



Pringle Homes

# Land at Crow Trees Farm, Chatburn

## Transport Statement

September 2022



Pringle Homes

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## Transport Statement

**OFFICE ADDRESS:**  
106 Albert Mill,  
10 Hulme Hall Road,  
Manchester,  
M15 4LY

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## APPENDICES

### APPENDIX A ATC Survey Data

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APPENDIX B Development Site Layout Drawing

APPENDIX C Proposed Site Access Drawing

APPENDIX D Swept Path Analysis (9.8m Refuse Collection Vehicle)

APPENDIX E TRICS Outputs ('Residential – Houses Privately Owned')

# 1. Introduction

## 1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Pringle Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on land at Crow Trees Farm in Chatburn, Lancashire.
- 1.1.2 The proposed development comprises 39no. affordable homes and the refurbishment of an existing farmhouse and conversion / extension of a former dairy building for residential use.
- 1.1.3 Vehicular access to the affordable homes is proposed via an upgraded existing access junction on Crow Trees Brow, which currently serves two properties located south of the railway line. The existing access will be split within the site to retain access to these properties. The farmhouse and dairy conversion will be accessed via the existing farmhouse access junction on Crow Trees Brow.
- 1.1.4 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to expected trip generation, accessibility by sustainable modes of travel and site access / servicing and delivery arrangements.

## 1.2 Methodology

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which supersedes the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.2 The scope of the TS has been reviewed and approved with the Local Highway Authority, Lancashire County Council (LCC), as part of their pre-application service. A site visit was undertaken on Tuesday 29<sup>th</sup> March 2022.

## 1.3 Report Structure

- 1.3.1 Following this introductory chapter, the TS has been structured as follows:
- **Chapter 2** describes the site location, local highway network and collision data;
  - **Chapter 3** outlines the development proposals, vehicular access, servicing and parking;
  - **Chapter 4** details sustainable accessibility, including public transport, cycle and on foot;
  - **Chapter 5** details the expected trip generation; and
  - **Chapter 6** summarises and concludes the findings of the report.



## 2. Existing Conditions

### 2.1 Site Location and Existing Uses

2.1.1 The development site is located in Chatburn, approximately 3km to the northeast of Clitheroe Town Centre, 3km to the south of Sawley and 4km southwest of Rimington. The strategic site location is shown in Figure 2.1.

Figure 2.1 : Strategic Site Location Plan



2.1.2 The existing farmhouse is currently used for residential purposes only and the former dairy building is not used for farming purposes. The fields are currently leased for animal grazing.

### 2.2 Local Highway Network

2.2.1 The development site is bound by Crow Trees Brow and a residential property to the northwest, residential property to the northeast, railway line to the southeast and residential property to the southwest.

2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



2.2.3 Crow Trees Brow extends on a broadly southwest to northeast alignment along the development site's northwest boundary. Adjacent to the site Crow Trees Brow comprises a c.8m wide two-way single carriageway, with a single lane in each direction, and footway provision on both sides of the road, as shown in [Photograph 2.1](#) and [Photograph 2.2](#).



Photograph 2.1: Crow Trees Brow (northeast-bound)



Photograph 2.2: Crow Trees Brow (southwest bound)



2.2.4 Crow Trees Brow is subject to a 30mph speed limit and benefits from a network of street lighting columns along the northwest side of the road.

2.2.5 As shown in [Photograph 2.3](#), access to the development site is currently provided via a single lane bitumen track and simple gated priority junction on Crow Trees Farm, which serves two existing properties to the south of the railway line.



**Photograph 2.3: Existing Access Junction on Crow Trees Brow**



2.2.6 Approximately 90m to the north, access to the existing farmhouse and former dairy building is provided via a separate access junction, as shown in [Photograph 2.4](#).

**Photograph 2.4: Existing Farmhouse Access Junction on Crow Trees Brow**

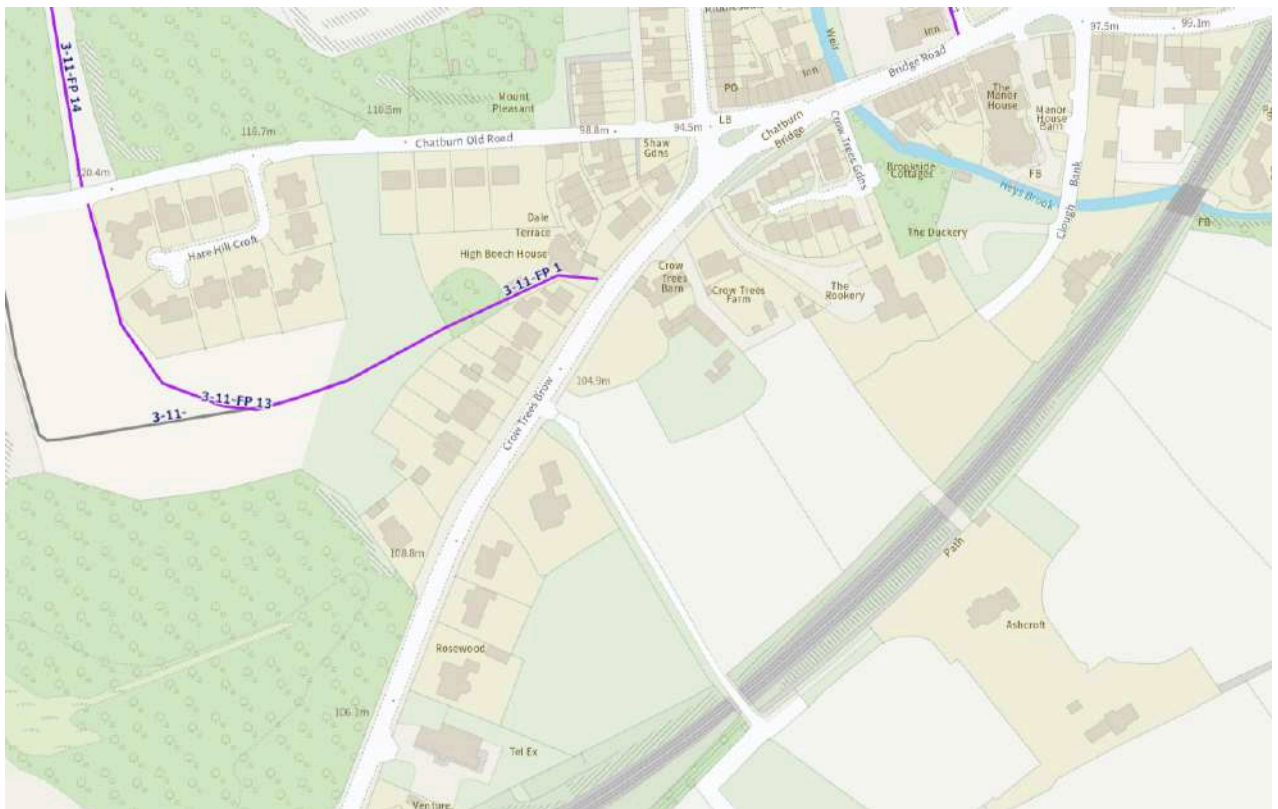




## 2.3 Public Rights of Way

- 2.3.1 There are no Public Rights of Way (PRoW) within the development site boundary or within the area immediately surrounding the development site.
- 2.3.2 As shown in [Figure 2.3](#), the nearest PRoW (3-11-FP 1) is located to the north of the development, connecting Crow Trees Brow and Chatburn Old Road.

