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Land at Pendle Road, Clitheroe

Transport Assessment

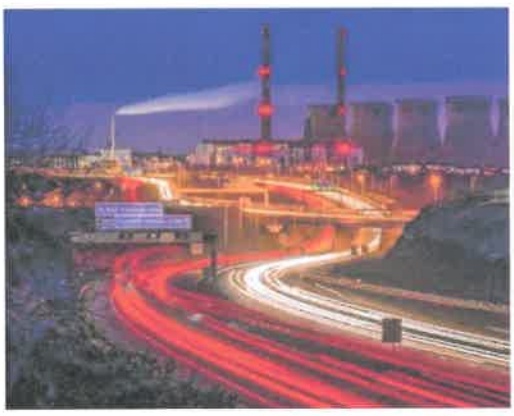
May 2024

MÜLLER
PROPERTY GROUP

Muller Property Group

Proposed Residential Care Home
Pendle Mill, Pendle Road,
Clitheroe BB7 1JQ

Transport Assessment



sanderson
consulting engineers

Control Sheet

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Openrouteservice has been used to create figures within this report. Openrouteservice © Map data OpenStreetMap and © Thunderforest Data.

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

Public Rights of Way information has been obtained from Lancashire County Council Public Rights of Way Map. © Crown copyright and database rights 2022 Ordnance Survey 100023320.

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)

Contents

List of Tables

List of Figures

List of Appendices

1. Introduction

1.1 Sanderson Associates Consulting Engineers 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 75 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 December 2023 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 114 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 115 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 116 states in relation to paragraph 115 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 117 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.

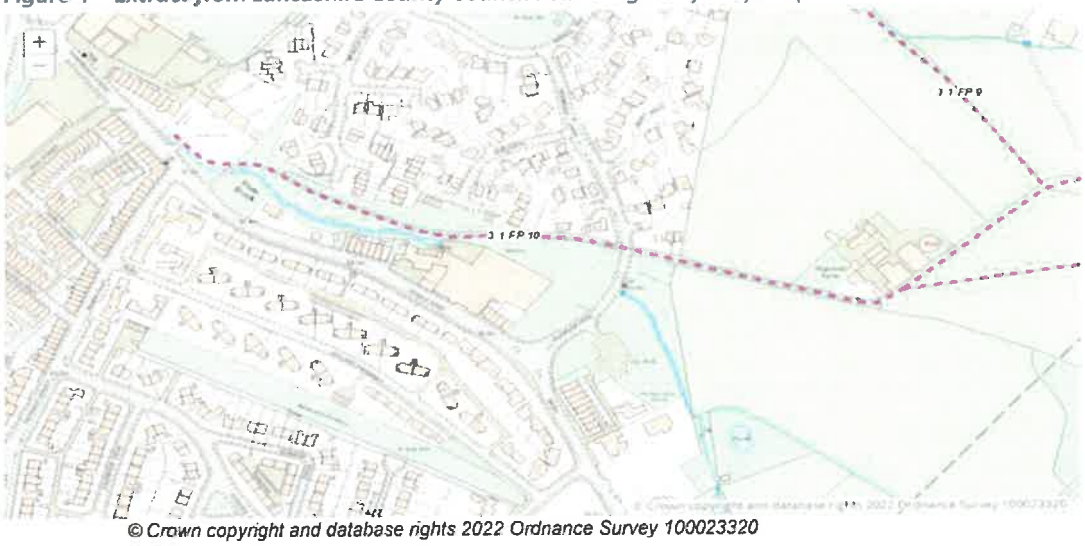
3.2.2 Immediately east of the site on Pendle Road is a mini-roundabout with Highmoor Park where the speed limit reduces to 20mph. Informal pedestrian crossing facilities are provided on all arms of the junction.

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**.

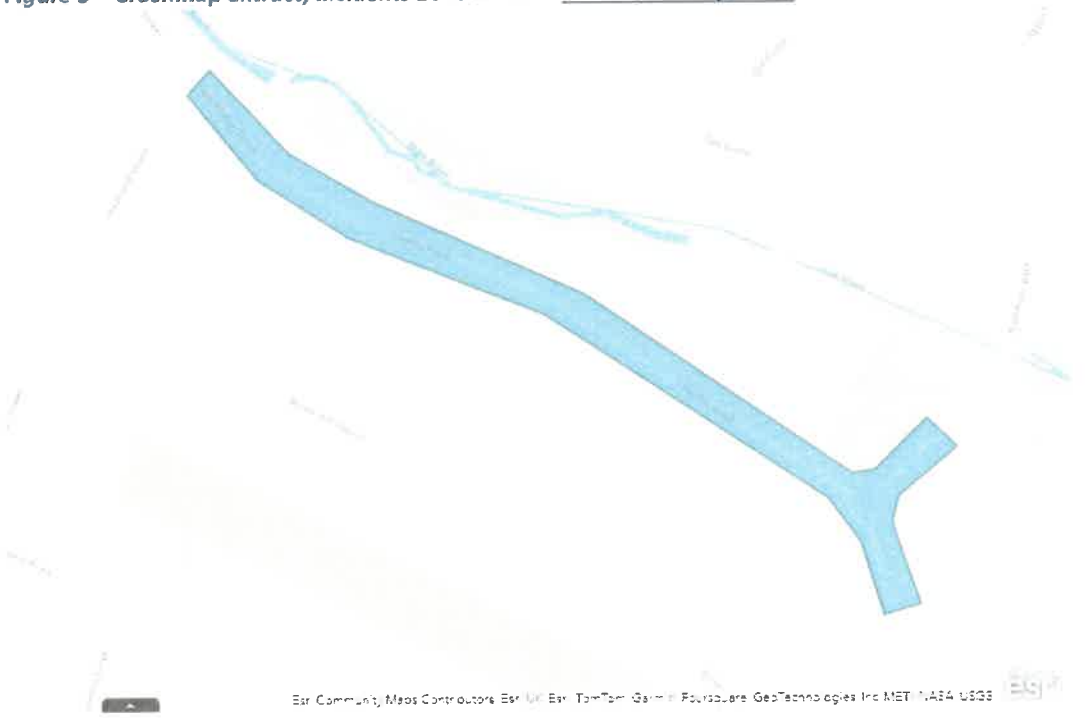
Figure 4 – Extract from Lancashire County Council Public Rights of Way Map



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 (2018 to 2022) for the local highway network. An extract showing the location and severity of incidents is shown at **Figure 5**.

Figure 5 – Crashmap extract; incidents 2018-2022 *www.crashmap.co.uk*



3.4.2 The crashmap data shows that there haven'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 75 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 6.0m 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 with 10 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. 10 spaces equates to approximately 1 per 2 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 75 residents would require 15 spaces. Total maximum parking provision is therefore 30 spaces for staff and visitors. The development proposes a total of 28 car parking spaces including 2 mobility spaces.

4.3.3 The end user of the development has confirmed that 28 car parking spaces is adequate for their requirements.

4.3.4 Electric vehicle parking is proposed with 4 spaces provided and with a further 10% enabled for future retrofitting.

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

4.4 Servicing

4.4.1 All servicing activity is proposed from within the site with a service vehicle turning provision provided as part of the site layout, which will allow services vehicles to access and egress the site in forward gear.

4.4.2 The Drawings at **Appendix C** shows a large refuse collection vehicle servicing the site. This is the worst case service vehicle that could be expected for the development. Vehicle tracking is also shown for an ambulance and a large van.

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

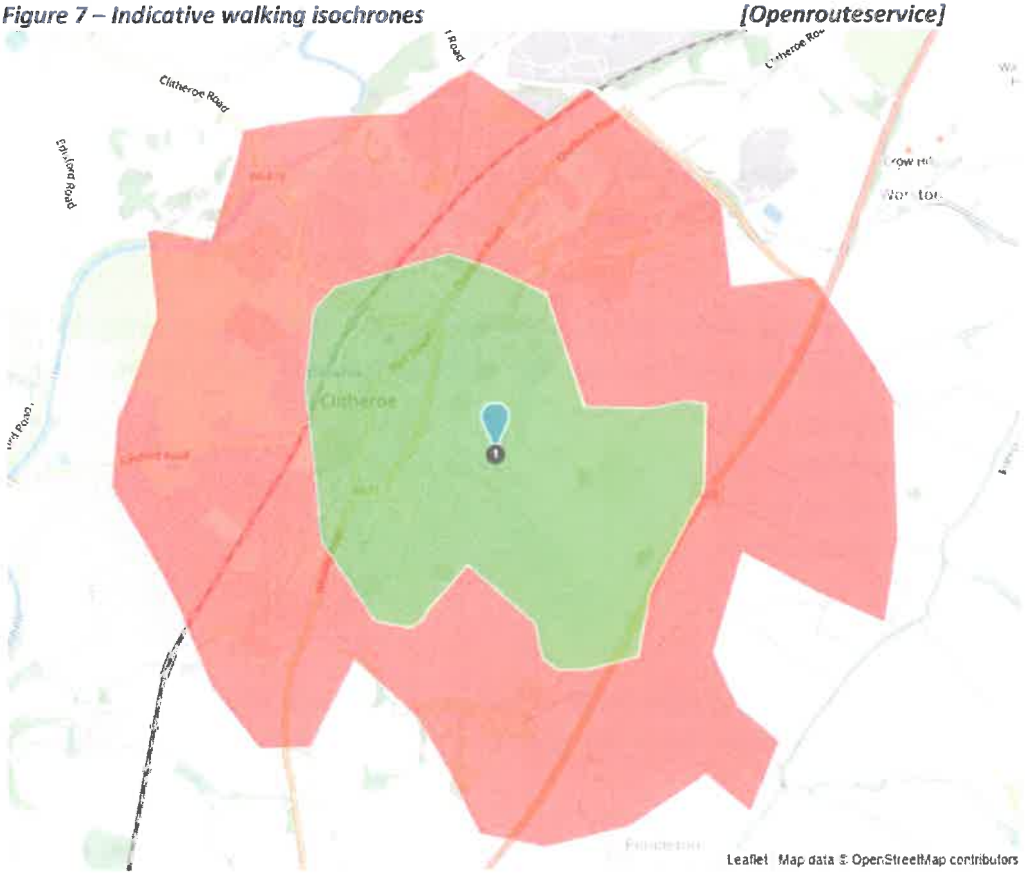
PROVIDING FOR JOURNEYS ON FOOT

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.

