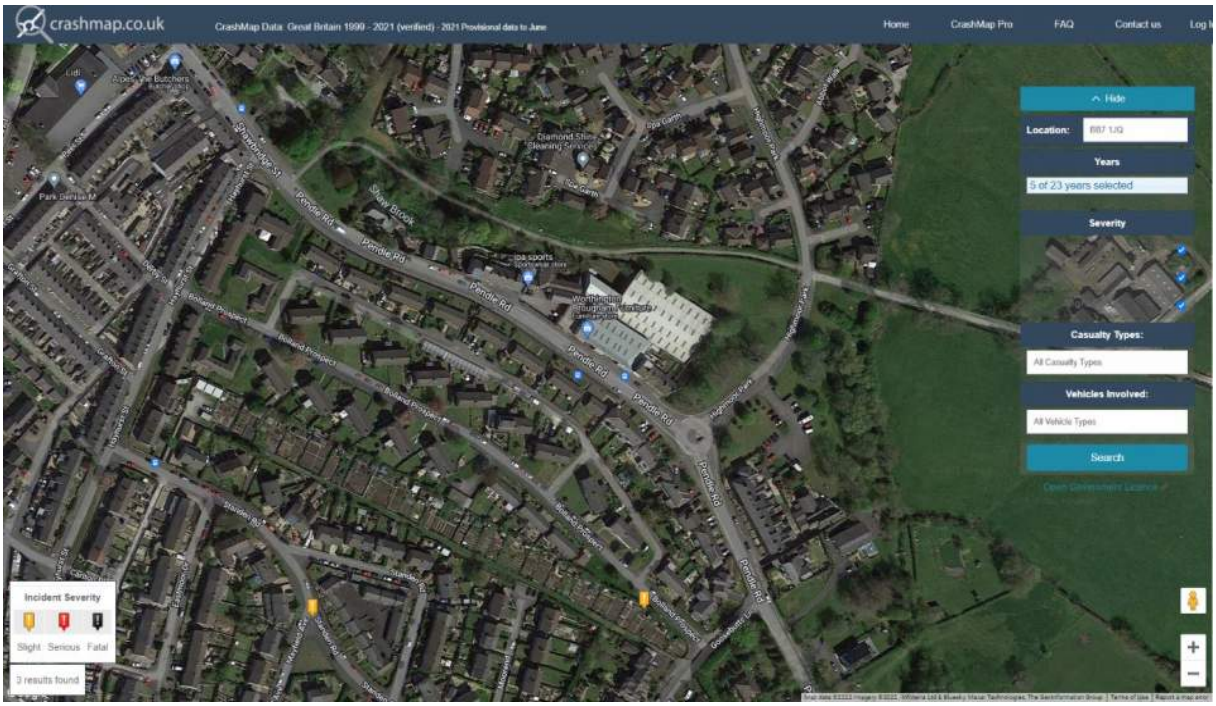
3.4 Accident Data

3.4.1 Details of recorded personal injury road traffic accidents have been obtained from the online resource www.crashmap.co.uk for the most recent 5 year period (2017 to 2021) for the local highway network. An extract showing the location and severity of incidents is shown at **Figure 5**.

Figure 5 – Crashmap extract; incidents 2017-2021 ***www.crashmap.co.uk***



3.4.2 The crashmap data shows that there hasn't been any injury road traffic incidents on Pendle Road within the vicinity of the site, including the adjacent Pendle Road / Highmoor Park mini-roundabout, within the 5 year search period.

3.4.3 This demonstrates that there isn't a recent road safety problem with the local highway network in the vicinity of the site.

4 Development Proposals

4.1 Overview

4.1.1 The proposals are to redevelop the Pendle Mill site to create a new residential care home (use class C2) for 70 residents, together with 28 car parking spaces with access from Pendle Road.

4.1.2 Staff provision is anticipated to be 70 full time equivalent operating over three shifts to provide 24 hour care. There would be a maximum of 23 staff on site at any one time.