**Figure 2.3 : Public Rights of Way** (source: LCC Mario Mapping)



## 2.4 Traffic Speed Survey Data

- 2.4.1 An Automatic Traffic Count (ATC) survey was carried out on Crow Trees Brow over a 7-day period from Friday 1<sup>st</sup> July to Thursday 7<sup>th</sup> July 2022. The ATC tubes were located approximately 123m south of Ribble Lane, close to the existing access junction on Crow Trees Brow. This survey methodology has been accepted by LCC Highways.
- 2.4.2 The 85<sup>th</sup> percentile traffic speeds in both directions along Crow Trees Brow are summarised in [Table 2.1](#), with the full survey data attached in [Appendix A](#).

**Table 2.1 : ATC Traffic Speed Data – Crow Trees Brow**

Direction	85 <sup>th</sup> Percentile Speeds
Northeast-bound	38.5 mph
Southwest-bound	39.6 mph

2.4.3 **Table 2.1** shows that 85<sup>th</sup> percentile traffic speeds of 38.5mph and 39.6mph were recorded in the northeast and southwest direction respectively along Crow Trees Brow. It is noted that the 85<sup>th</sup> percentile speeds are both the 30mph speed limit.

## 2.5 Road Safety

2.5.1 Personal Injury Collision (PIC) data in the vicinity of the development site has been obtained from the CrashMap Pro database (crashmap.co.uk) for the most recent 5.5-year period from January 2016 to June 2021.

2.5.2 The data shows that there have been no PICs recorded on Crow Trees Brow during the most recent 5.5-year period. This is despite the 85<sup>th</sup> percentile speeds exceeding the 30mph speed limit.

2.5.3 On this basis, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase risk of PICS or have a detrimental impact on highway safety.

### 3. Development Proposals

#### 3.1 Proposed Use

3.1.1 The proposed development comprises 39no. affordable homes and the refurbishment of an existing farmhouse and conversion/ extension of a former dairy building for residential use.

3.1.2 The proposed site layout plan is shown in [Figure 3.1](#). The full site layout is attached in [Appendix B](#).

**Figure 3.1 : Proposed Site Layout Plan** (source: LMP Architects)



#### 3.2 Development Quantum

3.2.1 The development comprises 39no. affordable residential dwellings and the refurbishment of an existing farmhouse and conversion/ extension of a former dairy building for residential use

3.2.2 The type and mix of affordable properties are set out in [Table 3.1](#).



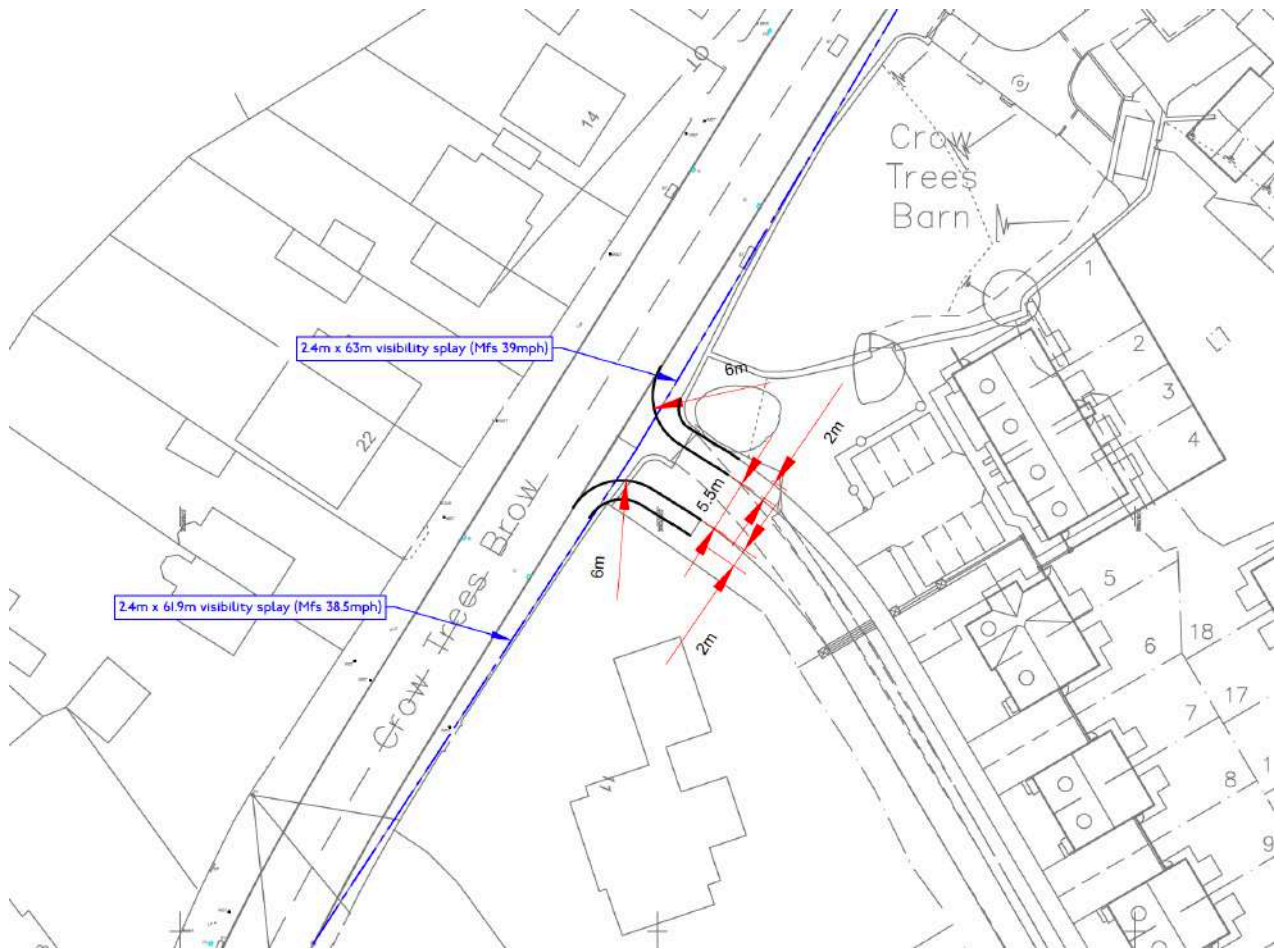
Table 3.1 : Type and Mix of Residential Dwellings

Dwelling Type	Number of Units
1 Bedroom Apartment	8
2 Bedroom House	17
3 Bedroom House	10
4 Bedroom House	4
<b>Total Dwellings</b>	<b>39</b>

### 3.3 Site Access Arrangement

- 3.3.1 Vehicular access to the affordable homes is proposed via an upgraded existing access junction on Crow Trees Brow, which currently serves two properties located south of the railway line. The access to these existing properties is retained via spur off the access road within the site, adjacent to Plot 26.
- 3.3.2 The farmhouse and dairy conversion will be accessed via the existing separate farmhouse access junction on Crow Trees Brow. It is not anticipated that the development proposals would intensify the use of the farmhouse / dairy access on Crow Trees Brow. As requested during pre-app with LCC's highways, the gate serving the existing farm is setback at a distance of 5m from the highway boundary.
- 3.3.3 As shown in [Figure 3.2](#), the proposed access to the main residential element will comprise a 5.5m wide carriageway with 6m kerb radii at the bellmouth and 2m footways on both sides of the access. The southern footway will continue for a short distance and the footway provision on the northern side of the access road between Plot 1 and 12, with a 2m wide footway on both sides beyond this point.
- 3.3.4 Within the site, the bend in the access road by Plot 12 has a centre-line radius of 20m. The access road includes speed hump traffic calming features to maintain low vehicular speeds within the site.
- 3.3.5 It is noted that footways on both sides was requested in LCC Highways pre-app comments; however, the proposed arrangement is considered acceptable given all dwellings are located to the north of the access road and Chatburn village centre (including convenience store, primary school and nearest bus stops) is located to the north. Therefore, the footway provision is likely to be on the desire line for the majority of pedestrian movements.