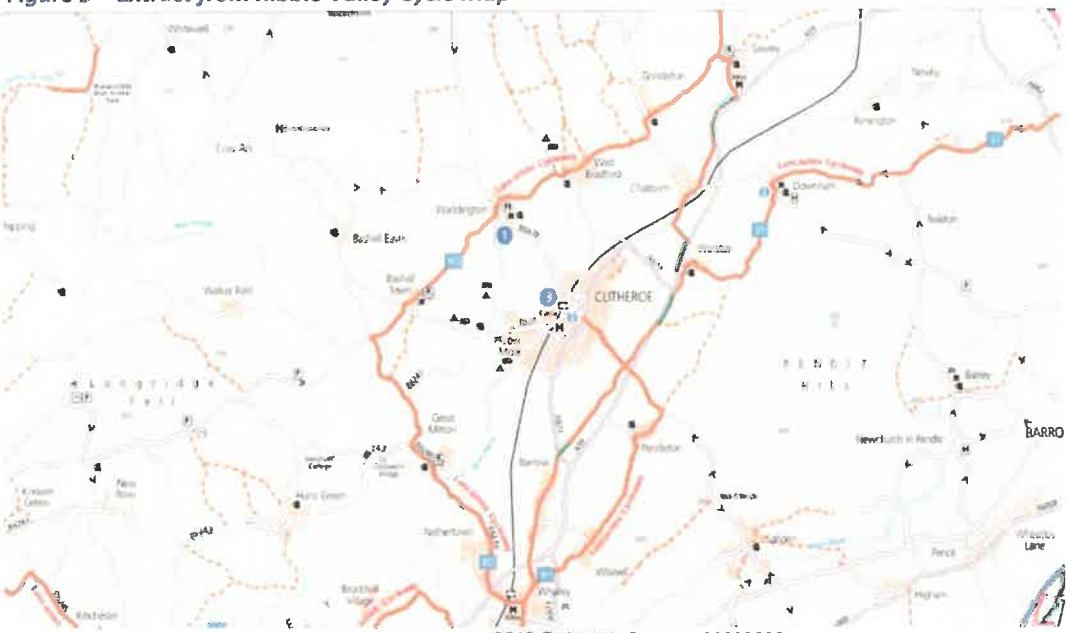
Figure 8 – Indicative 8km Cycle Isochrone *[Openrouteservice]*

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

- → Clitheroe Town Centre
- → Outlying areas including:
  - o Sawley
  - o Grindle
  - o Waddington
  - o Chatburn
  - o Worston
  - o Pendlton
  - o Wisewell
  - o Whalley
  - o 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)
5	5 CHIPPING - CLITHEROE via Hurst Green, Barrow Brook	60	60 (eves until 19.30) 120 (Sun)
15	15 CLITHEROE - ACCRINGTON via Barrow Brook, Great Harwood, Rishton, Clayton le Moors	60	19:00, 20:00 No Service Sun
25	CLITHEROE - BLACKBURN via Brockhall, Langho, Lammack, St.Marys College	60/120	No Service
64	BURNLEY - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook	60	60 (eves until 20.00) 120 (Sun)
C4	CLITHEROE – PEEL PARK CIRCULAR via Claremont Avenue, Standen Road, Langshaw Drive, Turner St, Victoria St	60	No Service Sun

5.4.2 There are approximately 5 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 75):

C2 (Elderly Residential) 140 total vehicle trips daily (07.00-19.00hrs)

C2 (Specific Condition) 179 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 75 resident Care Home.

Table 3 – Multimodal Traffic Generations

Time	Mode of Travel	Trip Rate	Modal Split %	Trips from a 75 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	61%	12
	Total People Trips	**0.268**	**100%**	**20**
Weekday PM (17:00-18:00)	Pedestrians	0.049	25%	4
	Cyclists	0.000	0%	0
	Public Transport Users	0.000	0%	0
	Vehicle Occupants	0.147	75%	11
	Total People Trips	**0.197**	**100%**	**15**
Weekday Daily	Pedestrians	1.318	29%	99
	Cyclists	0.037	1%	3
	Public Transport Users	0.225	5%	17
	Vehicle Occupants	2.893	65%	217
	Total People Trips	**4.477**	**100%**	**336**

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 75 resident Care Home.

Table 4 – Development Vehicle Traffic Generations

Time	Arrivals	Departures	Total
07.00-08.00	11	7	18
08.00-09.00	6	6	12
16.00-17.00	4	9	13
17.00-18.00	5	6	11
07.00-21.00	87	92	179

6.3.2 The operational peak hour is 07.00-08.00 with a total of 18 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 11 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 6 vehicle arrivals and 6 vehicle departures. This equates to approximately 1 arrival 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 9 vehicle departures. This equates to approximately 1 arrival every 15 minutes and 1 departure every 6.6 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 75 Bed Care Home	Net Traffic Resulting From The Care Home
07.00-08.00	10	18	+8
08.00-09.00	13	12	-1
16.00-17.00	12	13	+1
17.00-18.00	13	11	-2
Daily	153	179	+26

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 and Conclusions

8.1 Sanderson Associates Consulting Engineers 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 75 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. The development can accommodate a service vehicle turning facility on the site which is adequate for the worst case service vehicle that can be expected at the site.

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 115 and consequently the planning application should be supported by the Council on transport grounds.

Appendix A

Architects Site Layout Plan


Site Area -
4044m² (0.40 hectares)
20
3
21
38
33
PENDLE ROAD
0m 2m 4m 6m 8m 10m
N
MÜLLER
L 18/05/24 Site plan updated to accommodate updated plans LW JB
K 19/04/24 Site plan updated to accommodate updated plans LW JB
J 19/01/24 Site boundary updated LW JB
I 18/01/24 Site area updated LW JB
H 12/01/24 Site boundary updated LW JB
G 07/11/23 Drawing updated according to client comments OFF JB
F 18/05/23 Turning head has been added to the drawing as per the Transport Consultant Report ES JB
E 05/05/23 Garden Terrace/Privacy Walls added ES JB
D 03/05/23 EV charge point added ES JB
C 01/12/22 Layout ammended to accomodate client comments PB JB
B 08/09/22 Redline boundary has been updated to suit the title plan JB JB
A 06/06/22 Site Plan has been updated to accommodate planning officer's comments CM JB
- 17/05/22 Original Drawing CM JB
Rev Date Revision Description
ADG ARCHITECTS
Muller Property Group
Proposed 75 Bed Care Home, Pendle Road, Clitheroe
Proposed Site Plan
1:200
H.21.78
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PLANNING

Appendix B

Proposed New Site Access and Visibility Splays

- Sanderson Associates (Consulting Engineers) Ltd ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant
- No liability whatsoever is accepted by the consultant for any error or omissions
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or its vehicle libraries

DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.293m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

Rev	Amendment	Drawn	Date	Checked
B	Amended access layout with internal turning provision	BL	21.09.22	IEL
A	Site layout and access amended	AA	11.08.22	IEL

sanderson associates (consulting engineers) ltd
Highways | Traffic | Transportation | Water
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Project Title

Pendle Mill, Pendle Road, Clitheroe

Drawing Title

Proposed Access Arrangement and Visibility Splays

Scale 1:200	Drawn By AA
Drawing Size A2	Checked By IEL
Date May 2022	Approved By IEL
Drawing Number 300828-001	Rev B

FILE REF:

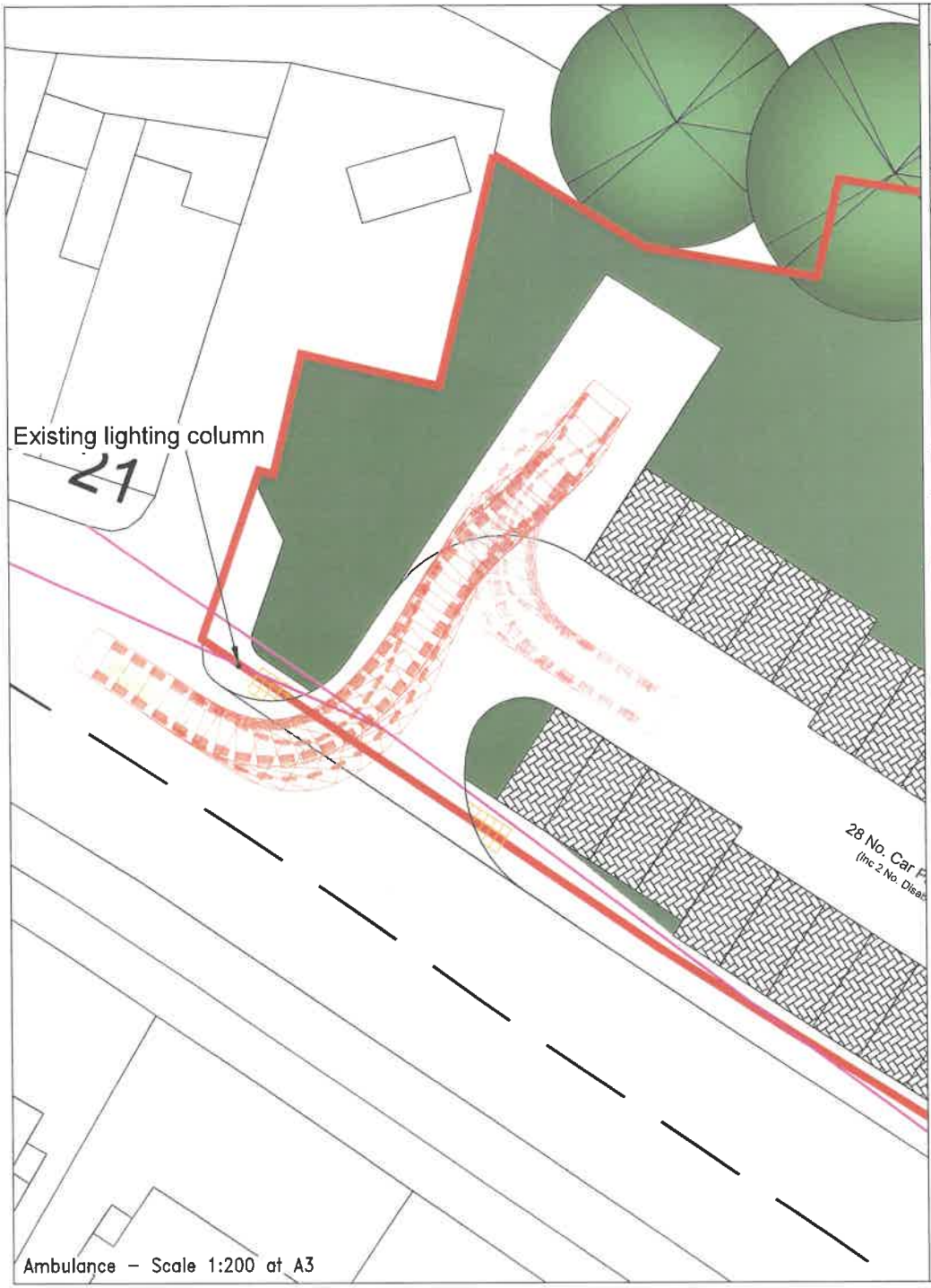
Appendix C

Servicing Plans

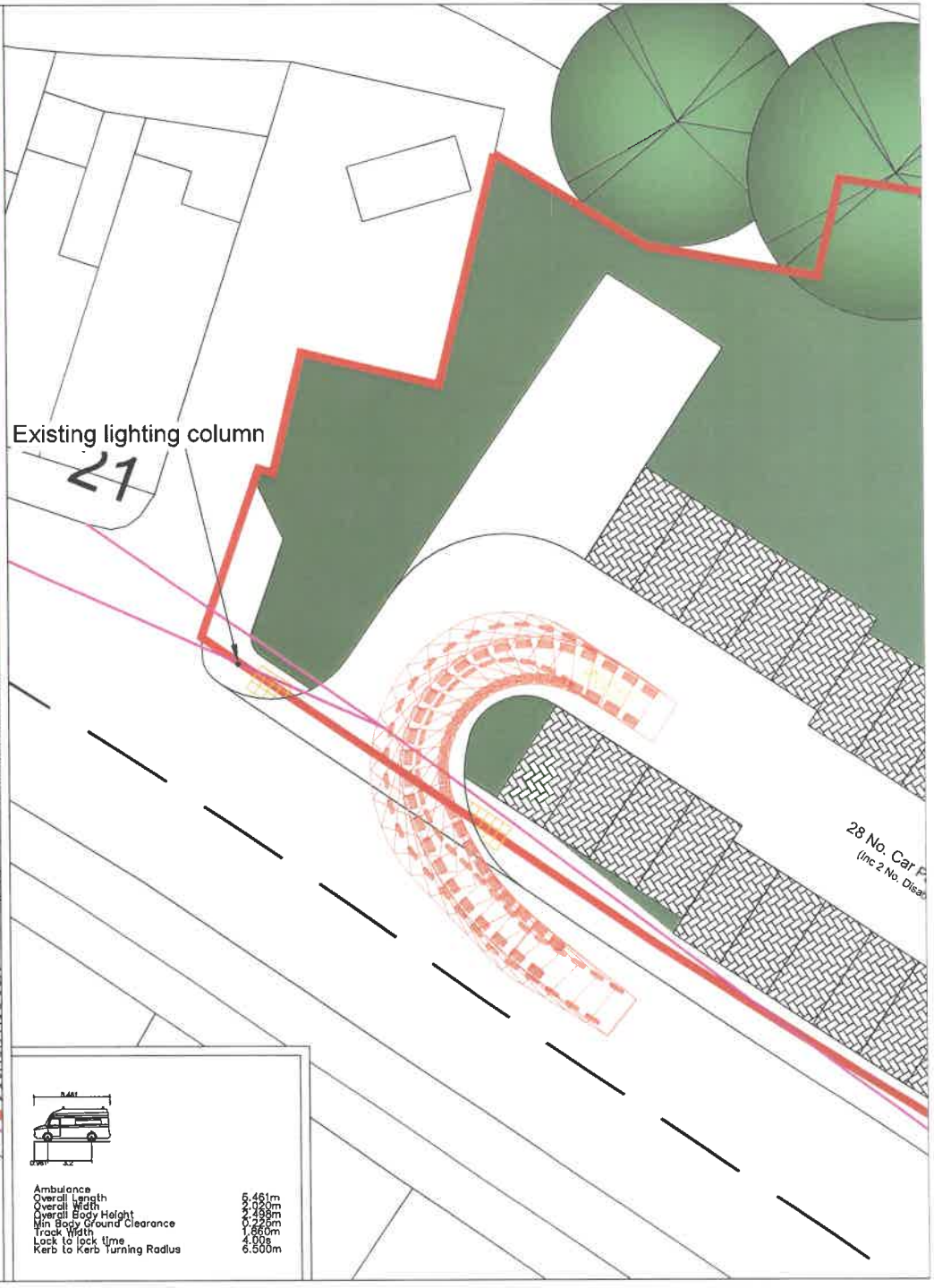
Large Refuse Vehicle – Scale 1:200 at A3

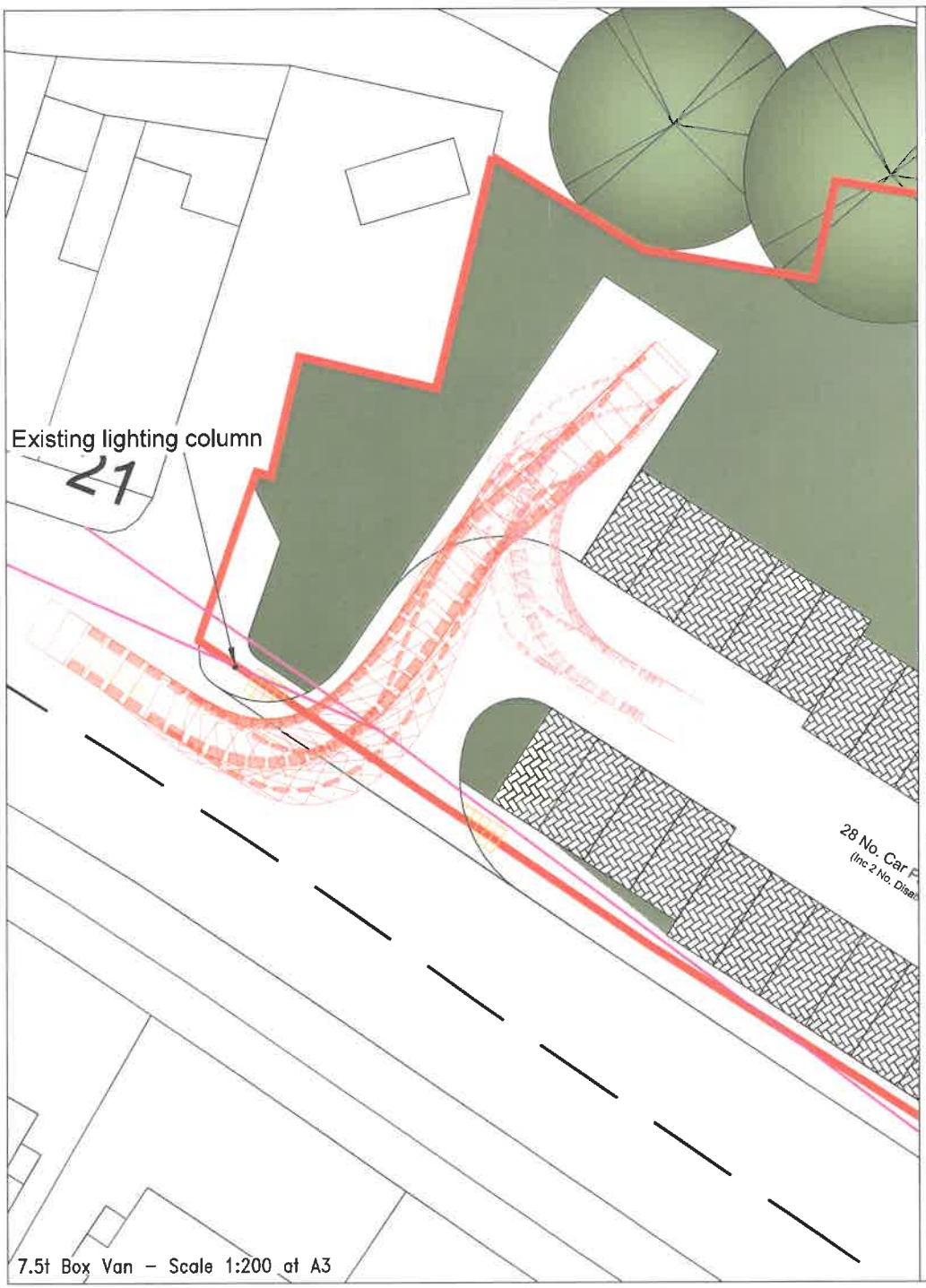
Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