4.1.3 The Care Home would provide end of life care for residents and include on site amenities including:

- Communal lounge and dining areas
- On site kitchen to prepare residents meals
- Quiet lounges
- Cinema room
- Hair and nail salon
- Assisted bathrooms
- Treatment rooms
- Nurse station
- Staff and administration areas

4.1.4 The Architects development site layout plan is contained at **Appendix A**.

4.2 Access

4.2.1 Pedestrian access to the building will be available from Pendle Road with access directly off the existing pedestrian footway adjacent to the site frontage. A separate pedestrian entrance is provided adjacent to the proposed on site car park.

4.2.2 Cyclist access to the site will be from Pendle Road. The secure cycle store is directly accessed from Pendle Road. There is an existing dropped kerb footway crossing arrangement close to the cycle store.

4.2.3 Vehicular access to the site is proposed from a new access on Pendle Road and is shown on the plan at **Appendix B**. The new access will be 5.5m wide with 4.0m junction radii. Vehicle tracking shows that two cars can pass at the access. A dropped kerb pedestrian crossing will be provided at the site access bellmouth and incorporating tactile paving. The access visibility is shown with 43m in both directions on Pendle Road measured from a minor road distance of 2.4m. The visibility is appropriate for the speed limit on Pendle Road.

4.2.4 The existing redundant vehicular accesses on Pendle Road associated with the former mill use will be permanently closed and reinstated as footway within the highway boundary. The overall number of vehicular accesses from the site to Pendle Road would reduce from 2 to 1. The footway at the western end of the site frontage will be extended to link with the existing footway adjacent to property no.21 Pendle Road.

4.3 Parking

4.3.1 Cycle Parking is proposed at 1 space per 10 car parking spaces, with 3 long stay cycle parking spaces proposed within a secure cycle storage provision. Cycle parking will only be required for staff and visitors due to the nature of the Care Home. 3 spaces equates to approximately 1 per 7 staff on duty at any one time.

4.3.2 Car parking provision has been based on an anticipated staff and visitor operational requirements. Using local census information for travel to work into the local area shows 65.8% by car. Therefore 23 staff would require 15 car parking spaces. Visitor parking has been estimated using local authority guidelines for C2 developments at a ratio of 1 space per 5 residents. Therefore 70 residents would require 14 spaces. Total maximum parking provision is therefore 29 spaces for staff and visitors. The development proposes a total of 28 car parking spaces including 2 mobility spaces.

4.3.3 Electric vehicle parking is proposed at 10% with 3 spaces provided and with a further 10% enabled for future retrofitting.

4.3.4 Motorcycle parking is proposed with 1 long stay space provided with a secure anchor point.

4.4 Servicing

4.4.1 A secure bin store is located on the south side of the building directly adjacent to Pendle Road as part of a servicing and delivery point. Refuse collection and servicing is proposed kerbside from Pendle Road. There is an existing dropped kerb footway crossing arrangement close to the service delivery point which will assist with the transport of refuse bins.

4.4.2 Adjacent to the proposed service area on Pendle Road are white line hatch road markings in the centre of the carriageway which develop a taper to the traffic splitter island at the mini roundabout to the southeast of the site.

4.4.3 The Drawing at **Appendix C** shows a large refuse collection vehicle servicing the site with its rear end positioned adjacent to the existing dropped kerbs. This is the worst case service vehicle that could be expected for the development. Vehicle tracking of two buses passing the refuse vehicle are shown, with the eastbound vehicle utilising the central hatch lining and does not impede the opposing traffic lane.

4.5 Construction Phase

4.5.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that restrict and limit the impact of construction related traffic on the site and public highway.

5 Sustainable Travel Accessibility

5.1 Overview

5.1.1 The National Planning Policy Framework (NPPF) sets out development transport objectives which includes the need to rebalance the transport system in favour of sustainable transport modes.