Figure 3.2 : Proposed Site Access



3.3.6 Based on northbound and southbound 85<sup>th</sup> percentile speeds of 38.5mph and 39mph respectively, visibility splays of 2.4m x 61.9m and 2.4m x 64.6m are required to comply with Manual for Streets (MfS). As shown in, the required MfS visibility splays can be provided in both directions along Crow Trees Brow.

3.3.7 As shown in [Figure 3.2](#), to the south a visibility splay of 2.4m x 61.9m can be achieved. To the north, the maximum achievable visibility splay is 2.4m x 63m, which is only slightly below the MfS visibility splay standard.

3.3.8 The full access junction layout is shown in [Drawing J32-6615-PS-001](#) attached in [Appendix C](#).

### 3.4 Servicing Arrangement

3.4.1 As agreed with LCC Highways, swept path analysis has been undertaken which demonstrates that a 9.8m refuse vehicle can safely enter and exit the site in a forward gear. This is the largest vehicle expected to regularly access the site.

3.4.2 Swept path analysis for a 9.8m refuse collection vehicle is shown in [Figure 3.3](#), with the full drawing (J32-6615-PS-002) attached in [Appendix D](#).

**Figure 3.3 : Swept Path Analysis – Refuse Collection Vehicle**



3.4.3 The analysis shows that a 9.8m refuse vehicle can manoeuvre throughout the site for refuse collections, in accordance with local highway design standards, MfS standards and BS:5906.

### 3.5 Parking Provision

3.5.1 Within their pre-app response, LCC Highways requested that parking was provided in accordance with the required levels of provision for each dwelling type shown in [Table 3.2](#).

**Table 3.2 : LCC Highways - Parking Requirement**

Number of Bedrooms	Car Parking per Dwelling
1 bedroom	1 space
2 to 3 bedrooms	2 spaces
4+ bedrooms	3 spaces

3.5.2 Based on the quantum of development presented in [Table 3.1](#), the proposed car parking provision at the development site complies with LCC’s parking requirements. Driveway parking provision will be provided at the existing farmhouse and converted former dairy building, with garage parking also provided within converted outbuildings/barns.

## 4. Sustainable Accessibility

### 4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), published in July 2021, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 4.1.4 This chapter considers the accessibility of the site via sustainable modes of transport, including public transport, cycling and walking.

### 4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

**Table 4.1 : CIHT Acceptable Walking Distances**

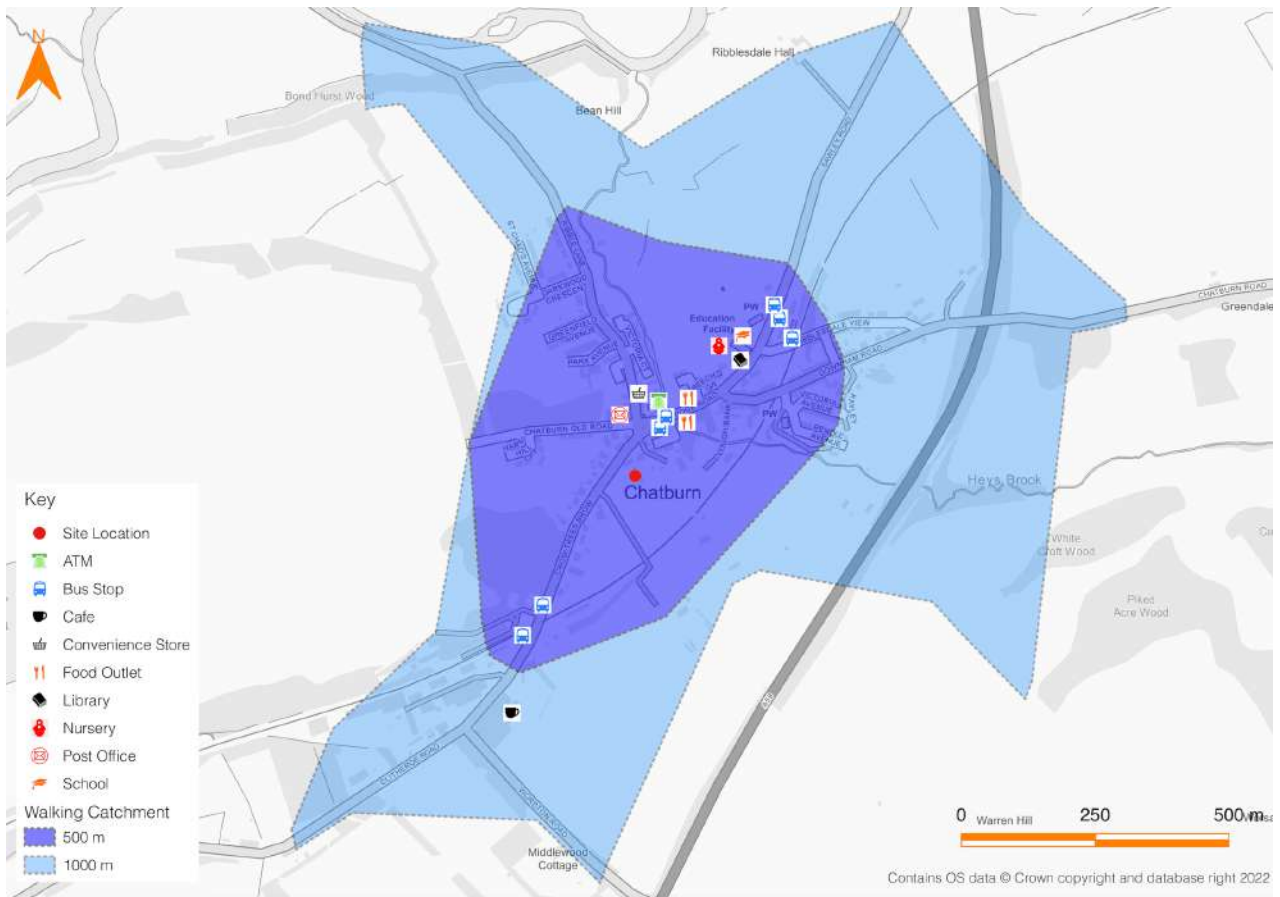
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines as shown in [Table 4.1](#) indicate that for commuting purposes, 2,000m is the preferred maximum. However, 1,000m is considered acceptable and 500m is the desirable walking distance.



- 4.2.3 Appropriate walking distances should be considered within the context of the development site. In general, residents in more remote locations will be willing to walk further distances to access amenities or reach their destination. Existing pedestrian infrastructure provision should also be considered. Further walking distances are more achievable and realistic in areas that provide extensive, high-quality footways, crossings and pedestrianised areas.
- 4.2.4 A network of existing footways on the local highway network provide access to the centre of Chatburn village, providing access to nearby amenities.
- 4.2.5 **Figure 4.1** presents the local amenities within a 500m and 1000m walking catchment from the site, as specified in CIHT guidelines.

**Figure 4.1 : Walking Catchment Area with Local Amenities**



- 4.2.6 As illustrated in **Figure 4.1**, the proposed development site is located within a 500m walking catchment of bus stops on Crow Tree Brow and Sawley Road, as well as amenities in Chatburn village centre.
- 4.2.7 The majority of amenities lie within a 500m walking catchment of the site, including food outlets, schools, convenience stores and post offices.