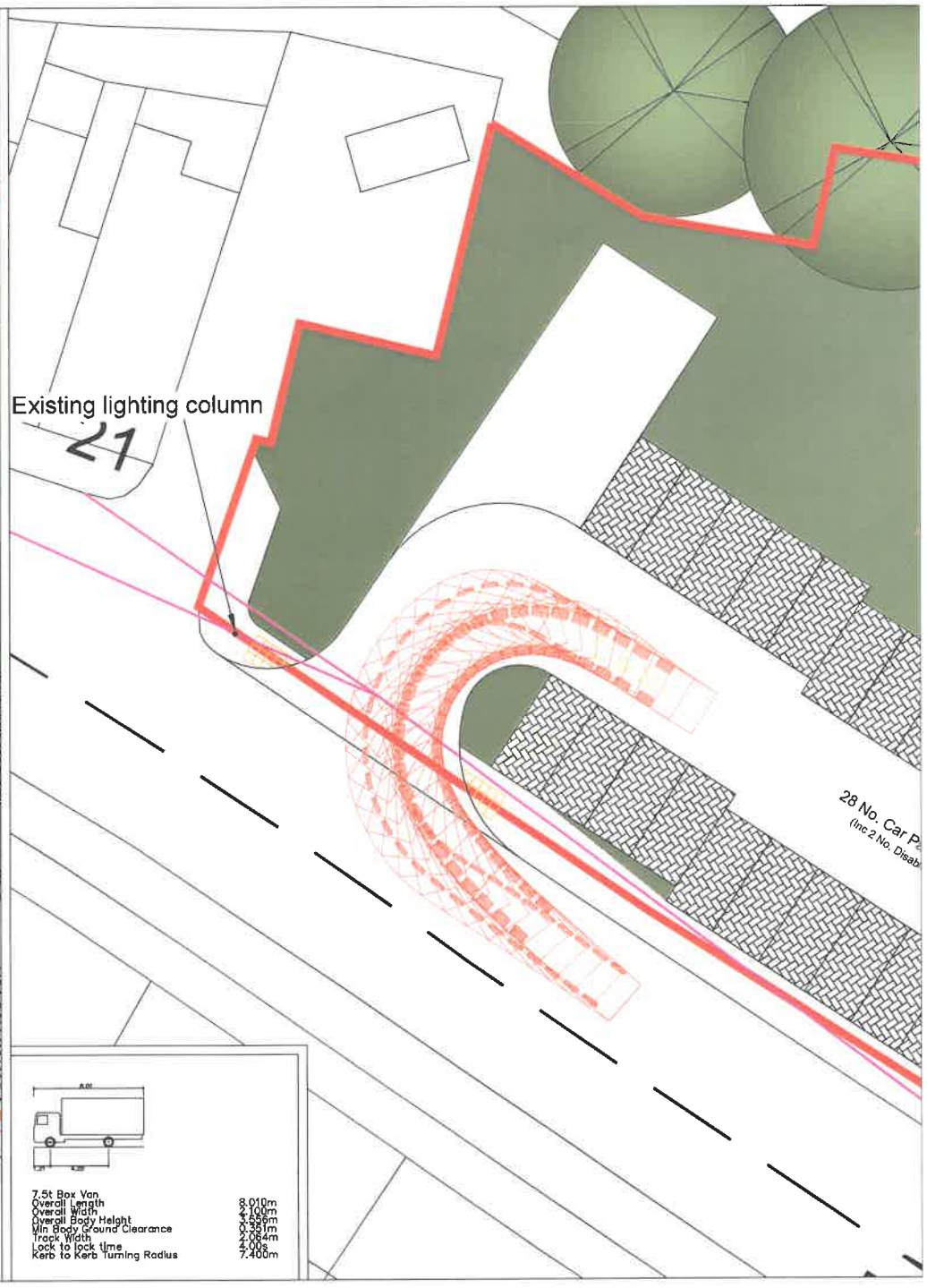


Ambulance – Scale 1:200 at A3





7.5t Box Van – Scale 1:200 at A3



Appendix D

Ribble Valley Cycle Map

Ribble Valley

Cycle Map

Ribble Valley Borough Council

Lancashire County Council

Make cycling part of your lifestyle

Cycling is a great way of staying fit and healthy, keeping your body in shape and saving you money. Go by bike to the shops, school and work and it's a way to obtain the recommended 30 minutes of exercise per day.

It couldn't be easier to get started

Why not get in touch with **Clitheroe Bike Club** who organise a range of regular weekly rides throughout the area for anyone to take part. There are weekend and mid-week evening rides that cater for all levels, which include road and mountain bike rides. Contact **Richard Paige at The Green Jersey Bike shop – a one stop shop for a total cycling experience in Clitheroe. Tel 01200 427630.**

Cycle and Mountain Bike hire is available from **Pedal Power Cycle shop in Clitheroe, for family days out and holiday bike rides. For hire rates contact 01200 422066.**

Bowland Electric Bicycle Network – if you would like to try out the bikes contact Mike Pugh on 01200 448000.

Cartography © FourPoint Mapping
Produced for: Ribble Valley Borough Council
www.fourpointmapping.co.uk
Printed in September 2013

Lancashire County Council

Ribble Valley Borough Council

www.ribblevalley.gov.uk

Route 1 Ribble Valley Villages - 29miles (47km) 3hrs

This ride through a wonderful unspoilt area takes in both, contrasting sides of the Ribble Valley and passes through several attractive and tranquil villages as well as a number of sites of historical interest. Riding is generally on the flat, with a few short climbs.

This route is described from a start point at Waddington, however you could equally well start from any other point along the route such as Downham, Chatburn, Whalley or Ribchester. Alternatively you could start from the railway station at Clitheroe.

Arriving by Train: Clitheroe railway station is at the heart of this route, and is easily accessible from Manchester, Preston and Blackburn.

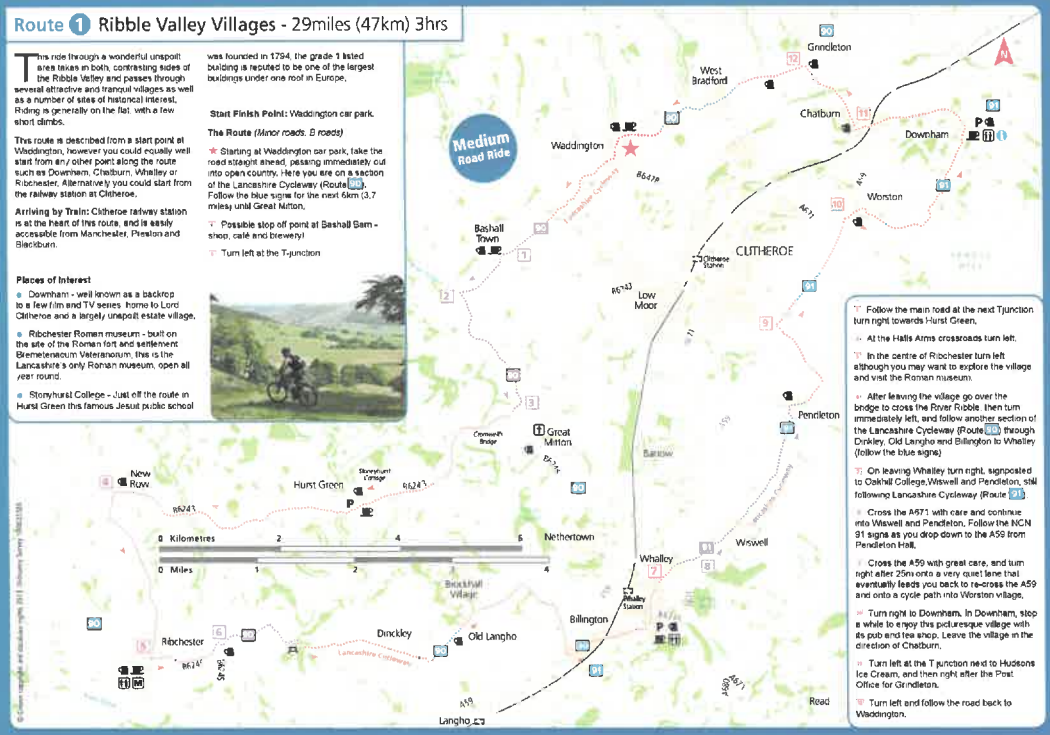
Places of Interest

- Downham - well known as a backdrop to a few film and TV series. Home to Lord Clitheroe and a largely unspoilt estate village.
- Ribchester Roman museum - built on the site of the Roman fort and settlement Bremetenacum Veteranorum, this is the Lancashire's only Roman museum, open all year round.
- Stonyhurst College - Just off the route in Hurst Green this famous Jesuit public school was founded in 1794, the grade 1 listed building is reputed to be one of the largest buildings under one roof in Europe.

Start Finish Point: Waddington car park.

The Route *(Minor roads. B roads)*

- Starting at Waddington car park, take the road straight ahead, passing immediately out into open country. Here you are on a section of the Lancashire Cycleway (Route 90). Follow the blue signs for the next 6km (3.7 miles) until Great Mitton.
- Possible stop off point at Bashall Barn - shop, café and brewery!
- Turn left at the T-junction
- Follow the main road at the next Tjunction turn right towards Hurst Green.
- At the Halls Arms crossroads turn left.
- In the centre of Ribchester turn left although you may want to explore the village and visit the Roman museum.
- After leaving the village go over the bridge to cross the River Ribble. Then turn immediately left, and follow another section of the Lancashire Cycleway (Route 90) through Dinkley, Old Langho and Billington to Whalley (follow the blue signs)
- On leaving Whalley turn right, signposted to Oakhill College,Wiswell and Pendleton, still following Lancashire Cycleway (Route 90).
- Cross the A671 with care and continue into Wiswell and Pendleton. Follow the NCN 91 signs as you drop down to the A59 from Pendleton Hall.
- Cross the A59 with great care, and turn right after 25m onto a very quiet lane that eventually leads you back to re-cross the A59 and onto a cycle path into Worston village.
- Turn right to Downham. In Downham, stop a while to enjoy this picturesque village with its pub and tea shop. Leave the village in the direction of Chatburn.
- Turn left at the T junction next to Hudsons Ice Cream, and then right after the Post Office for Grindleton.
- Turn left and follow the road back to Waddington.



Route 2 Longridge to Chipping and Hurst Green - 20miles (32km) 2.5hrs

This cycle route starts in the small bustling town of Longridge immediately opening out into the spectacular scenery and views across Longridge Fell. It offers the cyclist a varied selection of landscapes on predominantly quiet country roads in an Area of Outstanding Natural Beauty.

The final section passes alongside Cromwell's Bridge and the splendid buildings of Stonyhurst College. With a selection of refreshment stops en-route, this ride is a journey of tranquility through the Ribble Valley countryside.