5.1.2 This section of the report considers the accessibility of the site in order to review the opportunities that will exist for residents and visitors to travel by the following modes:

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

5.2 Accessibility on Foot

5.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

5.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised at **Figure 6**;

Figure 6 – Extract from Providing for Journeys on Foot – Walking Distances

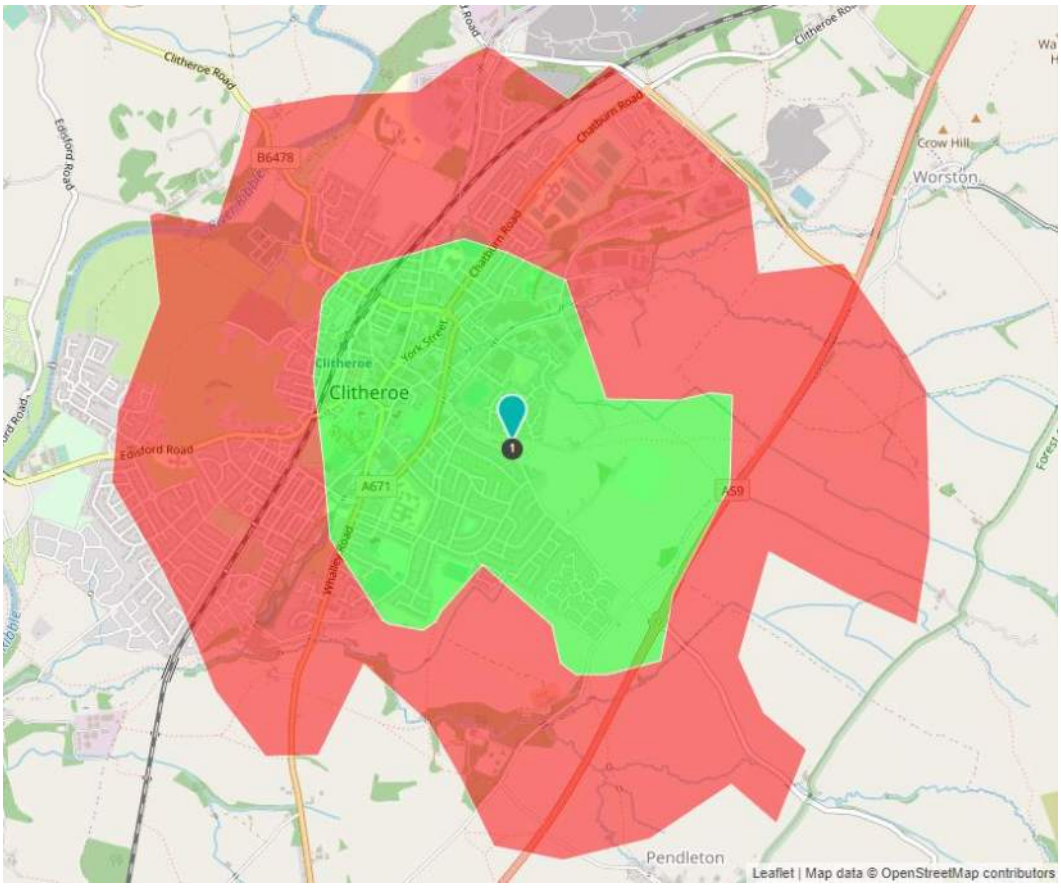
Guidelines for
PROVIDING FOR JOURNEYS ON FOOT

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight–seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.2.3 **Figure 7** identifies 1km / 2km walking isochrones from the site in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.

Figure 7 – Indicative walking isochrones ***[Openrouteservice]***



5.2.4 Within 1,000m walking distance (12.5 minutes) of the site there is:

- Bus stops on Pendle Road (site frontage)
- Lidl supermarket (300m)
- Tesco Supermarket (500m)
- Clitheroe Town Centre (500m)
- Clitheroe Health Centre and Pendleside Medical Practice (800m)
- Clitheroe Bus Interchange (900m)
- Clitheroe Train Station (900m)

