NENE VALLEY
Transport Planning

OCTOBER 28, 2025

TRANSPORT STATEMENT

Land at Pendleton Road Wiswell BB7 9BZ

NENE VALLEY TRANSPORT PLANNING CONSULTANTS LTD

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INTRODUCTION

1.1. Nene Valley Transport Planning Consultants Ltd (NVTP) has been commissioned to prepare a Transport Statement (TS) to accompany a planning application to Ribble Valley Borough Council for the Proposed “change of use from agricultural building to single residential dwelling and associated residential curtilage together with hardstanding/parking area” at Land Pendleton Road Wiswell BB7 9BZ.

1.2. This report will detail existing highway conditions, sustainable travel accessibility, accident data and trip accumulation data for the existing use and proposed use.

1.3. It is the aim of this Transport Statement to demonstrate that the development proposals support and accord with current planning policies.

1.4. The report has been produced in line with the ‘Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2021) and best practice guidance within ‘Manual for Streets’ (DfT 2007) and ‘Manual for Streets 2 – Wider Application of the Principles’ (CIHT 2010), the Design Manual for Roads and Bridges (Highways Agency 2002).

1.5. Ribble Valley Borough Council is the local planning authority and the local highway authority is Lancashire County Council.

PLANNING REQUIREMENT BACKGROUND

2.1 The objectives for the development have been defined taking into account national and local policies that seek to safeguard the environment and resources so as to put into practice the principles of sustainable development. Consideration has been given to the following documents:

National: The National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) was revised on 12 December 2024 and amended on 7 February 2025. It sets out the government's planning policies for England and how these are expected to be applied.

2.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- "approving development proposals that accord with an up-to-date development plan without delay;
- where the there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

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

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- 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
- 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.

2.5 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 assessment so that the likely impacts of the proposal can be assessed.

2.6 Other national policies which have been considered as part of this development include but are not exclusive to:

- Manual for Streets and Manual for Streets 2

- Transport White Paper: Creating Growth, Cycling Carbon: Making Sustainable Local Transport happen.

- Travel plans, transport assessments and statements in decision taking.

Local: Ribble Valley Core Strategy 2008–2028 (adopted December 2014):

- The proposed development has been considered against the Ribble Valley Core Strategy, which provides the overarching planning framework for development across the borough, including Wiswell. The Core Strategy seeks to deliver sustainable growth, protect the borough's rural character, and ensure that new development is supported by appropriate infrastructure, including transport. Relevant policies include:

  - **Key Statement DMI2 – Transport Considerations**
    Development should be located to minimise the need to travel, particularly by private car, and should provide safe and convenient access for all users. Proposals should facilitate sustainable transport modes, including walking, cycling, and public transport, and demonstrate that the highway network can safely accommodate additional traffic.
  - **Key Statement DMI1 – Planning Obligations**
    Development will be expected to contribute towards the delivery of infrastructure, services, and community facilities necessary to make the proposal acceptable in planning terms, including transport mitigation measures where appropriate.
    Policy DMG1 – General Considerations
    Requires all development to ensure safe and suitable access for all users, minimise potential adverse impacts on neighbouring uses, and provide appropriate parking and servicing arrangements in accordance with local standards.

  The Core Strategy emphasises the importance of integrating land use and transport planning, particularly in rural areas such as Wiswell, to ensure that new development supports sustainable travel patterns and meets local needs.

Regional: Lancashire Local Transport Plan 4 (LTP4) 2011-2031:

- Lancashire County Council's Local Transport Plan sets out the long-term vision for transport within the county. It aims to provide a safe, reliable, and sustainable transport network that supports economic growth and improves quality of life. The plan focuses on:

  - Reducing carbon emissions and supporting the transition to a low-carbon transport network;
  - Promoting walking, cycling, and public transport as alternatives to private car use;
  - Enhancing accessibility between rural settlements and main service centres;
  - Improving road safety and maintaining the highway network to a high standard.

- Ribble Valley Active Travel Strategy (in line with Lancashire's Cycling and Walking Strategy): The emerging Lancashire-wide Cycling and Walking Infrastructure Plan (LCWIP) provides a framework for developing safe, connected, and attractive walking and cycling routes across the county. It aims to increase active travel for short trips, improve safety for vulnerable road users, and enhance connectivity between settlements such as Wiswell, Whalley, and Clitheroe.

- Supplementary Planning Documents (SPDs):

  - **Ribble Valley Design Guide SPD (2017):**
    Provides guidance on design quality and layout for new development, including requirements for safe and convenient access, appropriate parking provision, and integration with existing transport infrastructure. The SPD emphasises that movement and access should prioritise pedestrians and cyclists while ensuring safe vehicle operation.
  - **updated 2022):**
    Sets out detailed requirements for Transport Statements and Assessments, covering trip generation, junction assessments, sustainable transport provision, and design principles for access and parking.
  - **Developer Contributions SPD (2019):**
    Explains how planning obligations will be used to secure infrastructure and mitigation measures, including those related to transport, public realm improvements, and sustainable travel initiatives.

2.8 The proposed development Land Pendleton Road Wiswell BB7 9BZ will be designed in accordance with policy objectives set out in national and local documentation. The site is close to existing sustainable transport infrastructure providing a highly sustainable location with excellent local and national sustainable transport links. On balance, the site location and proposed use is considered to accord with the national and local transport policy objectives.

PROPOSED DEVELOPMENT

3.1 The proposed development comprises the conversion of an existing vacant agricultural building into a single-storey dwelling together with associated external works at Land at Pendleton Road, Wiswell, BB7 9BZ. The proposal also includes an upgraded access from Pendleton Road and improvements to the existing track to serve the dwelling and associated curtilage area.

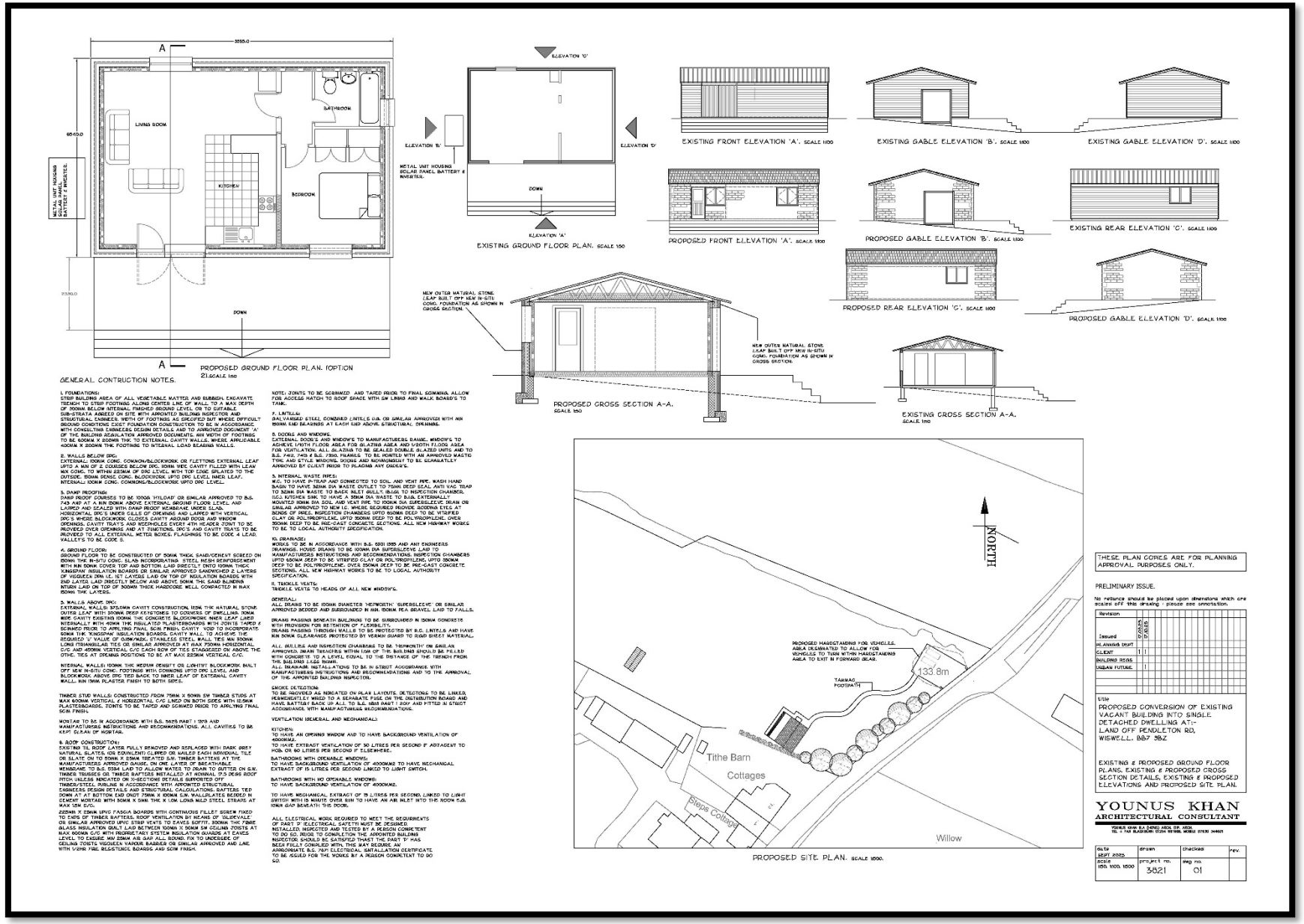
3.2 The proposed dwelling is designed as a modest, functional single-storey home. The internal layout includes a living room, kitchen, bedroom, and bathroom, as illustrated on the submitted floor plan. An area of private amenity space is provided immediately adjacent to the building, together with on-plot parking and provision for secure cycle storage, all designed in accordance with Lancashire County Council's parking standards.