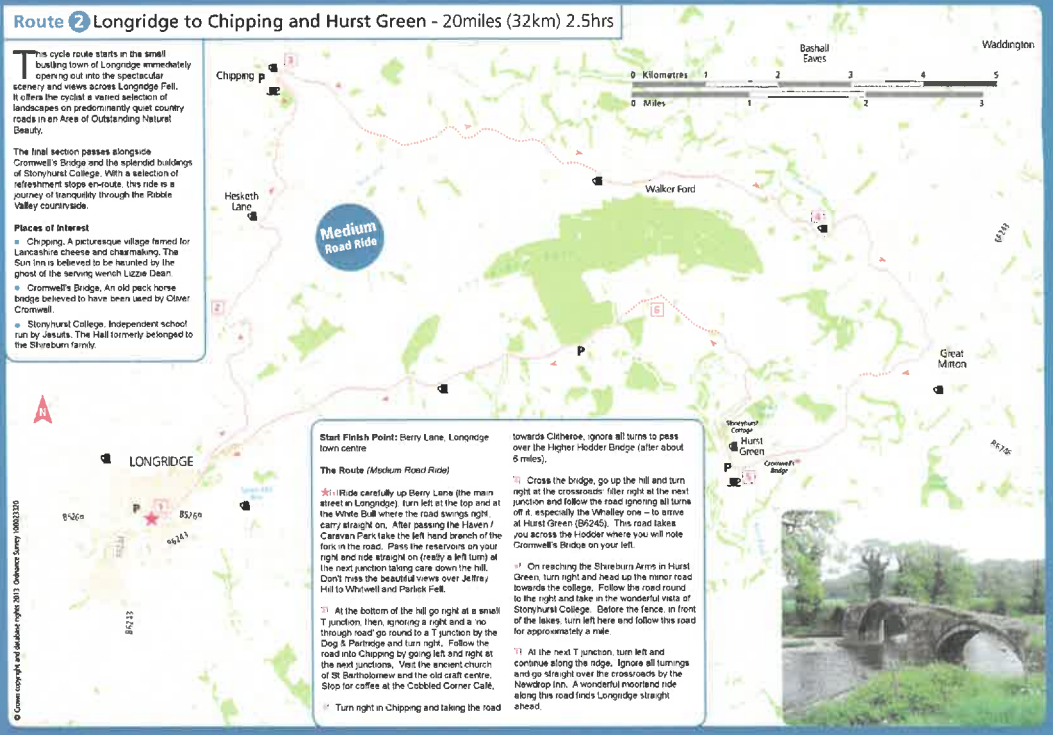
Places of Interest

- Chipping. A picturesque village famed for Lancashire cheese and cheesmaking. The Sun Inn is believed to be haunted by the ghost of the serving wench Lizzie Dean.
- Cromwell's Bridge. An old pack horse bridge believed to have been used by Oliver Cromwell.
- Stonyhurst College. Independent school run by Jesuits. The Hall formerly belonged to the Shireburn family.

Start Finish Point: Berry Lane, Longridge town centre

The Route *(Medium Road Ride)*

- Ride carefully up Berry Lane (the main street in Longridge), turn left at the top and at the White Bull where the road swings right carry straight on. After passing the Haven / Caravan Park take the left hand branch of the fork in the road. Pass the reservoirs on your right and ride straight on (really a left turn) at the next junction taking care down the hill. Don't miss the beautiful views over Jeffrey Hill to Whitwell and Parlick Fell.
- At the bottom of the hill go right at a small T junction, then, ignoring a right and a 'no through road' go round to a T junction by the Dog & Partridge and turn right. Follow the road into Chipping by going left and right at the next junctions. Visit the ancient church of St Bartholomew and the old craft centre. Stop for coffee at the Cobbled Corner Café.
- Turn right in Chipping and taking the road towards Clitheroe, ignore all turns to pass over the Higher Hodder Bridge (after about 6 miles).
- Cross the bridge, go up the hill and turn right at the crossroads' filter right at the next junction and follow the road ignoring all turns off it, especially the Whalley one – to arrive at Hurst Green (B6245). This road takes you across the Hodder where you will note Cromwell's Bridge on your left.
- On reaching the Shireburn Arms in Hurst Green, turn right and head up the minor road towards the college. Follow the road round to the right and take in the wonderful vista of Stonyhurst College. Before the fence, in front of the lakes, turn left here and follow this road for approximately a mile.
- At the next T junction, turn left and continue along the ridge. Ignore all turnings and go straight over the crossroads by the Newdrop Inn. A wonderful moorland ride along this road finds Longridge straight ahead.



Route 3 Clitheroe to Downham - 13miles (21.5km) 1.5hrs

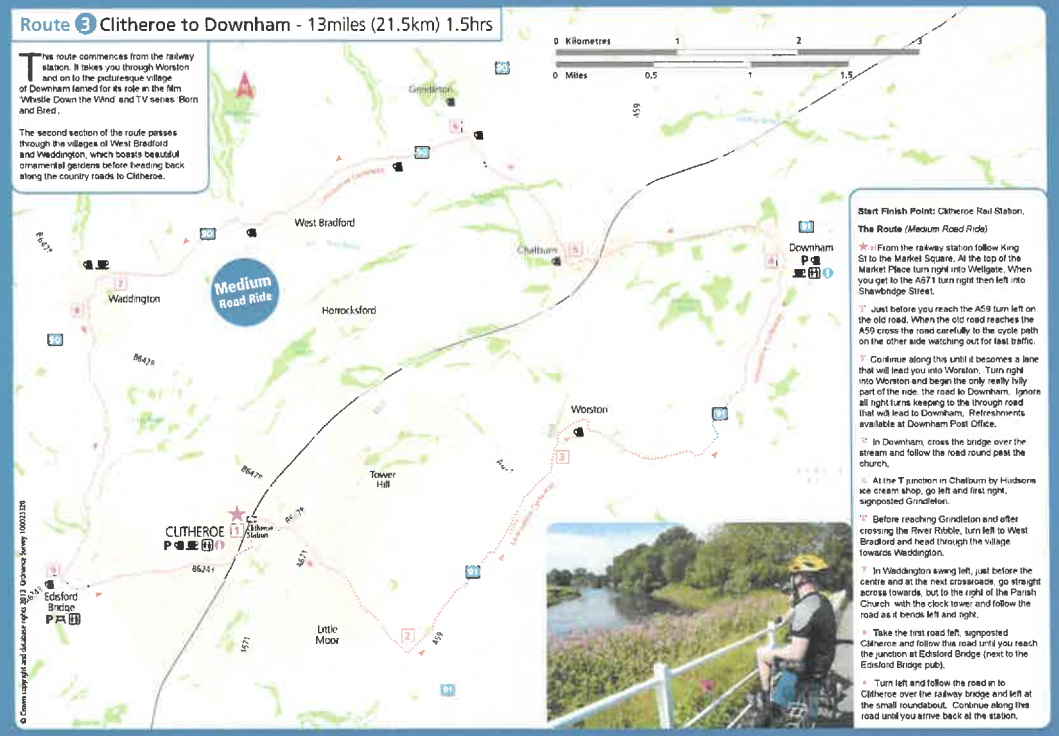
This route commences from the railway station. It takes you through Worston and on to the picturesque village of Downham famed for its role in the film 'Whistle Down the Wind' and TV series 'Born and Bred'.

The second section of the route passes through the villages of West Bradford and Waddington, which boasts beautiful ornamental gardens before heading back along the country roads to Clitheroe.

Start Finish Point: Clitheroe Rail Station.

The Route *(Medium Road Ride)*

- From the railway station follow King St to the Market Square. At the top of the Market Place turn right into Wellgate. When you get to the A671 turn right then left into Shawbridge Street.
- Just before you reach the A59 turn left on the old road. When the old road reaches the A59 cross the road carefully to the cycle path on the other side watching out for fast traffic.
- Continue along this until it becomes a lane that will lead you into Worston. Turn right into Worston and began the only really hilly part of the ride, the road to Downham. Ignore all right turns keeping to the through road that will lead to Downham. Refreshments available at Downham Post Office.
- In Downham, cross the bridge over the stream and follow the road round past the church.
- At the T junction in Chatburn by Hudsons ice cream shop, go left and first right, signposted Grindleton.
- Before reaching Grindleton and after crossing the River Ribble, turn left to West Bradford and head through the village towards Waddington.
- In Waddington swing left, just before the centre and at the next crossroads, go straight across towards, but to the right of the Parish Church with the clock tower and follow the road as it bends left and right.
- Take the first road left, signposted Clitheroe and follow this road until you reach the junction at Edisford Bridge (next to the Edisford Bridge pub).
- Turn left and follow the road in to Clitheroe over the railway bridge and left at the small roundabout. Continue along this road until you arrive back at the station.



Route 4 Upper Dunsop Valley - 5miles (8km) 1hr

Starting from Dunsop Bridge this ride follows a tarmac bridleway up the Upper Dunsop Valley in the heart of the Bowland Fells. Except for the occasional farm vehicle the route is all but traffic free. Dunsop Bridge at the start of the ride is the geographic centre of the UK.

Refreshments: The general store and Post Office, Puddleducks, also contains a café open 9am-5pm including Sundays.

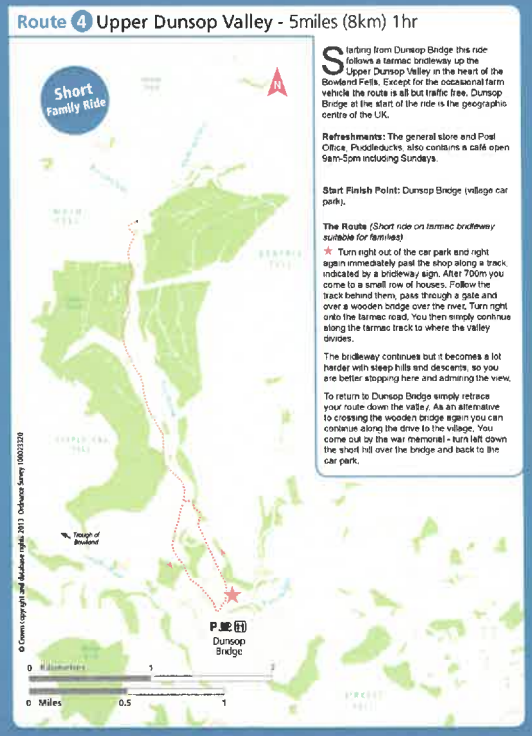
Start Finish Point: Dunsop Bridge (village car park).