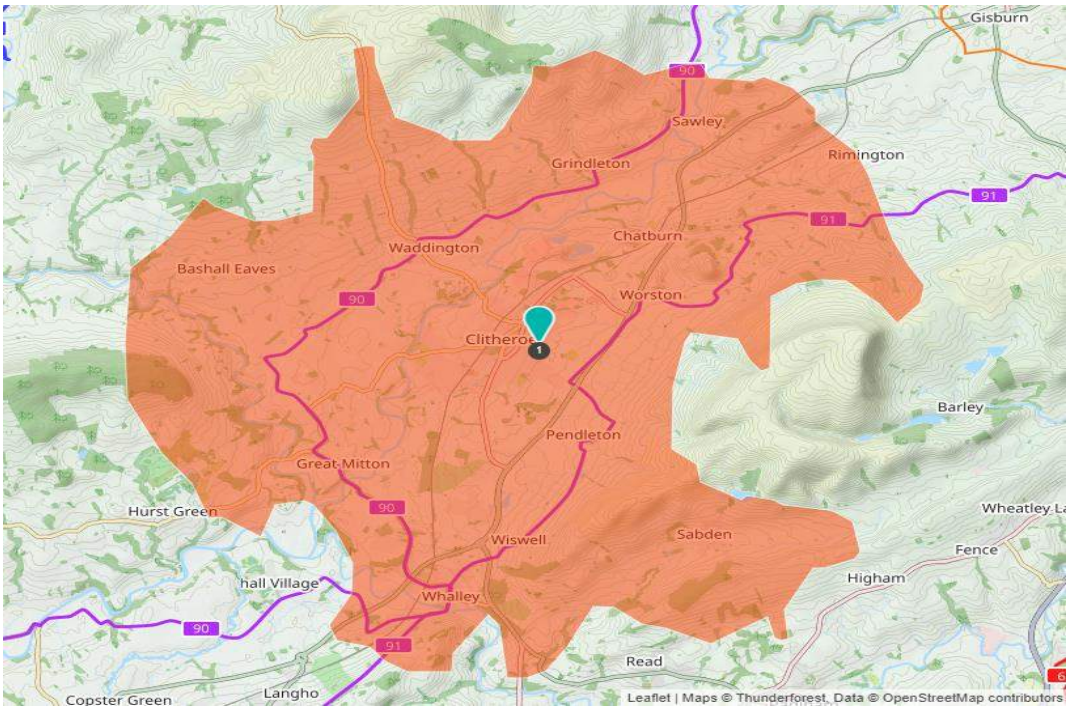
5.3 Accessibility by Cycle

5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.3.2 **Figure 8** indicates destinations that lie within an 8km cycling isochrone of the site. Again it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Figure 8 – Indicative 8km Cycle Isochrone ***[Openrouteservice]***



5.3.3 Within 8km cycle distance of the Care Home is:

- Clitheroe Town Centre
- Outlying areas including:
  - Sawley
  - Grindle
  - Waddington
  - Chatburn
  - Worston
  - Pendlton
  - Wisewell
  - Whalley
  - Great Mitton

5.3.4 Ribble Valley cycle map produced by Ribble Valley Borough Council and Lancashire County Council is contained at **Appendix D** with an extract covering Clitheroe at **Figure 9**.

Figure 9 – Extract from Ribble Valley Cycle Map

5.3.5 The Ribble Valley Cycle map identifies Pendle Road as an advisory cycle route between the site and Clitheroe Town Centre. Advisory routes are also shown from the site north to Sawley and south to Whalley. The advisory routes also link to National Cycle Network routes 90 and 91 which comprise the Lancashire Cycleway.

5.4 Accessibility by Bus

5.4.1 Bus stops are located on Pendle Road with stops in both detections located on the site frontage. A summary of bus services at the stops adjacent to the site is contained at **Table 1**.

Table 1 – Summary of Bus Services

Service	Route	Service Frequency	
		Mon to Sat Daytime (mins)	Evenings and Sundays (mins)
4	4 CLITHEROE - PEEL PARK CIRCULAR via Claremont Ave, Standen Rd, Langshaw Dr, Turner St, Victoria St	60	No Service
5	5 CHIPPING - CLITHEROE via Hurst Green, Barrow Brook	60	60 (eves until 20.00) 120 (Sun)
15	15 CLITHEROE - ROYAL BLACKBURN HOSPITAL via Barrow Brook, Great Harwood, Rishton, Clayton le Moors, Oswaldtwistle	90	No Service
25	CLITHEROE - BLACKBURN via Brockhall, Langho, Lammack, St.Marys College	120	No Service
64	BURNLEY - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook	60	60 (eves until 20.00) 120 (Sun)

5.4.2 There are approximately 4 weekday daytime services per hour at stops adjacent to the site. Evening and Sunday services are limited.