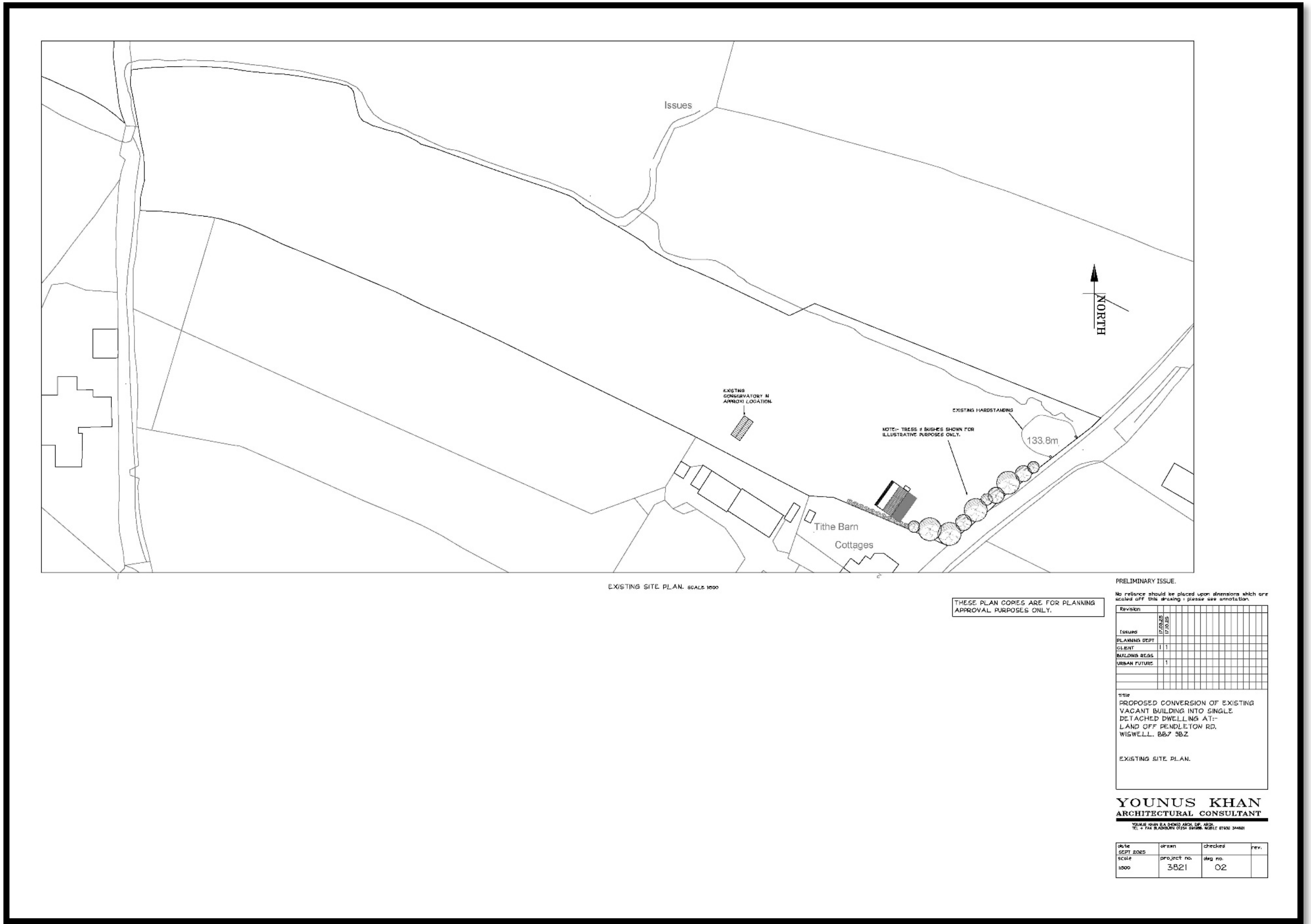
3.3 Landscaping is proposed within the residential curtilage to create a high-quality setting that complements the site's rural character. Existing stone boundary walls and vegetation will be retained and enhanced where possible, while new post-and-wire fencing and native planting will define the domestic curtilage. The wider site will remain in agricultural use, supporting local biodiversity and contributing towards biodiversity net gain (BNG) objectives in line with Ribble Valley Borough Council policy.

3.4 To address highway safety considerations, the proposal includes improvements to the existing site access from Pendleton Road to ensure safe and convenient entry for vehicles. The internal layout has been designed to allow for turning and manoeuvring within the site, enabling vehicles to enter and exit in forward gear and avoiding any need to reverse onto the highway. The adequacy of these arrangements will be demonstrated through a vehicle tracking assessment, provided in Figure 2 of this report.

3.5 The development represents a sensitive rural conversion that delivers a modest residential dwelling in keeping with the local landscape character. The proposal provides a functional and sustainable use for an existing building, supporting the continuing operation of the rural economy and contributing positively to the diversity of housing within the Ribble Valley. The scheme has been carefully designed to respect and enhance its countryside setting, consistent with local and national planning policy promoting sustainable rural development.

Figure 1 Proposed development




Issues
NORTH
EXISTING CONSERVATORY IN APPROXI LOCATION.
EXISTING HARDSTANDING
NOTE:- TRESS & BUSHES SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
133.8m
Tithe Barn
Cottages
EXISTING SITE PLAN. SCALE 1:500
THESE PLAN COPIES ARE FOR PLANNING APPROVAL PURPOSES ONLY.
PRELIMINARY ISSUE.
No reliance should be placed upon dimensions which are scaled off this drawing : please see annotation.
Revision
Issued
17.09.25
17.10.25
PLANNING DEPT
CLIENT
1
1
BUILDING REGS
URBAN FUTURE
1
title
PROPOSED CONVERSION OF EXISTING VACANT BUILDING INTO SINGLE DETACHED DWELLING AT:-
LAND OFF PENDLETON RD.
WISWELL. BB7 9BZ
EXISTING SITE PLAN.
YOUNUS KHAN
ARCHITECTURAL CONSULTANT
YOUNUS KHAN B.A (HONS) ARCH. DIP. ARCH.
date
SEPT 2025
drawn
checked
rev.
scale
1:500
project no.
3821
dwg no.
02

Proposed access

3.6 The development will be served from an existing access onto Pendleton Road, which will be upgraded to provide a safe and convenient point of entry to the site. The improved access will serve the dwelling and associated residential curtilage, with sufficient space for on-site parking, turning, and servicing. The proposed access design reflects the site's rural setting while meeting current Lancashire County Council standards for visibility and access geometry.

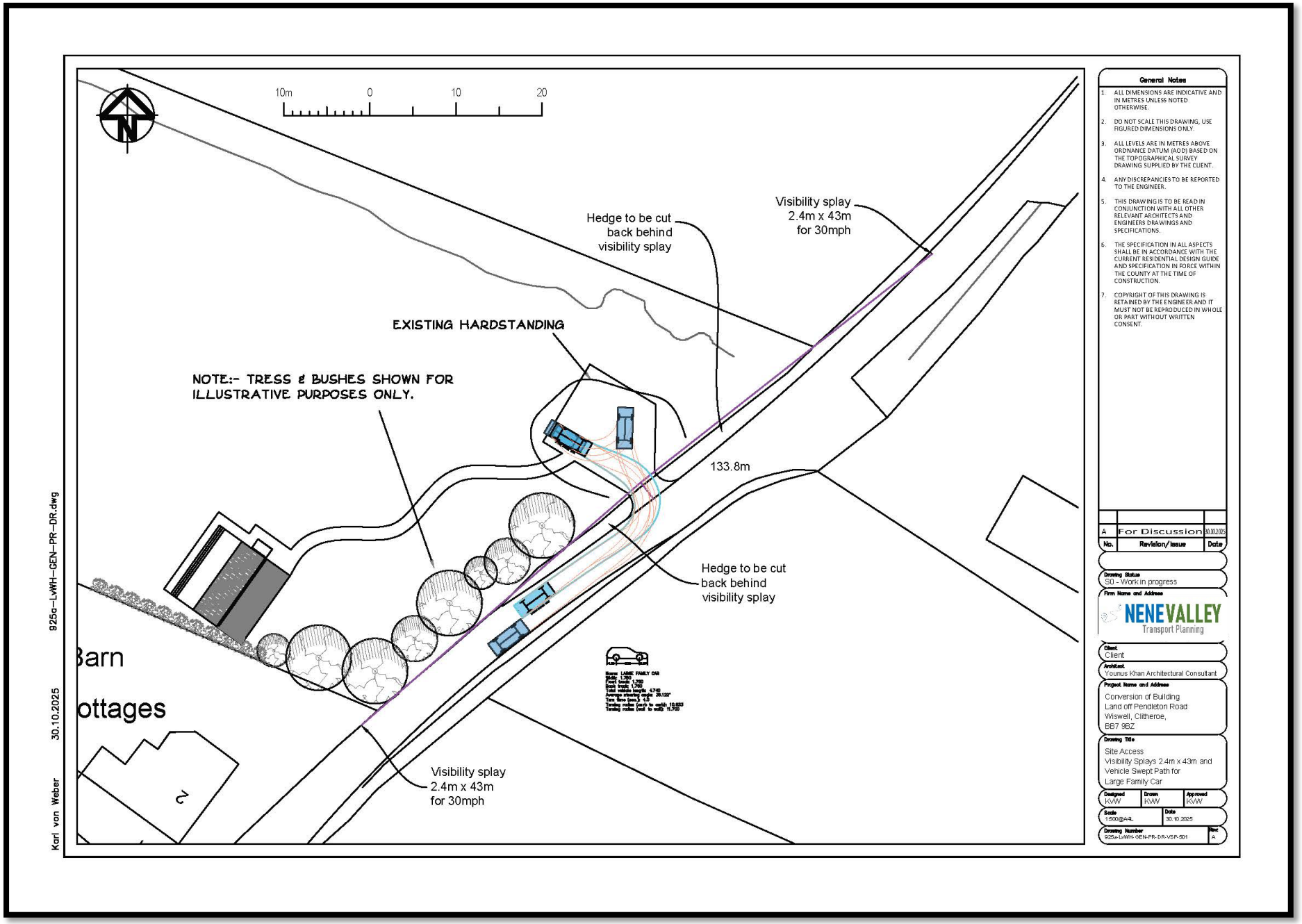
3.7 Pendleton Road is a lightly trafficked rural lane connecting Wiswell with Pendleton. Vehicle movements are typically local in nature, comprising mainly residential and agricultural traffic operating at moderate speeds. Consequently, the road environment is characterised by low traffic volumes and limited vehicle conflict, consistent with the site's rural surroundings.