The Route *(Short ride on tarmac bridleway suitable for families)*

- Turn right out of the car park and right again immediately past the shop along a track indicated by a bridleway sign. After 700m you come to a small row of houses. Follow the track behind them, pass through a gate and over a wooden bridge over the river. Turn right onto the tarmac road. You then simply continue along the tarmac track to where the valley divides.

The bridleway continues but it becomes a lot harder with steep hills and descents, so you are better stopping here and admiring the view.

To return to Dunsop Bridge simply retrace your route down the valley. As an alternative to crossing the wooden bridge again you can continue along the drive to the village. You come out by the war memorial - turn left down the short hill over the bridge and back to the car park.



Route 5 Gisburn Forest "Bottoms Beck" Blue Trail - 5.5miles (9.5km) 1hr

Gisburn Forest offers a network of mountain biking trails. The Forest is located high in the Bowland Hills by Stocks Reservoirs.

Bottoms Beck the blue graded trail is suitable for novices and younger riders. Starting from the Forest Hub the trail takes you down to Stock Reservoir and back along an old railway following Bottoms Beck. The trail is marked with blue marker posts.

Start Finish Point: Cocklet Hill car park, Gisburn Forest.

The Route

(Short mountain bike ride suitable for novices)

Gisburn Forest Hub

Located in the centre of the Forest with cafe, toilets and car parking. Postcode BB7 4TS

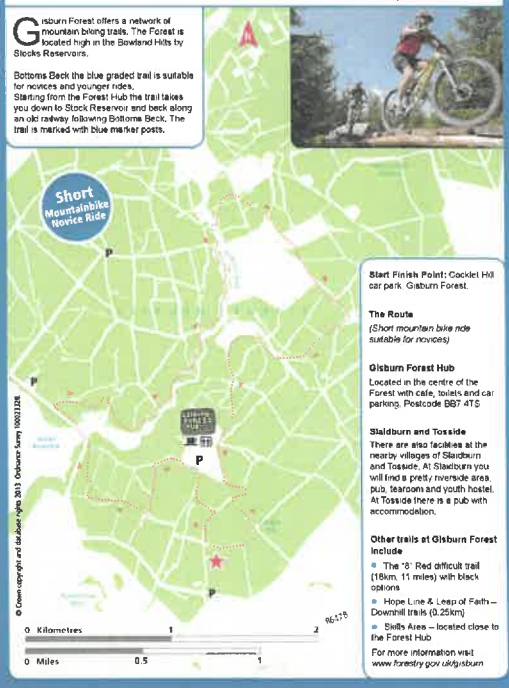
Slaidburn and Tosside

There are also facilities at the nearby villages of Slaidburn and Tosside. At Slaidburn you will find a pretty riverside area, pub, tearoom and youth hostel. At Tosside there is a pub with accommodation.

Other trails at Gisburn Forest include

- The '8' Red difficult trail (18km, 11 miles) with black options
- Hope Line & Leap of Faith – Downhill trails (0.25km)
- Skills Area – located close to the Forest Hub

For more information visit www.forestry.gov.uk/gisburn



Appendix E

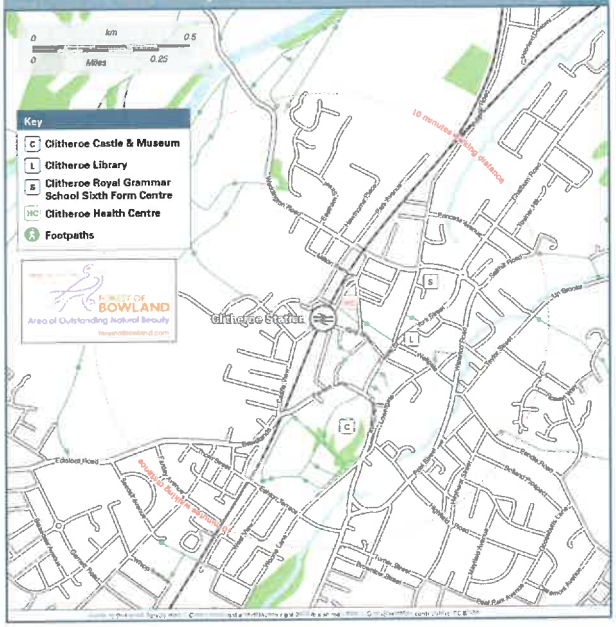
Bus Service Information

Clitheroe Station
Onward Travel Information

Buses

Rail replacement buses depart from Stands 9 and 10 in the Bus Interchange, adjacent to the station (see map above).

Local area map



Main destinations by bus

DESTINATION	BUS ROUTES	BUS STOP
Accrington	14, 15	4
Altham	M2	6
Barley	66, 67	3
Barnoldswick	280	5
	5, 25, 64	5
Barrow	14, 15, 280	4
	22	6
Barrowford	66, 67	3
Billington	22	6
	25, 280	5
Blackburn	22	6
	25	5
Blacko	67	3
Brockhall Village	25	5
Broughton	280	5
Burnley	64	5
	M2	6
Calderstone Hospital	5	5
Calderstones Park	5	5
Chatburn	66, 67	3
	280, C3	5
Chipping	5, 5A	5
Clayton-le-Moors	14, 15	4
Clitheroe Hospital	280	5
Copster Green	25	5
	280	4
Downham	66, 67	3
Earby	280	5
Fence	66	3

DESTINATION	BUS ROUTES	BUS STOP
Gisburn	280	5
Great Harwood	14, 15	4
Great Mitton	5, 5A	5
Grindleton	66, 67	3
Henthorn/Henthorn Park	C2	4
Highmoor Park (Clitheroe)	5, 25, 64, C4	5
Hothersall	5, 5A	5
Hurst Green	5, 5A	5
Knowle Green	5, 5A	5
Lomeshaye Business Village	66	3
Longho	22	6
	280	4
Langho (The Rydings)	25	5
	280	4
Littlemoor (Clitheroe)	5, 25, 64, C4	5
Longridge	5, 5A	5
Mellor	25	5
Mellor Brook	280	4
Nelson	66, 67	3
Newchurch in Pendle	66	3
Osbaldeston	25	5
Padiham	64	5
	M2	6
Peel Park (Clitheroe)	5, 25, 64, C4	5
Preston	280	4
Ribchester	5, 5A	5
Ribble Meadows	C2	4
Rishton	14, 15	4
Roughlee	67	3

DESTINATION	BUS ROUTES	BUS STOP
Sabden	64	5
Sawley (A59 Main Road Turn)	280	5
Sawley (Village)	C3	5
Simonstone	M2	6
Skipton	280	5
Spenbrook	66	3
Thornton-in-Craven	280	5
Waddington	66, 67	3
West Bradford	66, 67	3
	5, 25, 64	5
Whalley	14, 15, 280	4
	22, M2	6
Whitegate (Padiham)	64	5
	M2	6
Wilpshire	22	6

Notes

For bus times and days of operation please see bus stand timetables at the Interchange or contact Traveline on 0871 200 22 33.

Direct trains operate to this destination from this Station

Change trains at Blackburn for Accrington, Burnley, Nelson, Preston and Rishton.

Taxis

Clitheroe station has no taxi rank or cab office. Advance booking is essential, please consider using the following local operators: (Inclusion of this number doesn't represent any endorsement of the taxi firm)

A1 Cars
01200 422 422

Eagle Cars
01200 442 233

Tiger Taxis
01200 406 016

Further information about all onward travel

Local Cycle Info	National Cycle Info	Bus Times	NextBuses	PlusBus
ribblevalley.gov.uk	sustrans.org.uk	traveline 0871 200 22 33 www.traveline.info	Find the bus times for your stop.	plusbus.info

National Rail Enquiries

Online	NRE App	Social Media	Alert Me	Contact Centre	PlusBike
nationalrail.co.uk	Free National Rail Enquiries app for iOS and Android	facebook.com/nationalrailenq @nationalrailenq	nationalrail.co.uk/alerts	03457 48 49 50	nationalrail.co.uk/plusbike

NORTHERN

National Rail
Britain's train companies working together

This poster shows details of popular destinations and main, frequent bus routes. Additional services may run, so please check with Traveline or see posters at local bus stops. Whilst considerable care has been taken to ensure the information contained on this poster is correct and accurate, National Rail cannot accept responsibility for any loss or inconvenience caused by any errors or omissions, or for loss, damage, injury or inconvenience relating to the cancellation, alteration, delay or diversion of a service. For any feedback, please e-mail comments@onwardtravelposters.com

Scan this code with your mobile for full station information.

V14.0 - FAB - 10/2023

Appendix F

Joint Lancashire Structure Plan Accessibility Questionnaire

Table C: Accessibility Questionnaire - Non-Residential Development

Site Description:

Application Reference:

Access Type	Criteria	Criteria Scores	Score	Sub-Score
Walking	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m <300m <500m >500m	5 3 1 0	5
	Distance to nearest railway station from main entrance to building	<400m <1km >1km	3 2 0	2
Cycling	Proximity to defined cycle routes	<100m <500m <1km	3 2 1	3
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	**Urban/ Suburban** 15 minutes or less 30 minutes or less >30 minutes **Villages and Rural** Hourly or less 2 Hourly or less 1 or more per day	 5 3 1 5 2 1	1
	Number of bus services serving different localities stopping within 200 metres of main entrance	4 or more localities served 3 2 1	5 3 2 1	5
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less 30-59 minutes Hourly or less frequent	3 2 1	1
	Drive to nearest station	10 minutes or less 15 minutes or less	2 1	2
Other	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel: * food shop/cafe * newsagent * crèche * other	 1 1 1 1	1
Total Aggregate Score				20

Accessibility Level

High: 24-30 Medium: 16-23 Low: 15 or less

Appendix G

TRICS: C2 Nursing Home (Specific Condition)

Calculation Reference: AUDIT-109307-240513-0501

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BD	BRADFORD	1 days
09	**NORTH**		
	DA	DARLINGTON	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	7 to 58 (units:)
Range Selected by User:	7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/06/21

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	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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	5

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C2	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	**BD-05-L-01**	**CARE HOME**		**BRADFORD**
	NORTH PARK ROAD			
	BRADFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		40	
	Survey date: THURSDAY		*13/12/12*	*Survey Type: MANUAL*
2	**DA-05-L-01**	**CARE CENTRE**		**DARLINGTON**
	TRINITY MEWS			
	DARLINGTON			
	PIERREMONT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		35	
	Survey date: WEDNESDAY		*10/11/10*	*Survey Type: MANUAL*
3	**DY-05-L-01**	**CARE HOME**		**DERBY**
	DOUGLAS STREET			
	DERBY			
	ROSE HLL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		43	
	Survey date: THURSDAY		*14/07/11*	*Survey Type: MANUAL*
4	**NM-05-L-01**	**CARE HOME & HOSPITAL**		**WEST NORTHAMPTONSHIRE**
	ST MATTHEWS PARADE			
	NORTHAMPTON			
	KINGSLEY PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		58	
	Survey date: MONDAY		*24/11/08*	*Survey Type: MANUAL*
5	**SF-05-L-01**	**CARE HOME**		**SUFFOLK**
	TOKIO ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		7	
	Survey date: FRIDAY		*25/06/21*	*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.