4.2.8 **Table 4.2** provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

**Table 4.2 : Local Amenities – Distances and Walking Times**

Amenity	Distance	Average Walking Time
Bridge Lane Bus Stop w/b	125m	2 minutes
Bridge Lane Bus Stop e/b	140m	2 minutes
Chatburn Post Office	140m	2 minutes
Ribble Lane Bus Stop	150m	2 minutes
ATM	160m	2 minutes
SPAR Convenience Store	165m	2 minutes
Chatburn Library	315m	4 minutes
Chatburn Pre-School and Church of England School	330m	4 minutes
Pavilion Coffee House	520m	6 minutes

4.2.9 **Table 4.2** shows that there are a range of amenities predominantly within a 500m walking catchment from the site. Bus stops, both east and west bound, are available on the local highway network, including the Bridge Lane stops within c.140m (2-minute walk) of the site.

4.2.10 As illustrated in **Figure 4.2**, Chatburn village centre is located within the 500m walking catchment, providing a range of amenities as show in **Table 4.2**. These include Chatburn post office within c.140m (2-minute walk) and a SPAR convenience store within 165m (2-minute walk).

4.2.11 Chatburn also provides education facilities, with Chatburn Pre-school and Chatburn Church of England School located within c.330m (4-minute walk).

4.2.12 Chatburn village centre also provides specialist shops such as a butcher, a florist, hairdressers and an ice cream shop.

4.2.13 The local highway network benefits from network of footways and the site is well situated in terms of accessibility to local bus services and amenities within Chatburn village. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

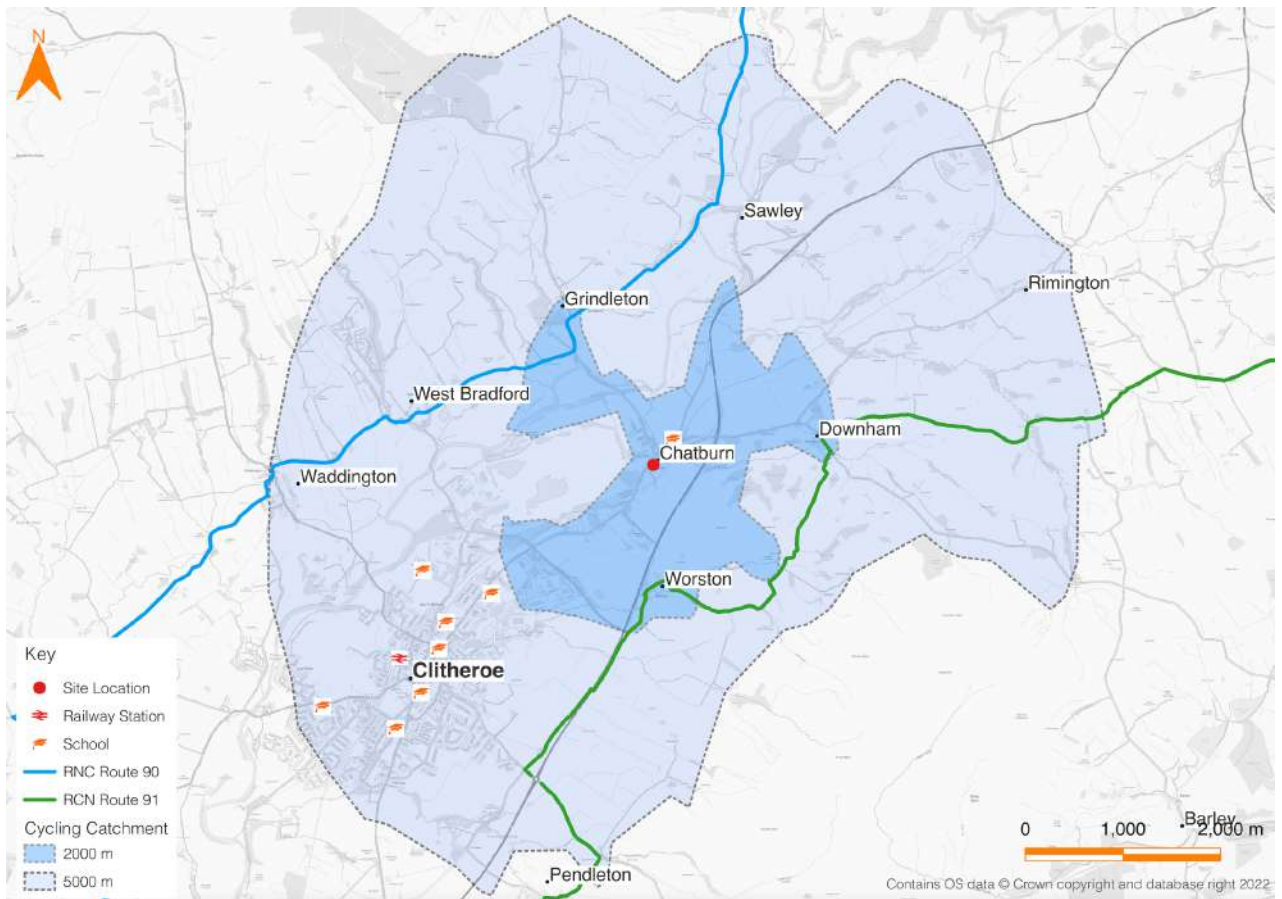
### 4.3 Cycling Accessibility

4.3.1 Cycle accessibility for a proposed site should be considered in a similar way to pedestrian accessibility. Cycle accessibility depends on the distance for local amenities, as well as the standard of existing cycle infrastructure. It should be noted that cycle facilities may be shared with pedestrians and/or vehicles along with dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan

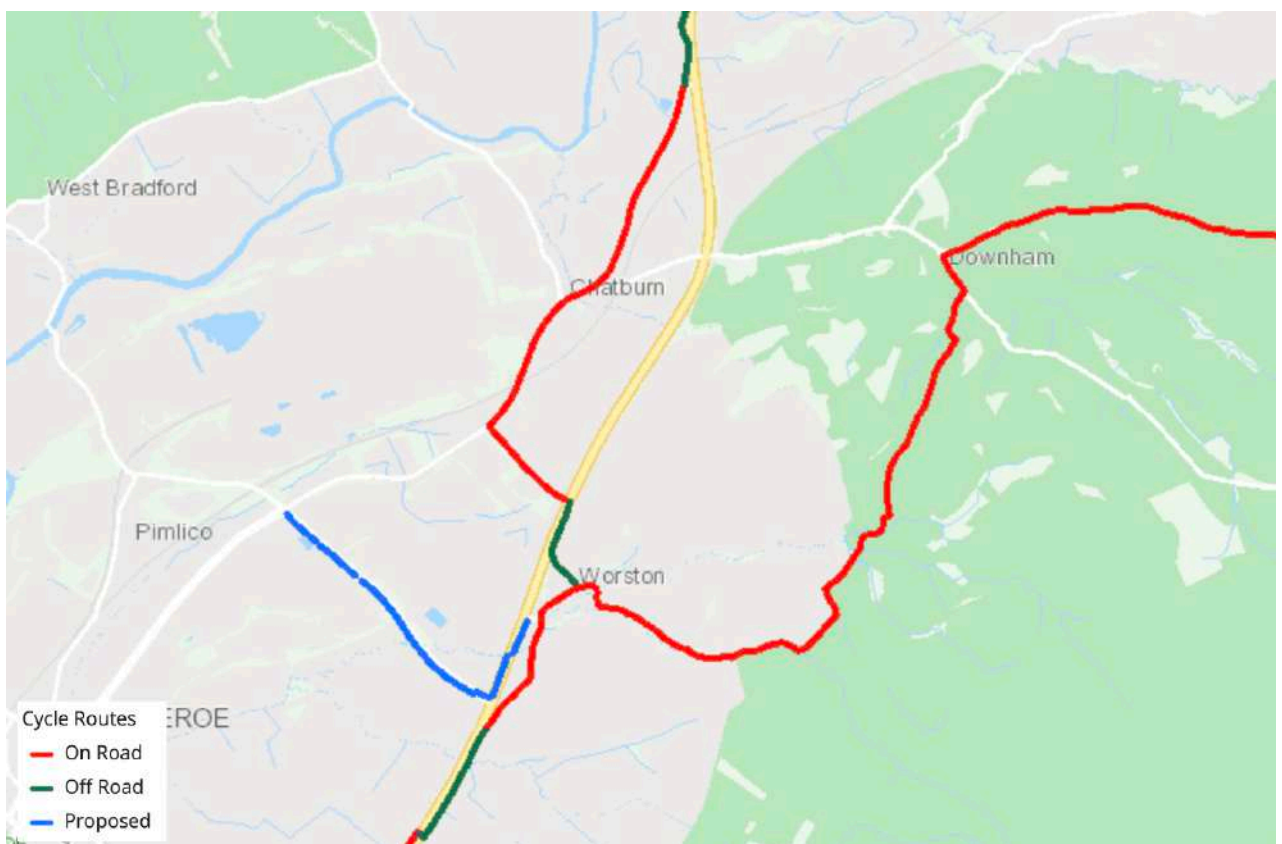


4.3.4 As shown in Figure 4.2, Chatburn and Grindleton villages are located within a 2km catchment of the site, with the town of Clitheroe and the villages of Rimington and Waddington located within a 5km catchment.

4.3.5 Clitheroe Town Centre sits within a 5km cycling catchment of the development site. It offers a wide range of amenities including bars and restaurants, retail units

- 4.3.6 Clitheroe offers several schools including Clitheroe Brookside Primary School, Ribblesdale High School and Clitheroe Royal Grammar School. Clitheroe Railway Station is located in the town centre c.3.2km from the site.
- 4.3.7 Two regional cycle routes, RNC Route 90 and RNC Route 91, run through both the 2km and 5km catchments, as shown in [Figure 4.2](#).
- 4.3.8 As shown in [Figure 4.3](#), such regional cycle routes can be accessed via a network of on and off-road local cycle routes.

**Figure 4.3 : Lancashire Cycle Routes** (source: Lancashire County Council)



- 4.3.9 [Figure 4.3](#) shows that there is a network of on and off-road cycle routes within a close proximity of the site.
- 4.3.10 Considering the close proximity of the local cycle routes, their connectivity to regional cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.



## 4.4 Public Transport

### Local Bus Services

4.4.1 Bus stops providing both east and west bound services are available on Bridge Lane, c.140m (2-minute walk) to the west of the site in Chatburn village. Both bus stops are accessible via good quality footways from the development site.

4.4.2 Table 4.3 provides a summary of the main local bus routes and times accessible from these bus stops. It should be noted that routes 66, 67 and 280 travel in both east and west-bound directions.

**Table 4.3 : Local Bus Services – Bridge Lane**

Service No.	Route	Approximate Frequency (bus / hour)				
		AM	Off Peak	PM	Sat	Sun
3	Clitheroe – Chatburn – Clitheroe	<1	<1	<1	<1	No Services
66	Clitheroe – Chatburn – Barley - Nelson	1	1	1	1	<1
67	Clitheroe – Chatburn – Barley - Nelson	1	1	1	1	<1
280	Preston – Clitheroe - Skipton	1	1	1	1	<1

4.4.3 As shown in Table 4.3, regular bus services are available from Bridge Lane in both directions, providing access to Clitheroe, Barley, Preston and Skipton. Additional bus services are provided to provide access to schools during peak times.

4.4.4 The operation of most services during the weekend, as well as during the week, makes bus services a viable option for accessing local amenities, especially as an alternative to car use.

### Rail Services

4.4.5 The closest railway station to the site Clitheroe Station, c.3.2km away and therefore within the cycling catchment.

4.4.6 It is accessible via local bus services, namely the 3 and 280 routes from Bridge Lane (west bound) to Clitheroe Interchange.

4.4.7 Table 4.4. provides a summary of the direct rail services from Clitheroe Station.

Table 4.4 : Direct Rail Services from Clitheroe Station

Destination	Approx. Frequency	Approx. Journey Time
Rochdale (via Blackburn and Manchester Victoria)	1 service / hour	100 minutes

4.4.8 As seen in Table 4.4, one main service runs through Clitheroe to Rochdale, via Blackburn Manchester Victoria.

4.4.9 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

## 4.5 Summary

4.5.1 In summary, it has been shown that the site can be accessed by sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision in Chatburn;
- Bus stops are located in close walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of local cycle routes and regional cycle routes within the local area;
- Regular bus services provide access to areas such as Clitheroe, Preston and Skipton; and
- Clitheroe Station (c.3.2km away) provide direct train services to Blackburn, Rochdale and Manchester Victoria.

4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.5.3 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: *'in assessing sites that may be allocated for development in plans, or specific application 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.'*

4.5.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *'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.'*

## 5. Trip Generation

### 5.1 TRICS Trip Rates

- 5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicle trip rates have been derived from the TRICS database (v7.9.2) using the 'Residential – Houses Privately Owned' land use category.
- 5.1.2 TRICS surveys conducted after February 2020 were excluded due to the potential impact of the COVID19 pandemic on travel behaviour.
- 5.1.3 In line with the 'TRICS Good Practice Guide 2021', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.4 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.

### 5.2 Trip Generation

- 5.2.1 The vehicle TRICS trip rates during the AM and PM peaks are summarised in [Table 5.1](#). Full TRICS outputs are attached in [Appendix E](#).

**Table 5.1 : TRICS Trip Rates (per unit) – Vehicles**

TRICS Land Use Category	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate						
Residential – Houses Privately Owned	0.141	0.397	0.538	0.365	0.160	0.525
Proposed Development (39no. Residential Units)	5	16	21	14	6	20

- 5.2.2 As shown in [Table 5.1](#), the proposed development is expected to generate **21** two-way trips during the AM peak hour and **20** two-way trips during the PM peak hour.

5.2.3 It should be noted that the trip generation exercise presented above does not include any traffic generated by the renovated farmhouse and conversion of the former dairy building for residential use. As stated, it is not anticipated that the development proposals at the farmhouse and former dairy building will result in a significant intensification of trip generation, compared to the existing building use.

### 5.3 Summary

5.3.1 The proposed development is expected to generate **21** two-way trips during the AM peak period and **20** two-way trips during the PM peak period. In terms of traffic impact on the local highway network, the proposed development is expected to generate approximately 1 trip every 3 minutes when averaged over the AM and PM peak periods.