3.8 The upgraded access has been designed to provide visibility splays of 2.4m x 43m in both directions, consistent with Manual for Streets standards for a 30 mph speed environment. As shown on Figure 2, the necessary visibility can be achieved through selective cutting back of existing roadside hedging behind the splay line. These measures ensure that drivers exiting the site have clear sightlines to approaching vehicles, safeguarding road safety and meeting the requirements of the local highway authority.

3.9 Figure 2 illustrates the vehicle swept-path analysis undertaken for a large family car, demonstrating that vehicles can safely enter, turn, and exit the site in a forward gear without obstruction. The analysis confirms that the proposed access and internal layout are capable of accommodating routine residential vehicle movements while maintaining sufficient space for service and emergency vehicles when required.

3.10 The proposed development has been designed to provide safe and suitable access for all users. The upgraded Pendleton Road access delivers adequate visibility splays, and the internal layout allows for efficient turning and manoeuvring within the site. Given the low traffic flows along Pendleton Road and the predominance of slow-moving vehicles, the proposals will not result in any material impact on highway capacity or safety. The scheme can therefore be safely accommodated on the local road network in accordance with NPPF (2024, amended 2025) guidance and Lancashire County Council's highway design standards.

Figure 2 Swept path and vision splays



HIGHWAY CONDITIONS

4.1 The proposed development is located at Land at Pendleton Road, Wiswell, BB7 9BZ, within a semi-rural setting to the south-east of Clitheroe in the Ribble Valley. The site lies adjacent to Pendleton Road, which forms the main route between Wiswell and Pendleton, providing access to scattered dwellings, farms, and small-scale rural enterprises. The immediate character of the area is predominantly residential and agricultural, with open fields and pasture surrounding the settlement and forming part of the attractive rural landscape typical of the Ribble Valley.

4.2 The surrounding highway network is predominantly rural in character, with Pendleton Road providing a direct link north-west towards Clitheroe and north-east towards Pendleton village. To the south, Pendleton Road connects with Wiswell Shay, the A621 and the A59, which is the principal strategic route in the area, providing links to Clitheroe, Whalley, Preston, and the wider regional highway network including the M65 motorway. The site therefore benefits from convenient access to the strategic road network while retaining a rural character. Local services and day-to-day amenities are available within Wiswell and Whalley, both of which are within short travel distance of the site. Traffic flows along Pendleton Road are relatively low and primarily comprise local residential, agricultural, and service vehicles, with speeds generally moderate due to the narrow carriageway and rural context.

Figure 3 Site location and wider Highway network

4.3 Local roads serving the site, including Pendleton Road, are typical of a semi-rural setting and are subject to a 30mph speed limit within the built-up area of Wiswell, increasing to national speed limit (60mph) along sections outside the village envelope. Traffic volumes are generally low, with movements comprising a mix of local residential, agricultural, and light service vehicles, most of which travel at moderate speeds due to the road alignment and localised narrowing. The carriageway in the vicinity of the site is of sufficient width to accommodate both residential and agricultural traffic.

4.4 To the south, Pendleton Road connects with Wiswell Shay, the A621 and the A59, which forms the principal strategic route through the area. The A59 provides direct access to Clitheroe, Whalley, and onward connections to Preston, Blackburn, and the M65 motorway. This ensures efficient access to major employment centres and regional destinations while maintaining convenient local connectivity to nearby settlements.

4.5 While Pendleton Road narrows slightly towards Pendleton village to the south-east, the section of carriageway fronting the site maintains adequate width and visibility to safely accommodate vehicle movements associated with the development. Given the low traffic volumes, moderate vehicle speeds, and the rural character of the route, it is not anticipated that the proposal will give rise to any highway capacity or safety concerns.

4.6 Access to the site will be taken from an upgraded junction onto Pendleton Road. Visibility splays in both directions will meet Lancashire County Council's highway standards, ensuring that vehicles can safely enter and exit the site. The internal access layout will incorporate a dedicated turning area and yard, providing sufficient space to manoeuvre and exit the site in forward gear. This arrangement eliminates the need for reversing onto Pendleton Road and reinforces the safety and suitability of the proposed access.

ACCIDENT DATA

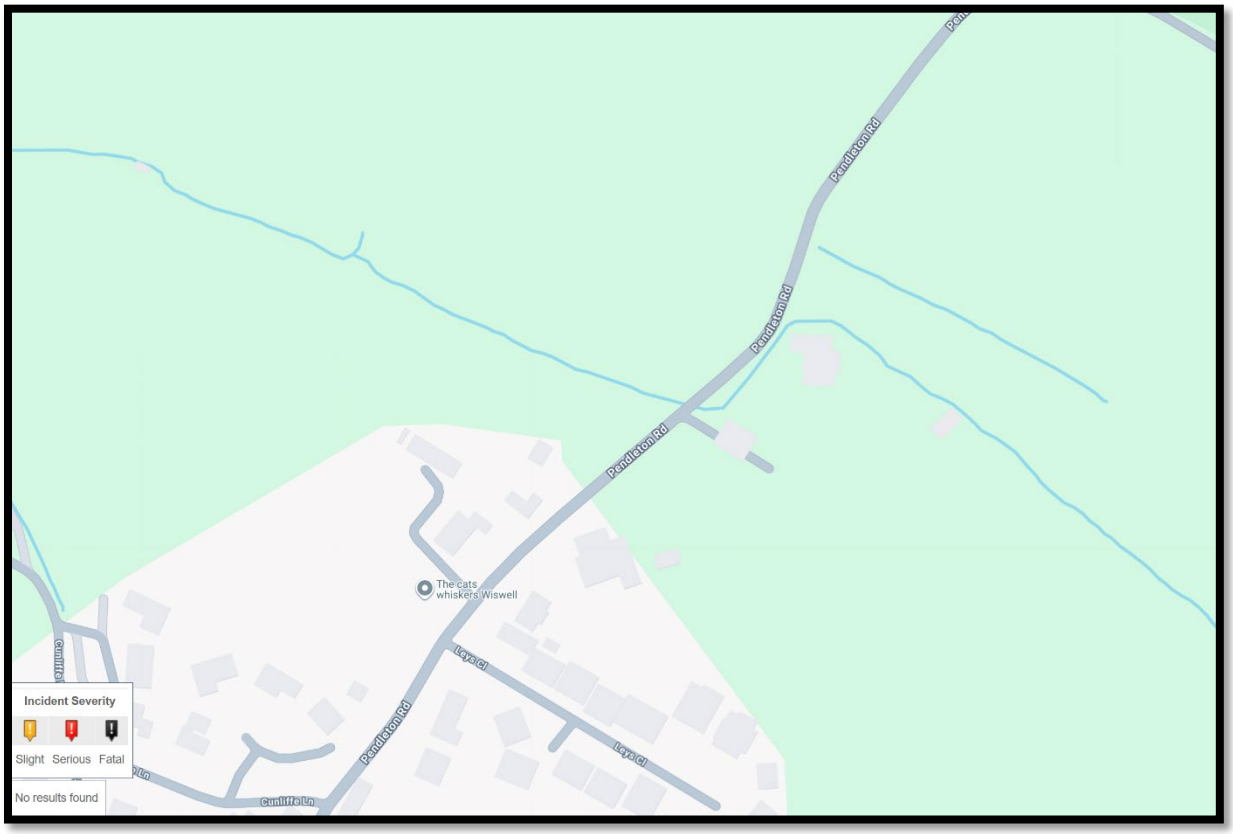
4.1 The National Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

4.2 Accident data for the highway network surrounding the site was accessed via the Crashmap website (www.crashmap.co.uk). The data requested covers the latest 5 year period available.