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.87

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	**5**	**37**	**0.142**	**10.656**	5	37	0.087	6.557	**5**	**37**	**0.229**	**17.213**
08:00 - 09:00	5	37	0.077	5.738	5	37	0.082	6.148	5	37	0.159	11.886
09:00 - 10:00	5	37	0.077	5.738	5	37	0.055	4.098	5	37	0.132	9.836
10:00 - 11:00	5	37	0.120	9.016	5	37	0.049	3.689	5	37	0.169	12.705
11:00 - 12:00	5	37	0.093	6.967	5	37	0.109	8.197	5	37	0.202	15.164
12:00 - 13:00	5	37	0.093	6.967	**5**	**37**	**0.131**	**9.836**	5	37	0.224	16.803
13:00 - 14:00	5	37	0.098	7.377	5	37	0.071	5.328	5	37	0.169	12.705
14:00 - 15:00	5	37	0.082	6.148	5	37	0.098	7.377	5	37	0.180	13.525
15:00 - 16:00	5	37	0.066	4.918	5	37	0.126	9.426	5	37	0.192	14.344
16:00 - 17:00	5	37	0.055	4.098	5	37	0.115	8.607	5	37	0.170	12.705
17:00 - 18:00	5	37	0.060	4.508	5	37	0.082	6.148	5	37	0.142	10.656
18:00 - 19:00	5	37	0.044	3.279	5	37	0.038	2.869	5	37	0.082	6.148
19:00 - 20:00	4	31	0.128	9.600	4	31	0.088	6.600	4	31	0.216	16.200
20:00 - 21:00	4	31	0.024	1.800	4	31	0.096	7.200	4	31	0.120	9.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.159	86.810			1.227	92.080			2.386	178.890

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.*

Parameter summary

Trip rate parameter range selected:	7 - 58 (units:)
Survey date date range:	01/01/08 - 25/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	37	0.016	1.230	5	37	0.005	0.410	5	37	0.021	1.640
08:00 - 09:00	5	37	0.016	1.230	5	37	0.022	1.639	5	37	0.038	2.869
09:00 - 10:00	5	37	0.016	1.230	5	37	0.022	1.639	5	37	0.038	2.869
10:00 - 11:00	5	37	0.022	1.639	5	37	0.011	0.820	5	37	0.033	2.459
11:00 - 12:00	5	37	0.005	0.410	5	37	0.016	1.230	5	37	0.021	1.640
12:00 - 13:00	**5**	**37**	**0.027**	**2.049**	**5**	**37**	**0.027**	**2.049**	**5**	**37**	**0.054**	**4.098**
13:00 - 14:00	5	37	0.011	0.820	5	37	0.005	0.410	5	37	0.016	1.230
14:00 - 15:00	5	37	0.000	0.000	5	37	0.005	0.410	5	37	0.005	0.410
15:00 - 16:00	5	37	0.005	0.410	5	37	0.005	0.410	5	37	0.010	0.820
16:00 - 17:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
17:00 - 18:00	5	37	0.011	0.820	5	37	0.011	0.820	5	37	0.022	1.640
18:00 - 19:00	5	37	0.005	0.410	5	37	0.005	0.410	5	37	0.010	0.820
19:00 - 20:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
20:00 - 21:00	4	31	0.008	0.600	4	31	0.008	0.600	4	31	0.016	1.200
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.142	10.848			0.142	10.847			0.284	21.695

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
08:00 - 09:00	**5**	**37**	**0.005**	**0.410**	**5**	**37**	**0.005**	**0.410**	**5**	**37**	**0.010**	**0.820**
09:00 - 10:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
10:00 - 11:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
11:00 - 12:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
12:00 - 13:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
13:00 - 14:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
14:00 - 15:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
15:00 - 16:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
16:00 - 17:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.005	0.410			0.005	0.410			0.010	0.820

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	37	0.000	0.000	5	37	0.005	0.410	5	37	0.005	0.410
08:00 - 09:00	**5**	**37**	**0.011**	**0.820**	**5**	**37**	**0.016**	**1.230**	**5**	**37**	**0.027**	**2.050**
09:00 - 10:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
10:00 - 11:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
11:00 - 12:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
12:00 - 13:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
13:00 - 14:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
14:00 - 15:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
15:00 - 16:00	5	37	0.005	0.410	5	37	0.000	0.000	5	37	0.005	0.410
16:00 - 17:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.016	1.230			0.021	1.640			0.037	2.870

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	37	0.153	11.475	5	37	0.109	8.197	5	37	0.262	19.672
08:00 - 09:00	5	37	0.077	5.738	5	37	0.087	6.557	5	37	0.164	12.295
09:00 - 10:00	5	37	0.077	5.738	5	37	0.055	4.098	5	37	0.132	9.836
10:00 - 11:00	5	37	0.137	10.246	5	37	0.060	4.508	5	37	0.197	14.754
11:00 - 12:00	5	37	0.131	9.836	5	37	0.126	9.426	5	37	0.257	19.262
12:00 - 13:00	5	37	0.093	6.967	5	37	0.131	9.836	5	37	0.224	16.803
13:00 - 14:00	5	37	0.120	9.016	5	37	0.082	6.148	5	37	0.202	15.164
14:00 - 15:00	5	37	0.109	8.197	5	37	0.126	9.426	5	37	0.235	17.623
15:00 - 16:00	5	37	0.087	6.557	5	37	0.137	10.246	5	37	0.224	16.803
16:00 - 17:00	5	37	0.071	5.328	**5**	**37**	**0.169**	**12.705**	5	37	0.240	18.033
17:00 - 18:00	5	37	0.049	3.689	5	37	0.098	7.377	5	37	0.147	11.066
18:00 - 19:00	5	37	0.071	5.328	5	37	0.066	4.918	5	37	0.137	10.246
19:00 - 20:00	**4**	**31**	**0.176**	**13.200**	4	31	0.112	8.400	**4**	**31**	**0.288**	**21.600**
20:00 - 21:00	4	31	0.040	3.000	4	31	0.144	10.800	4	31	0.184	13.800
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.391	104.315			1.502	112.642			2.893	216.957

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	**5**	**37**	**0.082**	**6.148**	5	37	0.022	1.639	5	37	0.104	7.787
08:00 - 09:00	5	37	0.027	2.049	5	37	0.027	2.049	5	37	0.054	4.098
09:00 - 10:00	5	37	0.027	2.049	5	37	0.016	1.230	5	37	0.043	3.279
10:00 - 11:00	5	37	0.038	2.869	5	37	0.033	2.459	5	37	0.071	5.328
11:00 - 12:00	5	37	0.038	2.869	5	37	0.011	0.820	5	37	0.049	3.689
12:00 - 13:00	5	37	0.060	4.508	5	37	0.077	5.738	5	37	0.137	10.246
13:00 - 14:00	5	37	0.082	6.148	5	37	0.098	7.377	**5**	**37**	**0.180**	**13.525**
14:00 - 15:00	5	37	0.066	4.918	5	37	0.066	4.918	5	37	0.132	9.836
15:00 - 16:00	5	37	0.055	4.098	**5**	**37**	**0.109**	**8.197**	5	37	0.164	12.295
16:00 - 17:00	5	37	0.055	4.098	5	37	0.044	3.279	5	37	0.099	7.377
17:00 - 18:00	5	37	0.022	1.639	5	37	0.027	2.049	5	37	0.049	3.688
18:00 - 19:00	5	37	0.011	0.820	5	37	0.033	2.459	5	37	0.044	3.279
19:00 - 20:00	4	31	0.056	4.200	4	31	0.056	4.200	4	31	0.112	8.400
20:00 - 21:00	4	31	0.048	3.600	4	31	0.032	2.400	4	31	0.080	6.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.667	50.013			0.651	48.814			1.318	98.827

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	**5**	**37**	**0.049**	**3.689**	5	37	0.005	0.410	**5**	**37**	**0.054**	**4.099**
08:00 - 09:00	5	37	0.022	1.639	5	37	0.000	0.000	5	37	0.022	1.639
09:00 - 10:00	5	37	0.000	0.000	5	37	0.011	0.820	5	37	0.011	0.820
10:00 - 11:00	5	37	0.005	0.410	**5**	**37**	**0.022**	**1.639**	5	37	0.027	2.049
11:00 - 12:00	5	37	0.000	0.000	5	37	0.005	0.410	5	37	0.005	0.410
12:00 - 13:00	5	37	0.005	0.410	5	37	0.005	0.410	5	37	0.010	0.820
13:00 - 14:00	5	37	0.027	2.049	5	37	0.011	0.820	5	37	0.038	2.869
14:00 - 15:00	5	37	0.005	0.410	5	37	0.011	0.820	5	37	0.016	1.230
15:00 - 16:00	5	37	0.005	0.410	5	37	0.016	1.230	5	37	0.021	1.640
16:00 - 17:00	5	37	0.000	0.000	5	37	0.005	0.410	5	37	0.005	0.410
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.016	1.200	4	31	0.016	1.200
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.118	9.017			0.107	8.169			0.225	17.186