5.4.3 All bus services stop at Clitheroe Town Centre Interchange on Railway View Road and is a 3 minute bus journey time from stops adjacent to the site. Further bus services are available from Clitheroe Town Centre Interchange across 10 stands with a summary of destinations contained at **Appendix E**.

5.4.4 Clitheroe Interchange is located adjacent to Clitheroe train station and buses from stops adjacent to the site stop at stands at Clitheroe Interchange within 75m walking distance of the train station entrance, providing connected public transport bus and train journeys.

5.5 Accessibility by Rail

5.5.1 The closest railway station to the site is at Clitheroe Town Centre and is a 900m walking distance (12 minute walk). Details of train services at Clitheroe station are summarised at **Table 2**.

Table 2 – Train Services at Clitheroe Station

Service	Route	Service Frequency	
		Mon to Sat Daytime (mins)	Evenings and Sundays (mins)
Northern 12	Manchester – Salford – Bolton – Blackburn - Clitheroe	60	60

5.6 Summary

5.6.1 The Joint Lancashire Structure Plan Accessibility Questionnaire has been completed for the site and is contained at **Appendix F**. The total aggregated score for the site is 20 which defines the sites accessibility as medium.

5.6.2 The site is accessible by both active and public transport. As such staff, residents and visitors to the site will have opportunities to utilise sustainable travel options, where appropriate, which will reduce the reliance to travel by car.

6 Multimodal Traffic Generations

6.1 Overview

6.1.1 The TRICS database has been used to assess the development travel characteristics. The TRICs database has traffic surveys for two types of C2 Nursing Home use, with the definitions summarised:

Care Home (Elderly Residential) (use class C2)
A Care Home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services. These sites are not registered to meet a specific care need, so not to be confused with the "Care Home (specific condition)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.

Care Home (Specific Condition) (use class C2)
A Care Home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included. Not to be confused with the "Care Home (elderly residential)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.

6.1.2 Modal generations are calculated based on the number of residents. The two alternative Care Home types in TRICS have been assessed to compare trip vehicle rates with a summary as follows (trip rates are based on the proposed number of residents – in this case 70):

C2 (Elderly Residential) 128 total vehicle trips daily (07.00-19.00hrs)
C2 (Specific Condition) 167 total vehicle trips daily (07.00-19.00hrs)

6.1.3 The exercise shows that C2 Nursing Home (Specific Condition) has the greatest traffic generations and to provide a robust assessment, this use category has been used within the Transport Assessment. The TRICS data for C2 Nursing Home (Specific Condition) is contained at **Appendix G**.

6.2 Development Multimodal Generations

6.2.1 The TRICS data indicates that the development could be expected to generate the modal trips summarised at **Table 3** based on a 70 resident Care Home.

Table 3 – Multimodal Traffic Generations

Time	Mode of Travel	Trip Rate	Modal Split %	Trips from a 70 resident Care Home
Weekday AM (08:00-09:00)	Pedestrians	0.054	20%	4
	Cyclists	0.027	10%	2
	Public Transport Users	0.022	8%	2
	Vehicle Occupants	0.164	62%	11
	Total People Trips	**0.268**	**100%**	**19**
Weekday PM (17:00-18:00)	Pedestrians	0.049	25%	3
	Cyclists	0.000	0%	0
	Public Transport Users	0.000	0%	0
	Vehicle Occupants	0.147	75%	10
	Total People Trips	**0.197**	**100%**	**14**
Weekday Daily	Pedestrians	1.318	29%	92
	Cyclists	0.037	1%	3
	Public Transport Users	0.225	5%	16
	Vehicle Occupants	2.893	65%	202
	Total People Trips	**4.477**	**100%**	**313**

6.2.2 For the weekday period, the TRICS multimodal data identifies that the development could expect to generate 38% of trips by walking, cycling and public transport modes in the network AM peak, 25% in the network PM peak period and 35% daily.