4.3 Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site.

4.4 Figure 4 below confirms that there have been zero personal injury accidents (PIA) in the past 5 years.

Figure 4 Accident data



4.5 Having regard to the above analysis and the lack of any accident cluster sports/severity of the accidents which have occurred over the five-year study period, the existing accident record does not represent a material concern in the context of the proposed development.

4.6 It is considered therefore that there is no reason why the development proposals should significantly impact upon highway safety in the area.

SUSTAINABLE TRANSPORT ACCESSIBILITY

Pedestrians

5.1 Access to the site for pedestrians and cyclists will be provided via the upgraded existing access from Pendleton Road. Pedestrians, cyclists, and vehicles will share the same point of access, with appropriate visibility splays in both directions to ensure safe movements for all users. The access connects directly into the local road network, allowing convenient travel on foot or by bicycle towards Wiswell, Pendleton, and Whalley.

5.2 The site is located on the edge of Wiswell, a small rural settlement offering a public house (The Freemasons Arms) and access to a range of amenities within nearby Whalley, including shops, schools, healthcare facilities, and recreational opportunities. These destinations are within reasonable walking and cycling distance of the site, with Whalley village centre approximately 1.5miles to the south. Footways and verges along local roads provide informal pedestrian routes, while the local lane network offers generally quiet conditions suitable for cycling. Whalley also benefits from regular bus services and a railway station on the Blackburn–Clitheroe–Manchester line, offering sustainable transport connections to the wider region.

5.3 While the rural setting of Wiswell means that some reliance on the private car is inevitable, the site benefits from proximity to Whalley and Clitheroe, both of which offer a range of services and employment opportunities accessible by short car, cycle, or public transport journeys. The development is therefore well placed to make use of existing sustainable travel options, helping to minimise single-occupancy car trips for day-to-day needs.

Table 1 Local Amenities within Walking Distance

Amenity / Facility	Location	Approx. Distance from Site	Estimated Walking Time	Estimated Cycling Time
The Freemasons Arms (Public House)	Wiswell	0.3 km	4 mins	<1 min
Whalley Village Centre (Shops, Cafés, Services)	Whalley	1.2 km	15 mins	5 mins
Whalley Primary School	Whalley	1.4 km	17 mins	6 mins
Whalley Medical Centre	King Street, Whalley	1.5 km	18 mins	6 mins
Whalley Railway Station	Station Road, Whalley	1.6 km	19 mins	6 mins
Whalley Abbey & Riverside Walks	Whalley	1.3 km	16 mins	5 mins
Whalley Arms / Swan Hotel (Hospitality)	Whalley	1.2 km	15 mins	5 mins
Clitheroe Town Centre (Wider Retail and Employment)	Clitheroe	3.5 km	40 mins	10–12 mins

5.4 There are no formal footways along Pendleton Road in the vicinity of the site, which is typical of rural lanes in this part of the Ribble Valley. However, traffic volumes are low, and movements are generally made by local residents, agricultural traffic, and light service vehicles travelling at moderate speeds. As such, the route functions as a quiet lane environment where pedestrian and cyclist activity can safely occur on the carriageway. From the site access, pedestrians and cyclists can connect southwards towards Wiswell and Whalley, where established footway networks are available.

5.5 Within Whalley, continuous footways are provided offering safe and convenient walking routes to local services, schools, and shops. Although formal pedestrian crossings are limited in the village centre, vehicle speeds are generally low and forward visibility is good, allowing safe informal crossing opportunities in multiple locations.

5.6 The Lancashire Local Transport Plan (LTP4) and the Lancashire Cycling and Walking Infrastructure Plan (LCWIP) promote sustainable travel within rural settlements and market towns such as Whalley and Clitheroe. These strategies seek to encourage walking and cycling for short journeys and ensure that new developments are well connected to local facilities and public transport nodes. The site's proximity to nearby amenities and transport services within comfortable walking and cycling distance aligns with these strategic objectives and supports a sustainable pattern of travel.

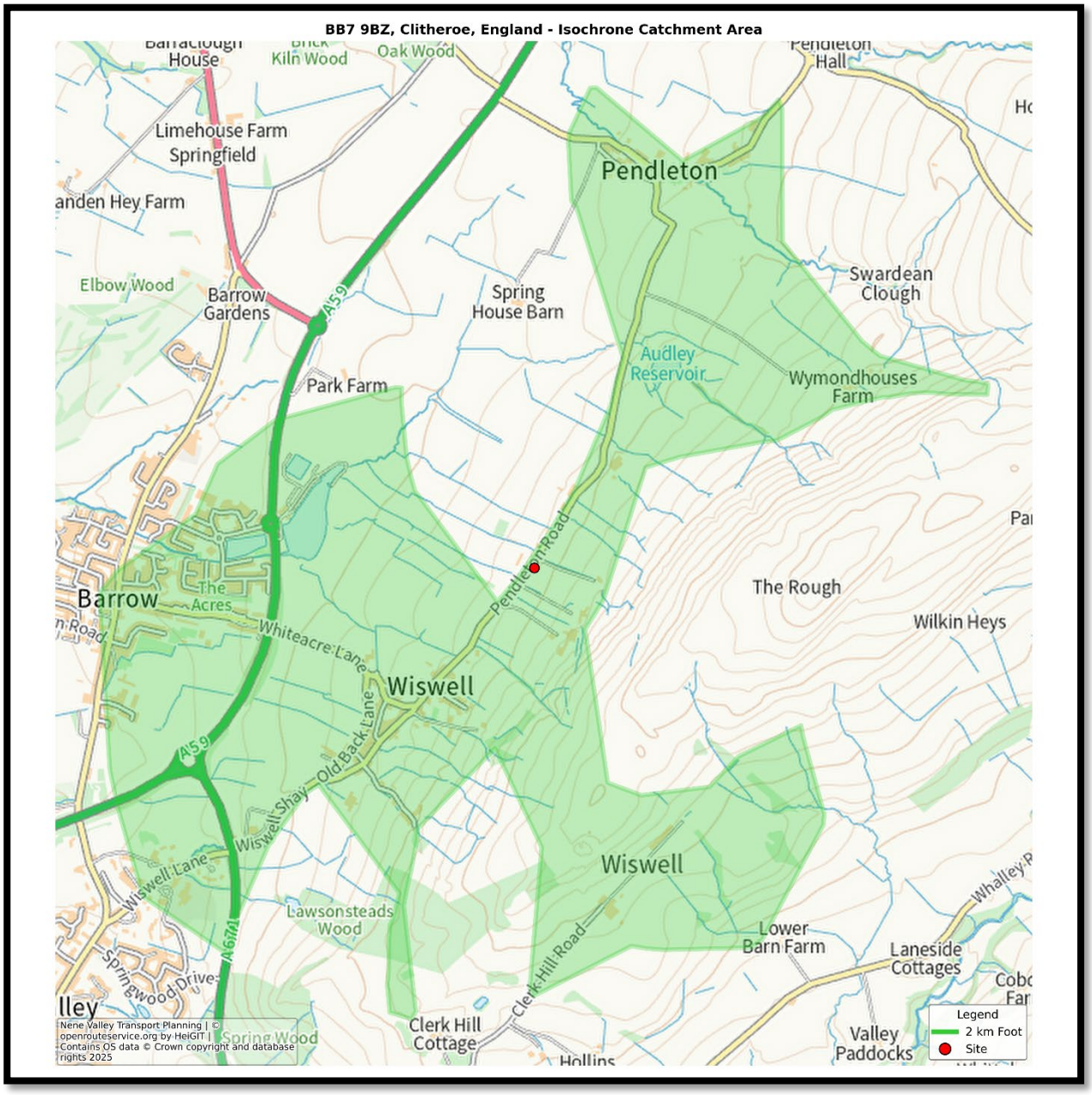
5.7 *Guidelines for Providing for Journeys on Foot* describes walking distances for commuters, where up to 500 metres is the desirable walking distance, up to 1km is an acceptable walking distance, and up to 2km is the preferred maximum walking distance.

5.8 A 2 km walking catchment from the site encompasses Wiswell, Whalley, and parts of Clitheroe Road, providing access to a broad range of day-to-day facilities, including schools, shops, health services, and leisure amenities. This demonstrates that the site is well placed to support local walking trips and access to essential services within the surrounding settlements.

5.9 As illustrated in Figure 5, the 2 km walking catchment captures key amenities such as Whalley Village, Whalley Primary School, Whalley Medical Centre, and Whalley Railway Station. These facilities are all located within comfortable walking and cycling distance, confirming that the development is well positioned to encourage sustainable travel behaviour despite its rural setting.

5.10 There is no formal footway provision or street lighting along Pendleton Road, which is typical of rural roads in this area. However, traffic levels are low and vehicle speeds are moderated by the narrow carriageway and curving alignment, meaning that short sections of pedestrian and cyclist activity on the carriageway are acceptable and common in this rural context. From the site access, residents can connect quickly to lit footways within Whalley, providing safe and direct pedestrian routes to local facilities and public transport services.

Figure 5 Walking catchment



5.11 The Local Amenities and Walking Times table (Table 2) demonstrates that most essential facilities within Whalley are located within a 10–20 minute walk or a short cycle of the site. These include primary education, healthcare, retail outlets, and community services. The close proximity of these facilities ensures that day-to-day needs can be met locally, supporting sustainable travel objectives and helping to reduce reliance on the private car for short local journeys.