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	**5**	**37**	**0.049**	**3.689**	5	37	0.005	0.410	**5**	**37**	**0.054**	**4.099**
08:00 - 09:00	5	37	0.022	1.639	5	37	0.000	0.000	5	37	0.022	1.639
09:00 - 10:00	5	37	0.000	0.000	5	37	0.011	0.820	5	37	0.011	0.820
10:00 - 11:00	5	37	0.005	0.410	**5**	**37**	**0.022**	**1.639**	5	37	0.027	2.049
11:00 - 12:00	5	37	0.000	0.000	5	37	0.005	0.410	5	37	0.005	0.410
12:00 - 13:00	5	37	0.005	0.410	5	37	0.005	0.410	5	37	0.010	0.820
13:00 - 14:00	5	37	0.027	2.049	5	37	0.011	0.820	5	37	0.038	2.869
14:00 - 15:00	5	37	0.005	0.410	5	37	0.011	0.820	5	37	0.016	1.230
15:00 - 16:00	5	37	0.005	0.410	5	37	0.016	1.230	5	37	0.021	1.640
16:00 - 17:00	5	37	0.000	0.000	5	37	0.005	0.410	5	37	0.005	0.410
17:00 - 18:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
18:00 - 19:00	5	37	0.000	0.000	5	37	0.000	0.000	5	37	0.000	0.000
19:00 - 20:00	4	31	0.000	0.000	4	31	0.016	1.200	4	31	0.016	1.200
20:00 - 21:00	4	31	0.000	0.000	4	31	0.000	0.000	4	31	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.118	9.017			0.107	8.169			0.225	17.186

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.*

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 75 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.87

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	**5**	**37**	**0.284**	**21.311**	5	37	0.142	10.656	**5**	**37**	**0.426**	**31.967**
08:00 - 09:00	5	37	0.137	10.246	5	37	0.131	9.836	5	37	0.268	20.082
09:00 - 10:00	5	37	0.104	7.787	5	37	0.082	6.148	5	37	0.186	13.935
10:00 - 11:00	5	37	0.180	13.525	5	37	0.115	8.607	5	37	0.295	22.132
11:00 - 12:00	5	37	0.169	12.705	5	37	0.142	10.656	5	37	0.311	23.361
12:00 - 13:00	5	37	0.158	11.885	5	37	0.213	15.984	5	37	0.371	27.869
13:00 - 14:00	5	37	0.230	17.213	5	37	0.191	14.344	5	37	0.421	31.557
14:00 - 15:00	5	37	0.180	13.525	5	37	0.202	15.164	5	37	0.382	28.689
15:00 - 16:00	5	37	0.153	11.475	**5**	**37**	**0.262**	**19.672**	5	37	0.415	31.147
16:00 - 17:00	5	37	0.126	9.426	5	37	0.219	16.393	5	37	0.345	25.819
17:00 - 18:00	5	37	0.071	5.328	5	37	0.126	9.426	5	37	0.197	14.754
18:00 - 19:00	5	37	0.082	6.148	5	37	0.098	7.377	5	37	0.180	13.525
19:00 - 20:00	4	31	0.232	17.400	4	31	0.184	13.800	4	31	0.416	31.200
20:00 - 21:00	4	31	0.088	6.600	4	31	0.176	13.200	4	31	0.264	19.800
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.194	164.574			2.283	171.263			4.477	335.837

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.*

Appendix H

TRICS: B8 Storage and Distribution

Calculation Reference: AUDIT-109307-220517-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
10	**WALES**		
	BG	BRIDGEND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3050 to 4700 (units: sqm)
Range Selected by User: 1000 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/21

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	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1

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:

B8	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
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:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	**BD-02-F-02**	**DRINKS WHOLESALER**	**BEDFORDSHIRE**
	CAMBRIDGE ROAD		
	BEDFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	*15/10/20*	*Survey Type: MANUAL*
2	**BG-02-F-01**	**LOGISTICS COMPANY**	**BRIDGEND**
	PARC CRESCENT		
	BRIDGEND		
	WATERTON IND. EST.		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3050 sqm	
	Survey date: MONDAY	*13/10/14*	*Survey Type: MANUAL*
3	**HC-02-F-03**	**PPE DISTRIBUTION**	**HAMPSHIRE**
	WARSASH ROAD		
	PARK GATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	*27/09/21*	*Survey Type: MANUAL*
4	**SF-02-F-03**	**ROAD HAULAGE**	**SUFFOLK**
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	*18/09/15*	*Survey Type: MANUAL*
5	**WM-02-F-02**	**LOGISTICS FIRM**	**WEST MIDLANDS**
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	*09/11/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 3000 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	3500	0.229	6.857	1	3500	0.029	0.857	1	3500	0.258	7.714
06:00 - 07:00	1	3500	0.200	6.000	1	3500	0.114	3.429	1	3500	0.314	9.429
07:00 - 08:00	5	3708	0.205	6.149	5	3708	0.146	4.369	5	3708	0.351	10.518
08:00 - 09:00	**5**	**3708**	**0.307**	**9.223**	5	3708	0.140	4.207	5	3708	0.447	13.430
09:00 - 10:00	5	3708	0.146	4.369	5	3708	0.059	1.780	5	3708	0.205	6.149
10:00 - 11:00	5	3708	0.227	6.796	5	3708	0.178	5.340	5	3708	0.405	12.136
11:00 - 12:00	5	3708	0.167	5.016	5	3708	0.189	5.663	5	3708	0.356	10.679
12:00 - 13:00	5	3708	0.173	5.178	5	3708	0.124	3.722	5	3708	0.297	8.900
13:00 - 14:00	5	3708	0.248	7.443	5	3708	0.173	5.178	5	3708	0.421	12.621
14:00 - 15:00	5	3708	0.205	6.149	5	3708	0.210	6.311	5	3708	0.415	12.460
15:00 - 16:00	5	3708	0.178	5.340	**5**	**3708**	**0.372**	**11.165**	**5**	**3708**	**0.550**	**16.505**
16:00 - 17:00	5	3708	0.167	5.016	5	3708	0.232	6.958	5	3708	0.399	11.974
17:00 - 18:00	5	3708	0.108	3.236	5	3708	0.313	9.385	5	3708	0.421	12.621
18:00 - 19:00	5	3708	0.076	2.265	5	3708	0.156	4.693	5	3708	0.232	6.958
19:00 - 20:00	1	3500	0.000	0.000	1	3500	0.029	0.857	1	3500	0.029	0.857
20:00 - 21:00	1	3500	0.000	0.000	1	3500	0.000	0.000	1	3500	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.636	79.037			2.464	73.914			5.100	152.951

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.*

Parameter summary

Trip rate parameter range selected:	3050 - 4700 (units: sqm)
Survey date date range:	01/01/14 - 27/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 3000 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	3500	0.029	0.857	1	3500	0.029	0.857	1	3500	0.058	1.714
06:00 - 07:00	1	3500	0.000	0.000	1	3500	0.057	1.714	1	3500	0.057	1.714
07:00 - 08:00	5	3708	0.049	1.456	**5**	**3708**	**0.124**	**3.722**	5	3708	0.173	5.178
08:00 - 09:00	5	3708	0.065	1.942	5	3708	0.081	2.427	5	3708	0.146	4.369
09:00 - 10:00	5	3708	0.065	1.942	5	3708	0.054	1.618	5	3708	0.119	3.560
10:00 - 11:00	5	3708	0.092	2.751	5	3708	0.097	2.913	5	3708	0.189	5.664
11:00 - 12:00	5	3708	0.102	3.074	5	3708	0.124	3.722	**5**	**3708**	**0.226**	**6.796**
12:00 - 13:00	5	3708	0.097	2.913	5	3708	0.049	1.456	5	3708	0.146	4.369
13:00 - 14:00	5	3708	0.108	3.236	5	3708	0.070	2.104	5	3708	0.178	5.340
14:00 - 15:00	**5**	**3708**	**0.119**	**3.560**	5	3708	0.043	1.294	5	3708	0.162	4.854
15:00 - 16:00	5	3708	0.119	3.560	5	3708	0.097	2.913	5	3708	0.216	6.473
16:00 - 17:00	5	3708	0.108	3.236	5	3708	0.070	2.104	5	3708	0.178	5.340
17:00 - 18:00	5	3708	0.022	0.647	5	3708	0.059	1.780	5	3708	0.081	2.427
18:00 - 19:00	5	3708	0.038	1.133	5	3708	0.054	1.618	5	3708	0.092	2.751
19:00 - 20:00	1	3500	0.000	0.000	1	3500	0.000	0.000	1	3500	0.000	0.000
20:00 - 21:00	1	3500	0.000	0.000	1	3500	0.000	0.000	1	3500	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.013	30.307			1.008	30.242			2.021	60.549

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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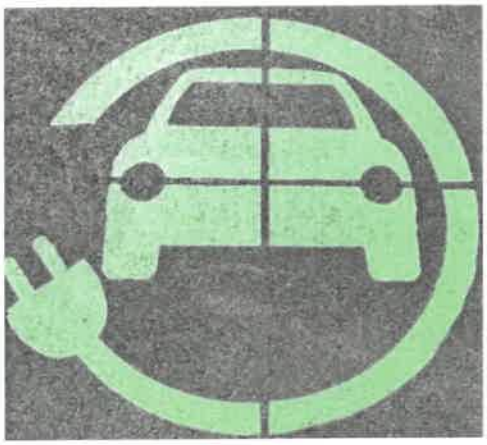

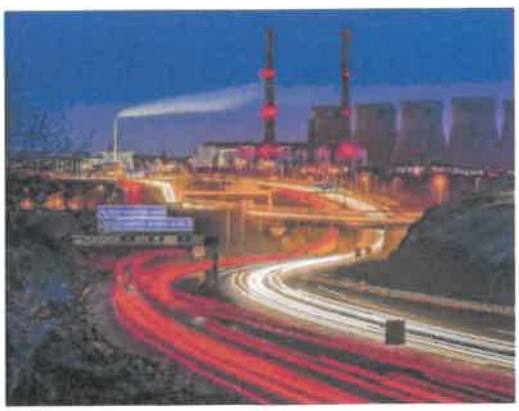

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