5.3.2 Overall, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.



## 6. Summary and Conclusion

### 6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Pringle Homes to provide transport planning and highways advice in relation to a planning application for a residential development on land at Crow Trees Farm in Chatburn, Lancashire.
- 6.1.2 The proposed development comprises 39no. affordable homes and the refurbishment of an existing farmhouse and conversion/ extension of a former dairy building for residential use.
- 6.1.3 Vehicular access to the affordable homes is proposed via an upgraded existing access junction on Crow Trees Brow, which currently serves two properties located south of the railway line. The existing access will be split within the site to retain access to these properties. The farmhouse and dairy conversion will be accessed via the existing farmhouse access junction on Crow Trees Brow.
- 6.1.4 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
- The proposed access junction to the affordable homes comprises a 5.5m wide carriageway with 6m kerb radii at the bellmouth and 2m footways on both sides of the access. The footway provision continues on the northern side of the access road between Plot 1 and 12, with a 2m wide footway on both sides beyond this point.
  - Based on 85<sup>th</sup> percentile speeds, a visibility splay of 2.4m x 61.9m can be achieved to the south of the access junction, in accordance with Manual for Streets (MfS) standards. To the north, the maximum achievable visibility splay is 2.4m x 63m, which is only marginally below the MfS standards based on the 85<sup>th</sup> percentile speeds.
  - Swept path analysis demonstrates that a 9.8m waste collection vehicle can enter and exit the site in a forward gear.
  - In accordance with local and national policy, the site is highly accessible by a range of sustainable modes of transport, including walking, cycling and public transport services. These travel options provide a realistic alternative to single occupancy car travel.
  - The proposed development is expected to generate **21** two-way trips during the AM peak period and **20** two-way trips during the PM peak period. This number of trips can be accommodated in peak hour periods by the local highway network.
  - Overall, it can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

### 6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevent this planning application from being approved.

# APPENDICES

# APPENDIX A

ATC Survey Data

















# APPENDIX B

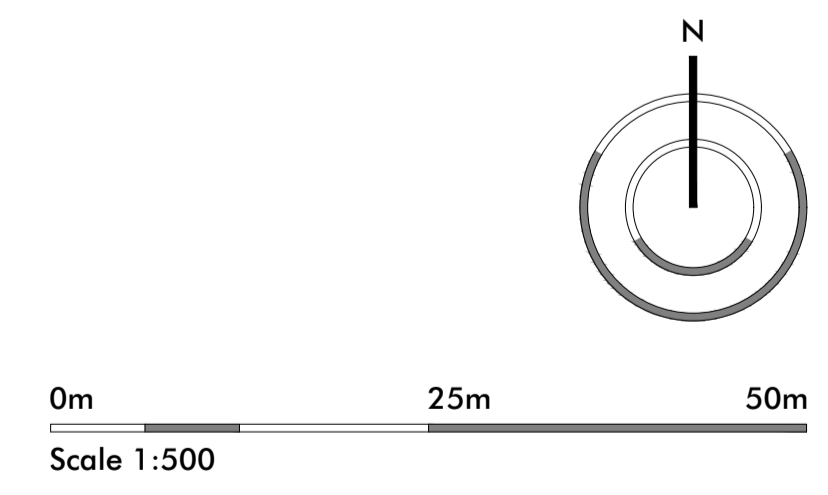
Development Site Layout Drawing





**Pringle Homes - Crow Trees Farm, Chatburn**  
Accommodation Schedule

House Reference	Type	Bedroom	Floor Area (ft <sup>2</sup> )	Quantity	Total Floor Area (ft <sup>2</sup> )
BRI - Bristow_GF	Apartment	1	512	4	2048
BRI - Bristow_FF	Apartment	1	613	4	2452
RU - Ruxton	Semi-Bungalow	2	719	2	1438
RU - Ruxton	Detached Bungalow	2	719	1	719
HA - Hastings	Semi-Bungalow	2	744	2	1488
MA - Marsden	Mews House	2	795	4	3180
MA - Marsden	Semi-House	2	795	8	6360
RA - Raleigh	Mews House	3	927	2	1854
BRA - Bransfield	Mews House	3	951	2	1902
BRA - Bransfield	Semi-House	3	951	6	5706
WA - Wainwright	Semi-House	4	1079	4	4316
<b>Total</b>				<b>39</b>	<b>31463</b>



Revision Notes:

CLIENT	Pringle Homes				
PROJECT	Proposed Residential Development at Crow Trees Farm, Crow Trees Brow, Chatburn, Clitheroe, Lancashire, BB7 4AA				
DRAWING	Proposed Site Layout				
DRAWN	ASL	DATE	10/08/22	NUMBER	21/139/P01
SCALE	1:500	SHEET	A1	REVISION	-

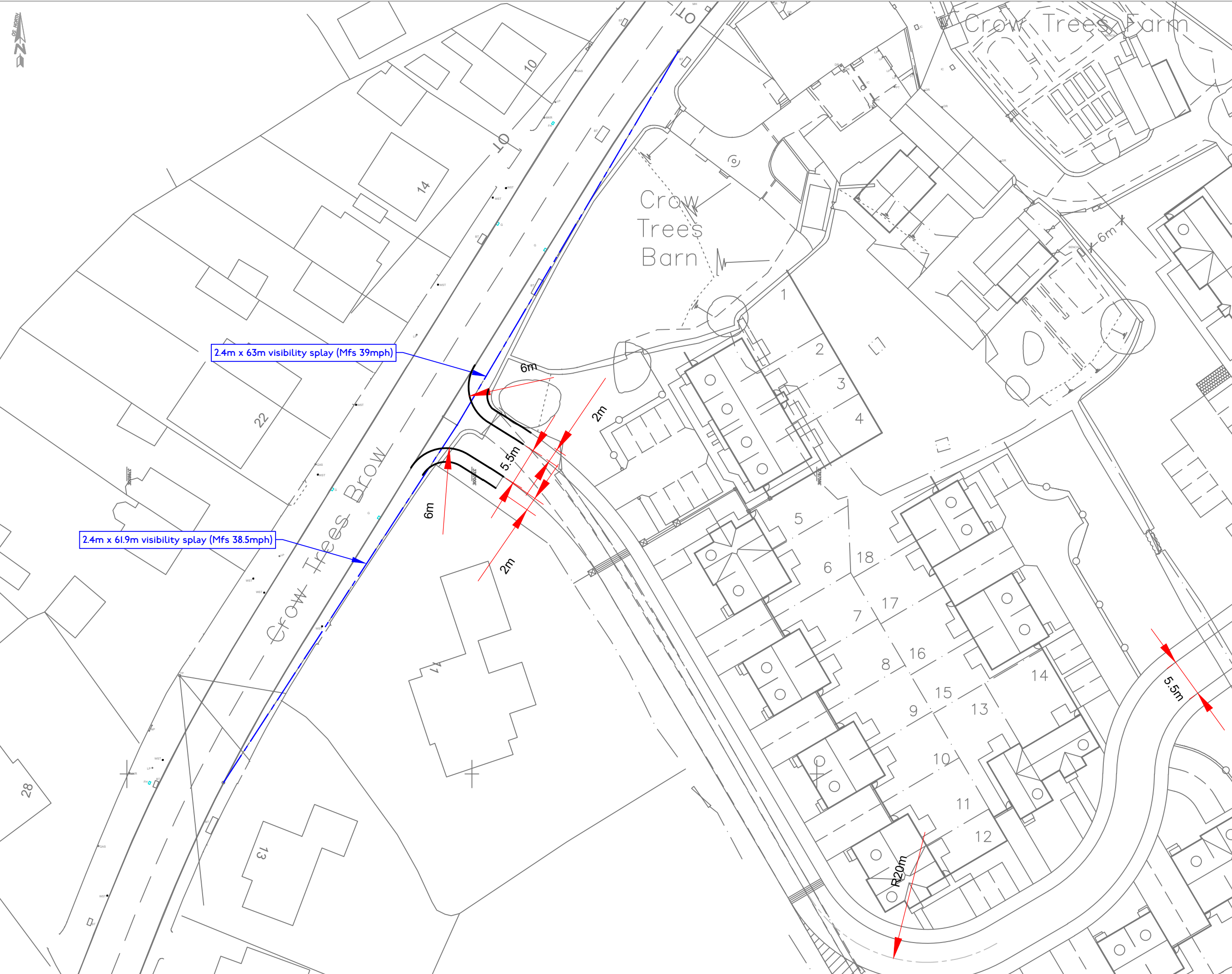


# APPENDIX C

Proposed Site Access Drawing



ISO A3 297mm x 420mm  
Approved: ME  
Checked: MA  
Designer: LCW  
Project Management Initials:  
Filename: Y:\DROBROV\HODDI\PROJECT\MANCHESTER2\PROJECTS\J326615\_CROW TREES FARM\_CHATBURN\NLS\_GRAPHICS\2\_CAD\2\_SHEETS\J32-6615-PS-001\_REV A.DWG  
Last saved by: LUKE WHEELER Last Plotter: 2022-09-16



t 0161 464 9495  
e info@modetransport.co.uk  
w www.modetransport.co.uk

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
  2. all dimensions to be checked before commencement of work on site.
  3. all dimensions in metres unless otherwise stated.
  4. the design is subject to approval of lancashire county council.
  5. drawing based on topographical survey.