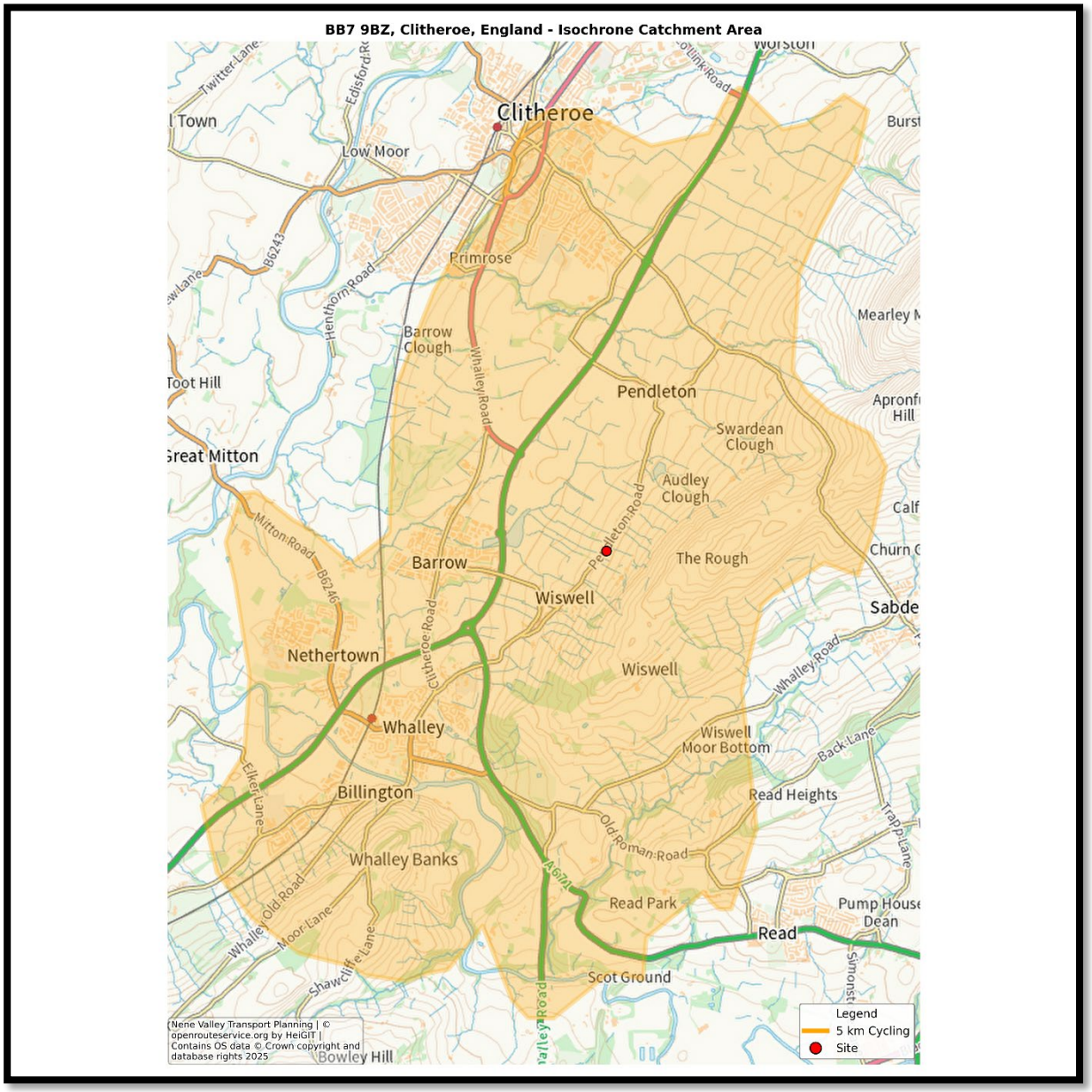
Cyclists

5.12 Paragraph 78 of PPG13 stated that cycling had the potential to be an effective substitute for short car trips, particularly those under 5km to form part of a long journey by public transport. Details of all cycle routes in and around the area are attached in the appendices.

5.13 The National Statistics fact sheet 'Cycling in Great Britain' (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance.

5.14 A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes. Figure 6 below shows the 5km cycling catchment which shoes extensive propensity to cycle to and from the site.

Figure 6 5Km cycling catchment



5.15 Pendleton Road, while lacking dedicated cycle lanes, experiences low traffic volumes and is primarily used by local residential and agricultural vehicles travelling at moderate speeds. This creates a quiet-lane environment well suited to cycling, particularly for short local journeys between Wiswell, Whalley, and Pendleton. Once within Whalley, cyclists benefit from a network of residential streets and local roads with 30 mph speed limits, providing comfortable and safe conditions for riders of varying abilities.

5.16 The site is well positioned in relation to the wider cycle network. From Wiswell, quiet rural roads provide onward connections to Whalley, Clitheroe, and the A59 corridor, which links to established cycle routes serving nearby employment, retail, and educational destinations. The Ribble Valley's network of scenic lanes also connects into the National Cycle Network (NCN) Route 91, which runs between Clitheroe and Pendle, offering opportunities for both utility and leisure cycling trips across the region.

5.17 Although there are no formal cycle facilities along Pendleton Road, the combination of low traffic flows, good visibility, and connections to nearby settlements ensures that safe and practical cycling options are available for everyday travel. Within Whalley, cyclists can link into local routes providing access to shops, schools, and Whalley Railway Station. The provision of secure on-site cycle storage within the development will further encourage cycling for short trips, supporting a modal shift away from private car use.

5.18 The Lancashire Cycling and Walking Infrastructure Plan (LCWIP) provides the strategic framework for improving active travel across the county. It prioritises safe, direct, and inclusive routes linking residential areas with key destinations such as schools, healthcare facilities, workplaces, and town centres. The proposed development supports these objectives by facilitating cycling connections between the site, Wiswell, and Whalley, and by ensuring good onward access to the wider Ribble Valley and Lancashire cycle network.

5.19 National planning policy, as set out in the National Planning Policy Framework (NPPF, 2024 – amended 2025), requires that developments actively promote sustainable transport choices and provide for the needs of cyclists. This proposal responds positively to that requirement: local vehicle flows are light, road geometry naturally controls speeds, and there are public rights of way and rural lanes regularly used by local cyclists. Collectively, these factors ensure that the site is accessible by cycle and offers safe, attractive opportunities for both everyday journeys and leisure use.

5.20 Overall, the site is well placed to support cycling as a sustainable travel mode, consistent with the objectives of the Local Plan, the Lancashire Cycling and Walking Infrastructure Plan (LCWIP), and national planning policy.

Bus Services

5.21 The closest bus stops to the site are located on Clitheroe Road near the junction with Pendleton Road, approximately 1 mile north of the site entrance within walking distance from the site. Although Pendleton Road does not contain formal footways, traffic volumes are low and the route operates as a quiet rural lane, allowing pedestrians to safely walk along the short section of carriageway to reach the bus stops.

5.22 The bus stops are served by the Stagecoach 22/22A and 280 bus services. These routes provide direct connections to Clitheroe, Whalley, Blackburn, and Preston, with onward links to major employment and education centres across Lancashire. From Clitheroe Interchange, passengers can connect to an extensive range of local and regional services, as well as the Clitheroe railway station, offering rail access to Blackburn, Accrington, Bolton, and Manchester. This level of connectivity ensures

5.23 Table 2 Summary of bus services

Service No.	*Operator*	*Route Summary*	*Nearest Stop to Site*	*Frequency (Mon–Sat)*	*Sunday Service*	*Notes*
22 / 22A	*Stagecoach*	*Clitheroe – Whalley – Wiswell Lane – Blackburn*	*Wiswell Lane (approx. 300 m north of site)*	*Every 60 mins*	*Every 120 mins*	*Key local route linking Whalley, Wiswell, Clitheroe & Blackburn; good access to shopping and employment centres.*
280	*Preston Bus*	*Clitheroe – Whalley – Langho – Ribchester – Longridge – Preston*	*Whalley (approx. 1.2 km north)*	*Every 60 mins*	*Every 120 mins*	*Strategic inter-urban route providing access to Preston, Ribchester & Clitheroe.*

Please note: Timetables and route availability are subject to change. Users are advised to consult the relevant operator for the most up-to-date information.

Rail

5.25 The nearest railway station to the site is Whalley Railway Station, located approximately 1.6 miles south of the site. While not within immediate walking distance for all users, the station is readily accessible by bicycle or on foot via local roads, or by a short car journey. The station lies on the Blackburn–Clitheroe line and provides convenient access to the regional and national rail network through onward connections at Blackburn and Manchester. This makes Whalley Station a practical option for sustainable, multi-modal travel, linking the site with nearby employment and education centres.

5.26 Whalley Railway Station is served by Northern Trains, with regular services to Clitheroe, Blackburn, Accrington, Bolton, Salford Crescent, and Manchester Victoria. Journey times are approximately 8 minutes to Clitheroe, 16 minutes to Blackburn, and around 65 minutes to Manchester Victoria. From Blackburn, passengers can connect to Preston, Burnley, Blackpool, Leeds, and York, providing access to a wide regional and intercity network. This level of rail connectivity significantly enhances the sustainable transport options available to residents, enabling practical alternatives to private car travel for both commuting and leisure journeys.