6.3 Development Vehicle Traffic Generations

6.3.1 The TRICS data indicates that the development could be expected to generate the modal trips summarised at **Table 4** based on a 70 resident Care Home.

Table 4 – Development Vehicle Traffic Generations

Time	Arrivals	Departures	Total
07.00-08.00	10	6	16
08.00-09.00	5	6	11
16.00-17.00	4	8	12
17.00-18.00	4	6	10
07.00-21.00	81	86	167

6.3.2 The operational peak hour is 07.00-08.00 with a total of 16 vehicle movements. In the traditional network peak hour periods total vehicle generations from the care home equate to one vehicle every 5 to 6 minutes.

6.3.3 The TRICS data predicts that the Care Home would generate 10 arrivals and departures per day (included in the traffic figures at Table 4) by taxis.

6.3.4 The TRICS data predicts that the Care Home would generate one service delivery every two days.

6.4 Former Use of The Site

6.4.1 It is understood that there are three separate uses on the site, as follows:

- Worthington – This is a furniture showroom. Use Class E.
- RE Dawson – Occupy the mill buildings to the rear of the furniture showroom. Used for warehousing for a mail order business. Use Class B8.
- JPA Sports – School wear mail order business with some ancillary on-site retail. Use Class B8.

6.4.2 The gross floor area of the existing buildings on the site has been conservatively estimated to be 3,000sqm. A further conservative estimate is that all floor area associated with the existing/former uses on the site are B8 (storage and distribution) use class (which disregards the retail showroom use class).

6.4.3 The TRICS database has been used to assess the potential traffic generations from the existing Pendle Mill floor area operating with B8 Storage and Distribution use class. The TRICS data is contained at **Appendix H** and summarised at **Table 5**.

Table 5 – Existing / Former Use Vehicle Traffic Generations

Time	Arrivals	Departures	Total
07.00-08.00	6	4	10
08.00-09.00	9	4	13
16.00-17.00	5	7	12
17.00-18.00	3	9	13
05.00-21.00	79	74	153

6.4.4 The proportion of Heavy Goods Vehicles within the traffic figures contained at Table 5 is approximately 39% with 30 arrivals and 30 departures per day.

7 Traffic Impact Assessment

7.1 The Site Access to Pendle Road

7.1.1 The development site access on Pendle Road will have standard junction geometry which is adequate for the proposed development together with visibility appropriate for the speed limit.

7.1.2 During the AM period 08.00-09.00hrs, traffic generations from the Care Home at the site access onto Pendle Road are predicted to be 5 vehicle arrivals and 6 vehicle departures. This equates to approximately 1 arrival every 12 minutes and 1 departure every 10 minutes.

7.1.3 During the PM period 16.00-17.00hrs, traffic generations from the Care Home at the site access onto Pendle Road are predicted to be 4 vehicle arrivals and 8 vehicle departures. This equates to approximately 1 arrival every 15 minutes and 1 departure every 7.5 minutes.

7.1.4 An assessment of road traffic injury accident data shows that there has not been any recent injury accidents on Pendle Road within the vicinity of the site or at the adjacent Pendle Road / Highmoor Park mini roundabout. The traffic generations from the development are predicted to be low and combined with a standard junction arrangement with adequate visibility, the highway safety record and access junction capacity is unlikely to be adversely affected by the proposals.

7.2 Development Impact on the local highway network

7.2.1 The demand for walking, cycling and public transport generated by the proposed Care Home is predicted to be low and at a level which is unlikely to have a detrimental impact on the local highway network and existing infrastructure provision.

7.2.2 The predicted vehicle traffic generations from the proposed Care Home are modest and at a level that is unlikely to be perceivable on the wider highway network.