issue/revision	date	issued	description
A	16/09/2022		issued
l/r	09/09/2022		issued

client: pringle homes  
project: crow trees farm, chatburn  
project number: J326615  
scale: 1:500@A3  
drawing title:  
site access  
drawing number:  
J32-6615-PS-001

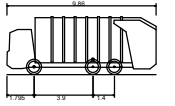
# APPENDIX D

Swept Path Analysis (9.8m Refuse Collection Vehicle)



transport planning

t 0161 464 9495  
e info@modetransport.co.uk  
w www.modetransport.co.uk



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.09s
Kerb to Kerb Turning Radius	9.500m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
  2. all dimensions to be checked before commencement of work on site.
  3. all dimensions in metres unless otherwise stated.
  4. the design is subject to approval of lancashire county council.
  5. drawing based on topographical survey.

issue/revision		
l/r	date	description
A	16/09/2022	issued
-	09/09/2022	issued

client: pringle homes  
 project: crow trees farm, chatburn  
 project number: J326615  
 scale: 1:500@A3  
 drawing title:  
 vehicle tracking  
 drawing number:  
 J32-6615-PS-002



ISO A3 297mm x 420mm  
 Approved: ME  
 Checked: MA  
 Designer: LCW  
 Project Management Initials:  
 File name: Y:\DROBROV (MODE)\PROJECT\MANCHESTER\2. PROJECTS\J326615\_CROW TREES FARM, CHATBURN\15. GRAPHICS\2. CAD\2. SHEETS\J32-6615-PS-001 REV A.DWG  
 Last saved by: LUKE WHEELER Last Plotter: 2022-09-16

# APPENDIX E

TRICS Outputs ('Residential – Houses Privately Owned')

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	ES EAST SUSSEX	4 days
	EX ESSEX	2 days
	HC HAMPSHIRE	7 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	4 days
<b>03</b>	<b>SOUTH WEST</b>	
	DC DORSET	1 days
	SM SOMERSET	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	10 days
	SF SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	1 days
<b>10</b>	<b>WALES</b>	
	VG VALE OF GLAMORGAN	1 days
<b>13</b>	<b>MUNSTER</b>	
	WA WATERFORD	1 days
<b>14</b>	<b>LEINSTER</b>	
	CC CARLOW	1 days
<b>15</b>	<b>GREATER DUBLIN</b>	
	DL DUBLIN	1 days
<b>16</b>	<b>ULSTER (REPUBLIC OF IRELAND)</b>	
	DN DONEGAL	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: No of Dwellings  
Actual Range: 6 to 918 (units: )  
Range Selected by User: 4 to 4334 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

*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	11 days
Tuesday	9 days
Wednesday	18 days
Thursday	8 days
Friday	6 days

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

**Selected survey types:**

Manual count	46 days
Directional ATC Count	6 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	52
--------------	----

*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	49
Out of Town	3

*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:**

C3	52 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:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	12 days
10,001 to 15,000	20 days
15,001 to 20,000	8 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	8 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	14 days
250,001 to 500,000	6 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	11 days
1.1 to 1.5	39 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	22 days
No	30 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	51 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CC-03-A-01</b>	<b>DETACHED HOUSES</b>	<b>CARLOW</b>
	R417 ANTHY ROAD CARLOW		
	Edge of Town Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/05/16	Survey Type: MANUAL
<b>2</b>	<b>CH-03-A-09</b>	<b>TERRACED HOUSES</b>	<b>CHESHIRE</b>
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
<b>3</b>	<b>CH-03-A-10</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>CHESHIRE</b>
	MEADOW DRIVE NORTHWICH BARNTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
<b>4</b>	<b>DC-03-A-08</b>	<b>BUNGALOWS</b>	<b>DORSET</b>
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST		
	Edge of Town Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
<b>5</b>	<b>DH-03-A-03</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>DURHAM</b>
	PILGRIMS WAY DURHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
<b>6</b>	<b>DL-03-A-10</b>	<b>SEMI DETACHED &amp; DETACHED</b>	<b>DUBLIN</b>
	R124 MALAHIDE SAINT HELENS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	65	
	Survey date: WEDNESDAY	20/06/18	Survey Type: MANUAL
<b>7</b>	<b>DN-03-A-03</b>	<b>DETACHED/SEMI-DETACHED</b>	<b>DONEGAL</b>
	THE GRANGE LETTERKENNY GLENCAR IRISH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	50	
	Survey date: MONDAY	01/09/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>DN-03-A-04</b>	<b>SEMI-DETACHED</b>		<b>DONEGAL</b>
	GORTLEE ROAD			
	LETTERKENNY			
	GORTLEE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	83		
	Survey date: FRIDAY	26/09/14		Survey Type: MANUAL
<b>9</b>	<b>DN-03-A-06</b>	<b>DETACHED HOUSING</b>		<b>DONEGAL</b>
	GLENFIN ROAD			
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: WEDNESDAY	10/10/18		Survey Type: MANUAL
<b>10</b>	<b>DS-03-A-02</b>	<b>MIXED HOUSES</b>		<b>DERBYSHIRE</b>
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	371		
	Survey date: TUESDAY	10/07/18		Survey Type: MANUAL
<b>11</b>	<b>ES-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>		<b>EAST SUSSEX</b>
	SHEPHAM LANE			
	POLEGATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	212		
	Survey date: MONDAY	11/07/16		Survey Type: MANUAL
<b>12</b>	<b>ES-03-A-04</b>	<b>MIXED HOUSES &amp; FLATS</b>		<b>EAST SUSSEX</b>
	NEW LYDD ROAD			
	CAMBER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	134		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
<b>13</b>	<b>ES-03-A-05</b>	<b>MIXED HOUSES &amp; FLATS</b>		<b>EAST SUSSEX</b>
	RATTLE ROAD			
	NEAR EASTBOURNE			
	STONE CROSS			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	99		
	Survey date: WEDNESDAY	05/06/19		Survey Type: MANUAL
<b>14</b>	<b>ES-03-A-07</b>	<b>MIXED HOUSES &amp; FLATS</b>		<b>EAST SUSSEX</b>
	NEW ROAD			
	HAILSHAM			
	HELLINGLY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	07/11/19		Survey Type: MANUAL
<b>15</b>	<b>EX-03-A-02</b>	<b>DETACHED &amp; SEMI-DETACHED</b>		<b>ESSEX</b>
	MANOR ROAD			
	CHIGWELL			
	GRANGE HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	97		
	Survey date: MONDAY	27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>16</b>	<b>EX-03-A-03</b>	<b>MIXED HOUSES</b>	<b>ESSEX</b>
	KESTREL GROVE RAYLEIGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
<b>17</b>	<b>HC-03-A-21</b>	<b>TERRACED &amp; SEMI-DETACHED</b>	<b>HAMPSHIRE</b>
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
<b>18</b>	<b>HC-03-A-22</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
<b>19</b>	<b>HC-03-A-24</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	STONEHAM LANE EASTLEIGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	243	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
<b>20</b>	<b>HC-03-A-25</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END		
	Edge of Town Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
<b>21</b>	<b>HC-03-A-26</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	BOTLEY ROAD WHITELEY		
	Edge of Town Out of Town		
	Total No of Dwellings:	270	
	Survey date: THURSDAY	24/06/21	Survey Type: MANUAL
<b>22</b>	<b>HC-03-A-27</b>	<b>MIXED HOUSES</b>	<b>HAMPSHIRE</b>
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