5.27 Given the location of the site with access to the station by sustainable means, medium and longer journeys by rail are therefore considered to be viable alternatives to the private car.

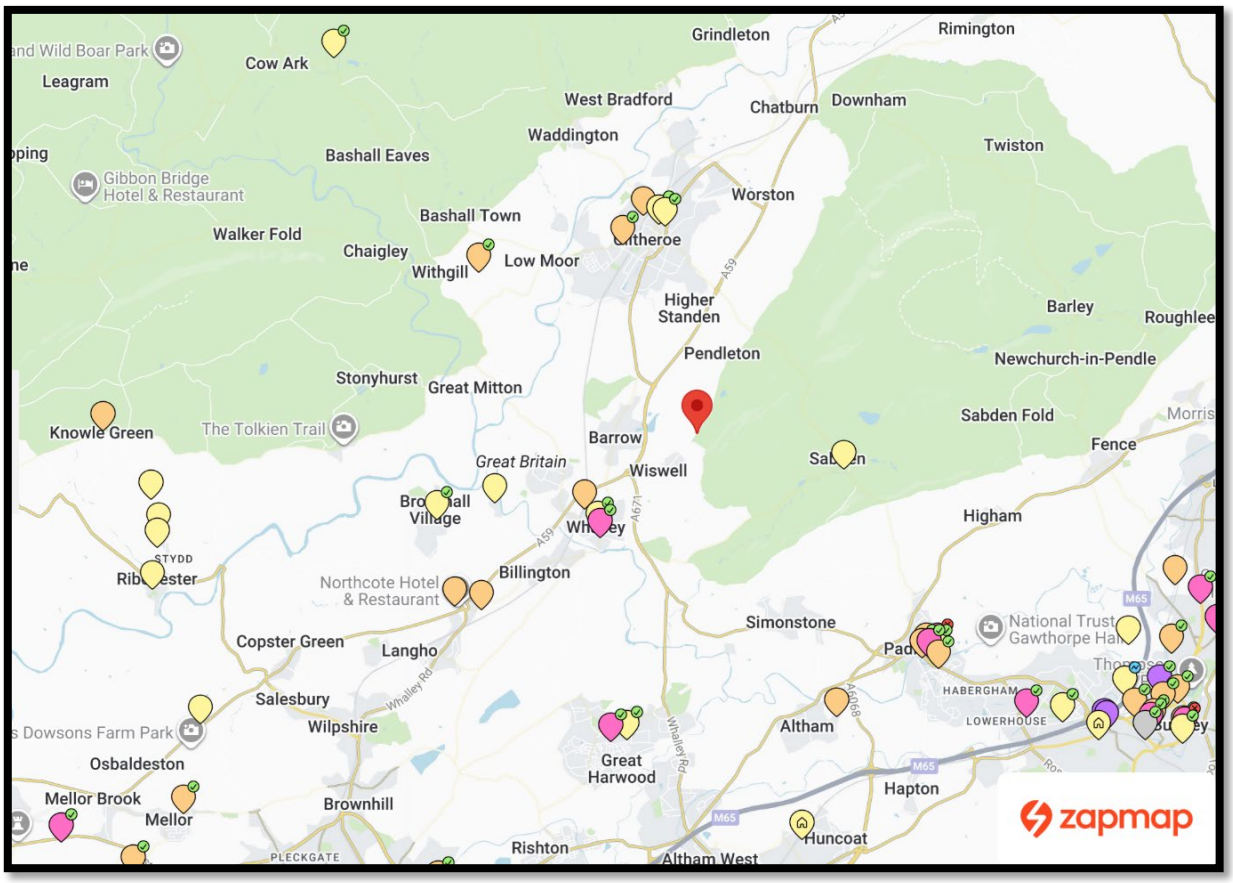
Electric Vehicles

5.28 Ribble Valley Borough Council, in partnership with Lancashire County Council, supports the UK Government's commitment to achieving net zero carbon emissions by 2050. Sustainable transport is a key component of this strategy, with the transition to electric vehicles (EVs) playing a central role in reducing greenhouse gas emissions and improving local air quality. The integration of EV charging infrastructure into new developments is strongly encouraged as part of this transition, and provision will be made on-site to accommodate future EV use in accordance with local and national policy objectives.

5.29 Lancashire County Council has been allocated funding through the Government's Local Electric Vehicle Infrastructure (LEVI) Fund, which supports local authorities in expanding public EV charging networks, particularly in residential areas without off-street parking. The initiative aims to accelerate EV adoption by improving accessibility, reliability, and coverage of public charging points across Lancashire. This investment will contribute to the county-wide roll-out of electric vehicle infrastructure, supporting sustainable travel and the transition to low-emission transport technologies.

5.30 Residents of the proposed development will be provided with information on the benefits of ultra-low emission vehicles (ULEVs) and details of nearby public charging locations. The scheme will also incorporate on-plot EV charging points in accordance with current Building Regulations (Part S) and Ribble Valley Borough Council's sustainability policies, ensuring that future residents can adopt clean vehicle technology from the outset. This provision reinforces the development's alignment with national net zero objectives and the promotion of environmentally responsible travel choices.

Figure 7 Zap Map highlighting charging infrastructure within the vicinity.



Summary

5.31 In summary, the site at Land at Pendleton Road, Wiswell is well positioned to support a range of sustainable travel options, including walking, cycling, public transport, and the use of ultra-low emission vehicles. The site benefits from proximity to Whalley's amenities and transport connections, along with good access to bus and rail services linking to Clitheroe, Blackburn, and Preston.

5.32 The proposed development incorporates measures such as safe access arrangements, cycle storage, and EV charging provision, aligning with the objectives of the Ribble Valley Core Strategy, Lancashire's Local Transport Plan, and the National Planning Policy Framework (NPPF, 2024 as amended 2025)

5.33 Collectively, these features ensure the scheme supports sustainable movement patterns, reduces dependency on the private car, and contributes positively to the Borough's climate and transport objectives.

TRIP GENERATION DATA

6.1 One of the most important elements of a Transport Assessment is to provide accurate qualitative analysis of predicted trips originating from and attracted to the proposed development.

6.2 In considering any possible impact, it is critical to understand the travel characteristics for the key elements of the whole site. By doing so, it is possible to gain a greater understanding of the likely characteristics of travel demand.

6.3 The forecast vehicle trip generation of the proposed development was determined using the TRICS database. The TRICS assessment was undertaken using the following selection criteria to give suitable vehicle trip rates necessary to calculate the traffic that could be generated by proposed development.

Table 3 TRICS selection criteria

Proposed use: Land-use category '03 – Residential, C – Houses Privately Owned'
• Sites in England; • Suburban Area, Edge of Town and Neighbourhood Centre sites; • Sites with 4-10 units; • Surveys between January 2012 and May 2023 (no surveys were undertaken during any period of local or national COVID restrictions); and • Monday to Sunday surveys.

6.4 A full TRICS report for the proposed use can be found in Appendix 1. Table 4 gives a summary of the results

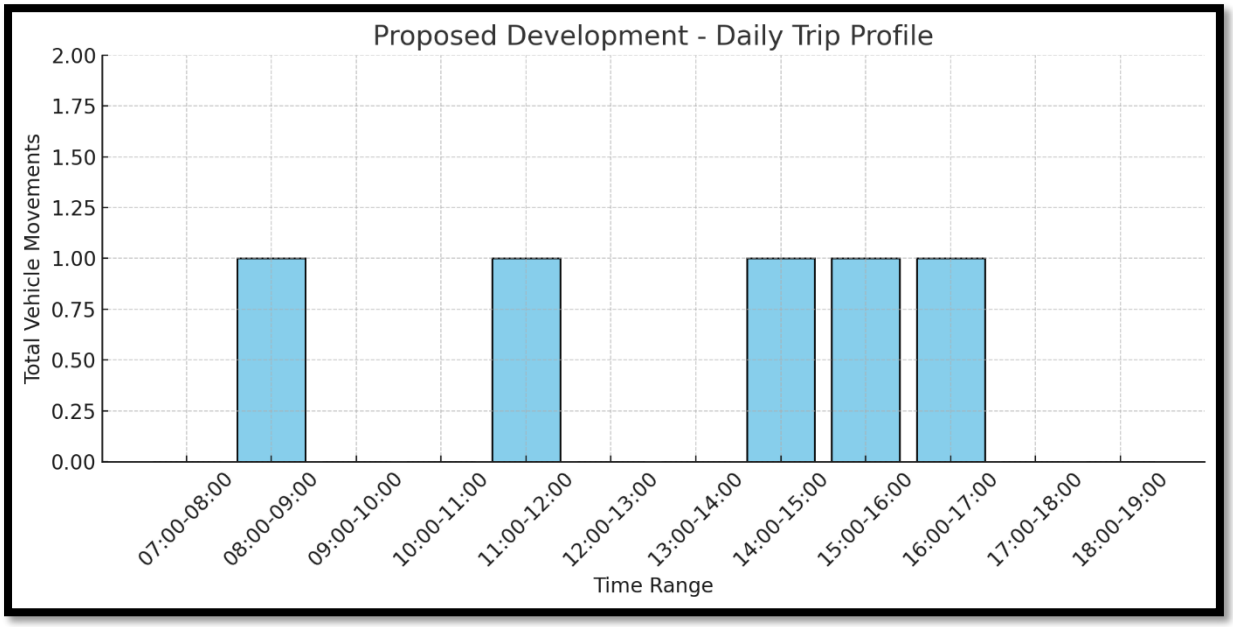
Table 4 Proposed use (Land Use 03 – Residential- Houses Privately owned) Trip generation Weekdays

Time Range	Arrivals	Departures	Totals
07:00–09:00 (AM Peak)	0	0	1
09:00–15:00 (Interpeak)	0	0	2
15:00–19:00 (PM Peak)	0	0	2
19:00–07:00 (Evening/Night)	0	0	0
Daily Trip Rates	3	3	5

Please note: Discrepancies due to rounding errors

6.5 The proposed development is forecast to generate an exceptionally low number of vehicle movements, with just 3 arrivals and 3 departures per day—a total of 5 two-way vehicle trips over a 24-hour period. The distribution of these trips is spread thinly across the day, with no concentration during typical AM or PM network peak hours. At no point is there more than one vehicle movement in any single hour.