7.2.3 A comparison of the total vehicular traffic generations from the existing/former use on the site (Table 5) with the proposed Care Home (Table 4) has been undertaken and summarised at **Table 6**.

Table 6 – Comparison of Vehicle Traffic Generations

Time	Existing / Former Use 3,000sqm B8	Proposed 70 Bed Care Home	Net Traffic Resulting From The Care Home
07.00-08.00	10	16	+6
08.00-09.00	13	11	-2
16.00-17.00	12	12	+0
17.00-18.00	13	10	-3
Daily	153	167	+14

7.2.4 The comparison shows that the net vehicular traffic as a result of redeveloping the site to provide a Care Home is negligible during the AM and PM peak periods and Daily. The development vehicular traffic generations will therefore not have a material effect on the local highway network and are unlikely to be perceivable on the wider highway network.

7.2.5 The redevelopment of the site would significantly reduce the number of HGV traffic movements associated with the former B8 use class on the site. It would also remove service accesses which required these HGV's to reverse from Pendle Road. The redevelopment therefore has highway safety benefits in this regard.

8 Summary & Conclusions

8.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed to prepare a Transport Assessment for use by Muller Property Group in support of a planning application for a proposed residential Care Home at Pendle Mill, Pendle Road, Clitheroe BB7 1JQ.

8.2 The proposals are to redevelop the Pendle Mill site to create a new residential care home (use class C2) for 70 residents, together with 28 car parking spaces with access from Pendle Road.

8.3 Staff provision is anticipated to be 70 full time equivalent operating over three shifts to provide 24 hour care. There would be a maximum of 23 staff on site at any one time.

8.4 The development will provide adequate access for pedestrians and cyclists. Vehicular access to the site is proposed from a new site access located on Pendle Road with standard junction geometry and junction visibility which is appropriate for the speed limit on Pendle Road. The existing redundant vehicular accesses on Pendle Road associated with the former mill use will be permanently closed and reinstated as footway within the highway boundary. The overall number of vehicular accesses from the site to Pendle Road would reduce from 2 to 1.

8.5 The development will provide adequate off street parking for staff and visitors including mobility provision, electric vehicle charging provision, and motorcycle and cycle parking facilities.

8.6 An assessment of road traffic injury accident data shows that there has not been any recent injury accidents on Pendle Road within the vicinity of the site or at the adjacent Pendle Road / Highmoor Park mini roundabout. The traffic generations from the development are predicted to be low and combined with a standard junction arrangement with adequate visibility, the highway safety record and access junction capacity is unlikely to be adversely affected by the proposals.

8.7 A comparison of the vehicular traffic generations based on the existing / former uses and proposed development on the site has shown that the net vehicular traffic as a result of redeveloping the site for a Care Home is negligible during the AM and PM peak periods and Daily. The development vehicular traffic generations will therefore not have a material effect on the local highway network and are unlikely to be perceivable on the wider highway network.

8.8 The demand for walking, cycling and public transport generated by the proposed Care Home is predicted to be low and at a level which is unlikely to have a detrimental impact on the local highway network and existing infrastructure provision.

8.9 The site is accessible by both active travel and by public passenger transport arrangements. As such staff and visitors will have a choice of sustainable travel options which will reduce the need to travel by car. The Joint Lancashire Structure Plan Accessibility Questionnaire indicates that the site's accessibility is medium.

8.10 The development meets the key transport policies contained within Ribble Valley Borough Council Core Strategy. The proposals support the sustainable travel requirements for developments set out in Key Statement DMI2. The proposals can accommodate sustainable travel modes of transport and can be accessed safely and efficiently by all users with suitable access arrangements in accordance with Policy DMG3.

8.11 A Travel Plan is provided for the development as part of the planning application submission. The Travel Plan sets out measures designed to minimise car trips from the development and to maximise sustainable travel alternatives. The Transport Statement report should be read in conjunction with the Travel Plan

8.12 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that the residual cumulative traffic impact is not severe. The development is therefore in accordance National Planning Policy Framework policy 111 and consequently the planning application should be supported by the Council on transport grounds.

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