<b>23</b>	<b>HC-03-A-28</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 08/11/21		Survey Type: MANUAL
<b>24</b>	<b>HF-03-A-03</b>	<b>MIXED HOUSES</b>	<b>HERTFORDSHIRE</b>
	HARE STREET ROAD BUNTINGFORD  Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
<b>25</b>	<b>KC-03-A-04</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>KENT</b>
	KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
<b>26</b>	<b>KC-03-A-07</b>	<b>MIXED HOUSES</b>	<b>KENT</b>
	RECVLVER ROAD HERNE BAY  Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
<b>27</b>	<b>LC-03-A-31</b>	<b>DETACHED HOUSES</b>	<b>LANCASHIRE</b>
	GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17		Survey Type: MANUAL
<b>28</b>	<b>NF-03-A-03</b>	<b>DETACHED HOUSES</b>	<b>NORFOLK</b>
	HALING WAY THETFORD  Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL
<b>29</b>	<b>NF-03-A-10</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	HUNSTANTON ROAD HUNSTANTON  Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: WEDNESDAY 12/09/18		Survey Type: DIRECTIONAL ATC COUNT
<b>30</b>	<b>NF-03-A-16</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	NORWICH COMMON WYMONDHAM  Edge of Town Residential Zone Total No of Dwellings: 138 Survey date: TUESDAY 20/10/15		Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

<b>31</b>	<b>NF-03-A-23</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	SILFIELD ROAD WYMONDHAM		
	Edge of Town Out of Town		
	Total No of Dwellings:	514	
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL
<b>32</b>	<b>NF-03-A-24</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	127	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
<b>33</b>	<b>NF-03-A-25</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
<b>34</b>	<b>NF-03-A-26</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	91	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
<b>35</b>	<b>NF-03-A-28</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	100	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
<b>36</b>	<b>NF-03-A-29</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	BEAUFORT WAY GREAT YARMOUTH BRADWELL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	486	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
<b>37</b>	<b>NF-03-A-30</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>38</b>	<b>NT-03-A-08</b> WIGHAY ROAD HUCKNALL	<b>DETACHED HOUSES</b>		<b>NOTTINGHAMSHIRE</b>
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21			Survey Type: MANUAL
<b>39</b>	<b>SC-03-A-04</b> HIGH ROAD BYFLEET	<b>DETACHED &amp; TERRACED</b>		<b>SURREY</b>
	Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14			Survey Type: MANUAL
<b>40</b>	<b>SC-03-A-05</b> REIGATE ROAD HORLEY	<b>MIXED HOUSES</b>		<b>SURREY</b>
	Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19			Survey Type: MANUAL
<b>41</b>	<b>SF-03-A-05</b> VALE LANE BURY ST EDMUNDS	<b>DETACHED HOUSES</b>		<b>SUFFOLK</b>
	Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15			Survey Type: MANUAL
<b>42</b>	<b>SH-03-A-06</b> ELLESMERE ROAD SHREWSBURY	<b>BUNGALOWS</b>		<b>SHROPSHIRE</b>
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14			Survey Type: MANUAL
<b>43</b>	<b>SM-03-A-01</b> WEMBDON ROAD BRIDGWATER NORTHFIELD	<b>DETACHED &amp; SEMI</b>		<b>SOMERSET</b>
	Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15			Survey Type: MANUAL
<b>44</b>	<b>ST-03-A-07</b> BEACONSIDE STAFFORD MARSTON GATE	<b>DETACHED &amp; SEMI-DETACHED</b>		<b>STAFFORDSHIRE</b>
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17			Survey Type: MANUAL
<b>45</b>	<b>ST-03-A-08</b> SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	<b>DETACHED HOUSES</b>		<b>STAFFORDSHIRE</b>
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>46</b>	<b>VG-03-A-01</b> ARTHUR STREET BARRY	<b>SEMI-DETACHED &amp; TERRACED</b>		<b>VALE OF GLAMORGAN</b>
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17			Survey Type: MANUAL
<b>47</b>	<b>WA-03-A-04</b> MAYPARK LANE WATERFORD	<b>DETACHED</b>		<b>WATERFORD</b>
	Edge of Town Residential Zone Total No of Dwellings: 280 Survey date: TUESDAY 24/06/14			Survey Type: MANUAL
<b>48</b>	<b>WK-03-A-04</b> DALEHOUSE LANE KENILWORTH	<b>DETACHED HOUSES</b>		<b>WARWICKSHIRE</b>
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19			Survey Type: MANUAL
<b>49</b>	<b>WS-03-A-04</b> HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	<b>MIXED HOUSES</b>		<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings: 151 Survey date: THURSDAY 11/12/14			Survey Type: MANUAL
<b>50</b>	<b>WS-03-A-08</b> ROUNDSTONE LANE ANGMERING	<b>MIXED HOUSES</b>		<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18			Survey Type: MANUAL
<b>51</b>	<b>WS-03-A-11</b> ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	<b>MIXED HOUSES</b>		<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19			Survey Type: MANUAL
<b>52</b>	<b>WS-03-A-14</b> TODDINGTON LANE LITTLEHAMPTON WICK	<b>MIXED HOUSES</b>		<b>WEST SUSSEX</b>
	Edge of Town Residential Zone Total No of Dwellings: 117 Survey date: WEDNESDAY 20/10/21			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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid-19
HF-03-A-04	Covid-19
KC-03-A-09	Covid-19
NF-03-A-22	Covid-19
SF-03-A-10	Covid-19
TI-03-A-01	Covid-19
WO-03-A-07	Covid-19

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WS-03-A-12	Covid-19
WS-03-A-13	Covid-19



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

**TOTAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	52	140	0.075	52	140	0.305	52	140	0.380
08:00 - 09:00	52	140	0.141	<b>52</b>	<b>140</b>	<b>0.397</b>	<b>52</b>	<b>140</b>	<b>0.538</b>
09:00 - 10:00	52	140	0.137	52	140	0.175	52	140	0.312
10:00 - 11:00	52	140	0.125	52	140	0.152	52	140	0.277
11:00 - 12:00	52	140	0.132	52	140	0.155	52	140	0.287
12:00 - 13:00	52	140	0.154	52	140	0.155	52	140	0.309
13:00 - 14:00	52	140	0.162	52	140	0.156	52	140	0.318
14:00 - 15:00	52	140	0.176	52	140	0.189	52	140	0.365
15:00 - 16:00	52	140	0.266	52	140	0.174	52	140	0.440
16:00 - 17:00	52	140	0.278	52	140	0.164	52	140	0.442
17:00 - 18:00	<b>52</b>	<b>140</b>	<b>0.365</b>	52	140	0.160	52	140	0.525
18:00 - 19:00	52	140	0.292	52	140	0.156	52	140	0.448
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.396			2.411			4.807

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:	6 - 918 (units: )
Survey date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	18
Surveys manually removed from selection:	9

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.



keep up with mode:



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