Figure 8 Daily trip profile chart



6.6 Given the very low level of trip generation associated with the proposed conversion, it is considered that the development will have a negligible impact on the operation and capacity of the surrounding highway network. The forecast vehicle movements can be readily accommodated within the existing rural road network without resulting in any material change to traffic conditions, congestion, or junction performance along Pendleton Road or its connecting routes.

6.7 Furthermore, due to the limited scale of additional vehicle activity, the proposals are not expected to give rise to any road safety concerns. Vehicle movements will be infrequent and low speed, and the upgraded access design ensures that the development will operate safely and efficiently without adverse effects on other road users.

6.8 Pendleton Road currently accommodates low traffic volumes, the majority of which are residential in nature. Even when assessed against conservative TRICS trip rate estimates for a single dwelling, the resulting traffic generation equates to only a handful of trips per hour during peak periods. These levels of movement are insignificant in highway capacity terms and will have no measurable impact on the performance of the surrounding network.

6.9 The site access will be upgraded to achieve visibility splays of 2.4m x 43m, consistent with Manual for Streets guidance for a 30 mph environment and in accordance with Lancashire County Council highway standards. The internal layout provides ample turning space, ensuring that all vehicles — including delivery and service vehicles — can enter and exit in forward gear. This arrangement eliminates the need for reversing manoeuvres onto the public highway and supports safe access for all users.

6.10 The scale of traffic associated with the development is well within thresholds typically accepted for small-scale rural residential development. The proposal therefore complies with Ribble Valley Core Strategy Policy DMI2 (Transport Considerations) and the National Planning Policy Framework (NPPF, 2024 – amended 2025), which require that developments provide safe and suitable access and avoid severe residual impacts on the road network.

6.11 The TRICS outputs represent a robust and conservative assessment of potential trip generation. In practice, the level of traffic generated by the single dwelling will be very limited, with only occasional vehicle movements associated with daily residential use and essential servicing or deliveries. When combined with existing low traffic flows on Pendleton Road, the development will result in an imperceptible increase in traffic, amounting to no more than a few additional trips per hour at peak times. With the provision of safe access and on-site turning facilities, the proposal will not give rise to any adverse impacts on highway safety or network operation.

SUMMARY AND CONCLUSIONS

7.1 This Transport Statement has been prepared in support of a planning application for the conversion of an existing rural building to form a single-storey residential dwelling with associated parking, access, and landscaping at Land at Pendleton Road, Wiswell, Clitheroe, BB7 9BZ. The assessment specifically addresses the previous comments and recommendations contained in Lancashire County Council Highways Development Control's consultation response (ref. 3/2024/0615/HDC/KW, dated 05 December 2024) relating to access geometry, visibility, surfacing specification, on-site turning provision, and sustainable transport measures.

7.2 In preparing this Transport Statement, Nene Valley Transport Planning Consultants have followed a comprehensive and systematic process to set out the transport issues relating to the proposed development, considering all transport modes.

7.3 The findings clearly demonstrate that the development is consistent with local and national transport policies, and crucially, that it will have a negligible impact on the local highway network in terms of traffic generation, parking stress, and highway safety.

7.4 The proposed site access has been upgraded and regularised to meet the design parameters of the Lancashire County Council Highways Design Guide (2022) and Manual for Streets (MfS, Table 7.1). The access is taken from Pendleton Road, a lightly trafficked unclassified rural road subject to a 30 mph speed limit. A visibility splay of 2.4 m x 43 m has been demonstrated in both directions, providing intervisibility between drivers at the access and approaching traffic over the required 'Y-distance' for a 30 mph design speed.

7.5 Boundary vegetation will be cut back and maintained below 0.9 m in height within the visibility envelope to preserve sightlines in perpetuity. The upgraded access will be constructed to a minimum depth of 5 m in bound porous material, ensuring that no loose debris migrates onto the highway.

7.6 In accordance with Lancashire County Council Highway Design Guidance (Section A3.2) and *Manual for Streets* recommendations, the existing gate and gate posts will be repositioned to achieve a minimum setback of 5.0 m from the carriageway edge. This allows a standard private car (approx. 4.8 m length) to pull clear of the running lane while the gates are being opened or closed, thereby eliminating obstruction to through traffic and ensuring safe, off-carriageway operation of the access. This design amendment directly addresses the specific query raised by LCC Highways in their consultation response regarding gate position and ensures full compliance with current visibility and access geometry standards.

7.7 In accordance with DfT Circular 01/2023 and MfS guidance on access design, the internal layout now incorporates a dedicated turning area enabling vehicles to enter and exit in forward gear. A vehicle swept-path analysis (Figure 2) using a large family car demonstrates that the access and parking area provide sufficient manoeuvring space with no obstruction or encroachment onto pedestrian areas.

7.8 The site layout accommodates two off-street parking spaces measuring 2.5 m × 5.0 m each, compliant with the Lancashire Parking Standards (2022) for one-bedroom dwellings. The access gradient and surface specification will ensure safe operation in all weather conditions, supporting efficient ingress and egress for residents and service vehicles.

7.9 To align with Policy DMI2 (Transport Considerations) of the Ribble Valley Core Strategy and the Lancashire Cycling and Walking Infrastructure Plan (LCWIP), the development incorporates secure, covered cycle storage within the curtilage, providing capacity for at least two bicycles.
An on-plot electric vehicle (EV) charging point will be installed in accordance with Building Regulations Part S (2022) and the Local Electric Vehicle Infrastructure (LEVI) Programme, ensuring compliance with the Government's *Road to Zero* strategy and the 2050 Net Zero Carbon target. These measures actively promote modal shift towards low-carbon travel and reduce dependency on private car use.

7.10 Trip rates derived from the TRICS 7.13.2 (Residential – Rural Settlements) dataset indicate an average of 6–8 vehicle trips per day for a single dwelling, equating to approximately one two-way movement during the AM and PM peak hours.
This represents a negligible increase (<0.1% of existing flows) on Pendleton Road, which currently accommodates very low daily volumes. Consequently, the development will have no measurable impact on highway capacity or junction performance. The road geometry, forward visibility, and carriageway width are sufficient to accommodate such marginal increases without operational or safety implications.

7.11 A review of the five-year Personal Injury Accident (PIA) record obtained from the CrashMap and LCC accident database confirms no reported incidents at or in proximity to the site access. The absence of recorded collisions indicates that Pendleton Road operates safely under its existing traffic conditions. With the introduction of compliant visibility splays, consolidated surfacing, and forward-gear egress, the proposed access arrangements are expected to maintain, if not improve, overall safety standards for all highway users, including pedestrians, cyclists, and motorists.

7.12 The site is located close to Wiswell and Whalley, which offer a wide range of local amenities within walking and cycling distance, including shops, schools, healthcare, and leisure facilities. Although Pendleton Road has no formal footways, traffic speeds and volumes are low, allowing for safe pedestrian and cycle movement along the carriageway. From the site, residents can easily connect to the established footway network within Whalley and access regular bus services and Whalley railway station, which together provide sustainable travel options across the wider region.

7.13 All previously identified matters within the December 2024 Highways consultation response have now been addressed and resolved as follows:

Table 5 Resolution of Previous Highways Comments

Previous Issue (Dec 2024 LCC Response)	Resolution (This Submission)
Visibility splays not evidenced	2.4 m × 43 m splays demonstrated on plan ref. 925a-LvWH-GEN-PR-DR-VSP-501-A.
Surfacing of access in loose material	5 m section in bound porous material specified to LCC standard.
Gate position unclear	Gate setback minimum 5 m from highway edge confirmed.
No on-site turning provision	Swept-path analysis demonstrates forward-gear manoeuvring achievable.
Lack of sustainable transport measures	Covered cycle storage and EV charging point included within scheme.

7.14 In conclusion, the proposed development will have a negligible transport impact, supported by robust evidence on traffic generation, safety, and accessibility. The scheme includes proportionate and effective mitigation measures through access improvements, on-site turning provision, and sustainable travel infrastructure. The proposal therefore accords with the National Planning Policy Framework (NPPF, 2024 – amended 2025), the Ribble Valley Core Strategy (Policy DMI2 – Transport Considerations), and Lancashire County Council's transport objectives. There are no transport-related reasons to withhold planning permission, and it would be unreasonable to resist the development on highway grounds.

APPENDIX 1: TRICS REPORTS

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.036	**3**	**9**	**0.036**	3	9	0.072
08:00 - 09:00	**3**	**9**	**0.071**	3	9	0.036	**3**	**9**	**0.107**
09:00 - 10:00	3	9	0.036	3	9	0.036	3	9	0.072
10:00 - 11:00	3	9	0.000	3	9	0.036	3	9	0.036
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.071	3	9	0.036	3	9	0.107
17:00 - 18:00	3	9	0.000	3	9	0.036	3	9	0.036
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00	1	9	0.000	1	9	0.000	1	9	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.216			0.430

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.036	3	9	0.179	3	9	0.215
08:00 - 09:00	3	9	0.179	3	9	0.214	3	9	0.393
09:00 - 10:00	3	9	0.071	3	9	0.250	3	9	0.321
10:00 - 11:00	3	9	0.036	3	9	0.107	3	9	0.143
11:00 - 12:00	3	9	0.286	**3**	**9**	**0.286**	3	9	0.572
12:00 - 13:00	3	9	0.179	3	9	0.071	3	9	0.250
13:00 - 14:00	3	9	0.107	3	9	0.214	3	9	0.321
14:00 - 15:00	3	9	0.143	3	9	0.286	3	9	0.429
15:00 - 16:00	**3**	**9**	**0.357**	3	9	0.250	**3**	**9**	**0.607**
16:00 - 17:00	3	9	0.214	3	9	0.107	3	9	0.321
17:00 - 18:00	3	9	0.214	3	9	0.214	3	9	0.428
18:00 - 19:00	3	9	0.107	3	9	0.143	3	9	0.250
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00	1	9	0.111	1	9	0.000	1	9	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.040			2.321			4.361

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	**3**	**9**	**0.071**	3	9	0.071
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.071	3	9	0.071
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.036	3	9	0.000	3	9	0.036
13:00 - 14:00	3	9	0.036	3	9	0.000	3	9	0.036
14:00 - 15:00	3	9	0.071	3	9	0.000	3	9	0.071
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.036	3	9	0.036	3	9	0.072
17:00 - 18:00	3	9	0.036	3	9	0.000	3	9	0.036
18:00 - 19:00	3	9	0.000	3	9	0.036	3	9	0.036
19:00 - 20:00	**1**	**9**	**0.111**	1	9	0.000	**1**	**9**	**0.111**
20:00 - 21:00	1	9	0.000	1	9	0.000	1	9	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.214			0.540

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**9**	**0.036**	**3**	**9**	**0.036**	**3**	**9**	**0.072**
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.036	3	9	0.036	3	9	0.072
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.036	3	9	0.036	3	9	0.072
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.000	3	9	0.000	3	9	0.000
17:00 - 18:00	3	9	0.000	3	9	0.000	3	9	0.000
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00	1	9	0.000	1	9	0.000	1	9	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.108			0.216

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	**3**	**9**	**0.036**	**3**	**9**	**0.036**	**3**	**9**	**0.072**
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.036	3	9	0.036	3	9	0.072
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	3	9	0.036	3	9	0.036	3	9	0.072
16:00 - 17:00	3	9	0.036	3	9	0.036	3	9	0.072
17:00 - 18:00	3	9	0.000	3	9	0.000	3	9	0.000
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00	1	9	0.000	1	9	0.000	1	9	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.144			0.288

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.107	3	9	0.250	3	9	0.357
08:00 - 09:00	3	9	0.250	3	9	0.250	3	9	0.500
09:00 - 10:00	3	9	0.107	3	9	0.286	3	9	0.393
10:00 - 11:00	3	9	0.107	3	9	0.214	3	9	0.321
11:00 - 12:00	3	9	0.286	3	9	0.286	3	9	0.572
12:00 - 13:00	3	9	0.179	3	9	0.071	3	9	0.250
13:00 - 14:00	3	9	0.143	3	9	0.250	3	9	0.393
14:00 - 15:00	3	9	0.179	**3**	**9**	**0.321**	3	9	0.500
15:00 - 16:00	**3**	**9**	**0.393**	3	9	0.286	**3**	**9**	**0.679**
16:00 - 17:00	3	9	0.321	3	9	0.179	3	9	0.500
17:00 - 18:00	3	9	0.214	3	9	0.250	3	9	0.464
18:00 - 19:00	3	9	0.107	3	9	0.143	3	9	0.250
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00	1	9	0.111	1	9	0.000	1	9	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.504			2.786			5.290

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:	9 - 10 (units:)
Survey date date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	3
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.

LIST OF SITES relevant to selection parameters

1	**DN-03-A-07**	**DETACHED & SEMI-DETACHED**	**DONEGAL**
	ST ORANS ROAD		
	BUNCRANA		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: WEDNESDAY	*29/05/19*	*Survey Type: MANUAL*
2	**LT-03-A-02**	**BUNGALOWS**	**LEITRIM**
	ARD ÁLAINN		
	CARRICK-ON-SHANNON		
	GALLOW'S HILL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: MONDAY	*22/05/17*	*Survey Type: MANUAL*
3	**WF-03-A-02**	**SEMI DETACHED & TERRACED**	**WALTHAM FOREST**
	PALMERSTON ROAD		
	WALTHAMSTOW		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: THURSDAY	*06/06/19*	*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.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	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	2 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	3 days

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

PTAL Rating:

No PTAL Present	2 days
5 Very Good	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 10 (units:)
Range Selected by User: 4 to 10 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

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	1 days

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

Selected survey types:

Manual count	3 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	3

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

Selected Location Sub Categories:

Residential Zone	3

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	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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

Calculation Reference: AUDIT-452201-250604-0648

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	WF	WALTHAM FOREST	1 days
12	**CONNAUGHT**		
	LT	LEITRIM	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	1 days

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

Parameter summary

Trip rate parameter range selected:	150 - 3000 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 07:00	1	700	0.429	1	700	0.143	1	700	0.572
07:00 - 08:00	11	1148	0.515	11	1148	0.087	11	1148	0.602
08:00 - 09:00	**11**	**1148**	**0.903**	11	1148	0.190	**11**	**1148**	**1.093**
09:00 - 10:00	12	1074	0.419	12	1074	0.217	12	1074	0.636
10:00 - 11:00	12	1074	0.388	12	1074	0.349	12	1074	0.737
11:00 - 12:00	12	1074	0.295	12	1074	0.287	12	1074	0.582
12:00 - 13:00	12	1074	0.264	12	1074	0.357	12	1074	0.621
13:00 - 14:00	12	1074	0.373	12	1074	0.435	12	1074	0.808
14:00 - 15:00	12	1074	0.264	12	1074	0.303	12	1074	0.567
15:00 - 16:00	12	1074	0.248	12	1074	0.318	12	1074	0.566
16:00 - 17:00	12	1074	0.093	12	1074	0.489	12	1074	0.582
17:00 - 18:00	12	1074	0.070	**12**	**1074**	**0.590**	12	1074	0.660
18:00 - 19:00	11	1123	0.024	11	1123	0.202	11	1123	0.226
19:00 - 20:00	2	478	0.000	2	478	0.105	2	478	0.105
20:00 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.285			4.072			8.357

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.*

LIST OF SITES relevant to selection parameters (Cont.)

9	**NY-02-C-03**	**WORKWEAR MANUFACTURER**	**NORTH YORKSHIRE**
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	*29/06/23*	*Survey Type: MANUAL*
10	**PB-02-C-01**	**STEEL FABRICATOR**	**PETERBOROUGH**
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	*29/09/22*	*Survey Type: MANUAL*
11	**SM-02-C-01**	**WET BLASTING EQUIPMENT**	**SOMERSET**
	ROBINS DRIVE		
	BRIDGWATER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2300 sqm	
	Survey date: WEDNESDAY	*14/09/22*	*Survey Type: MANUAL*
12	**WM-02-C-05**	**INDIAN CATERING**	**WEST MIDLANDS**
	ICKNIELD STREET		
	BIRMINGHAM		
	HOCKLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	256 sqm	
	Survey date: MONDAY	*22/11/21*	*Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Covid
GS-02-C-02	Covid
LC-02-C-05	Covid
NN-02-C-01	Covid
TV-02-C-02	Covid

LIST OF SITES relevant to selection parameters

1 **BP-02-C-01** **POWDER COATINGS** **BLACKPOOL**
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY *20/06/19* *Survey Type: MANUAL*

2 **CU-02-C-01** **STEEL FABRICATION** **CUMBERLAND**
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

3 **DS-02-C-02** **GLASS SPECIALISTS** **DERBYSHIRE**
STONEGRAVELS LANE
CHESTERFIELD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 530 sqm
Survey date: WEDNESDAY *04/10/23* *Survey Type: MANUAL*

4 **HC-02-C-01** **ENGINEERING COMPANY** **HAMPSHIRE**
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

5 **LC-02-C-03** **TIMBER SUPPLIES** **LANCASHIRE**
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

6 **LC-02-C-06** **STEEL FABRICATION** **LANCASHIRE**
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY *21/04/22* *Survey Type: MANUAL*

7 **NF-02-C-03** **SHEET METAL CONTRACTOR** **NORFOLK**
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

8 **NF-02-C-04** **EXHIBITION DESIGN & MANUF.** **NORFOLK**
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	5 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	5 days
1.1 to 1.5	7 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	12 days

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

PTAL Rating:

No PTAL Present	12 days

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

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: 150 to 3000 (units: sqm)
Range Selected by User: 150 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	12 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:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	7

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	11
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	15 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	12 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Calculation Reference: AUDIT-864401-241030-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

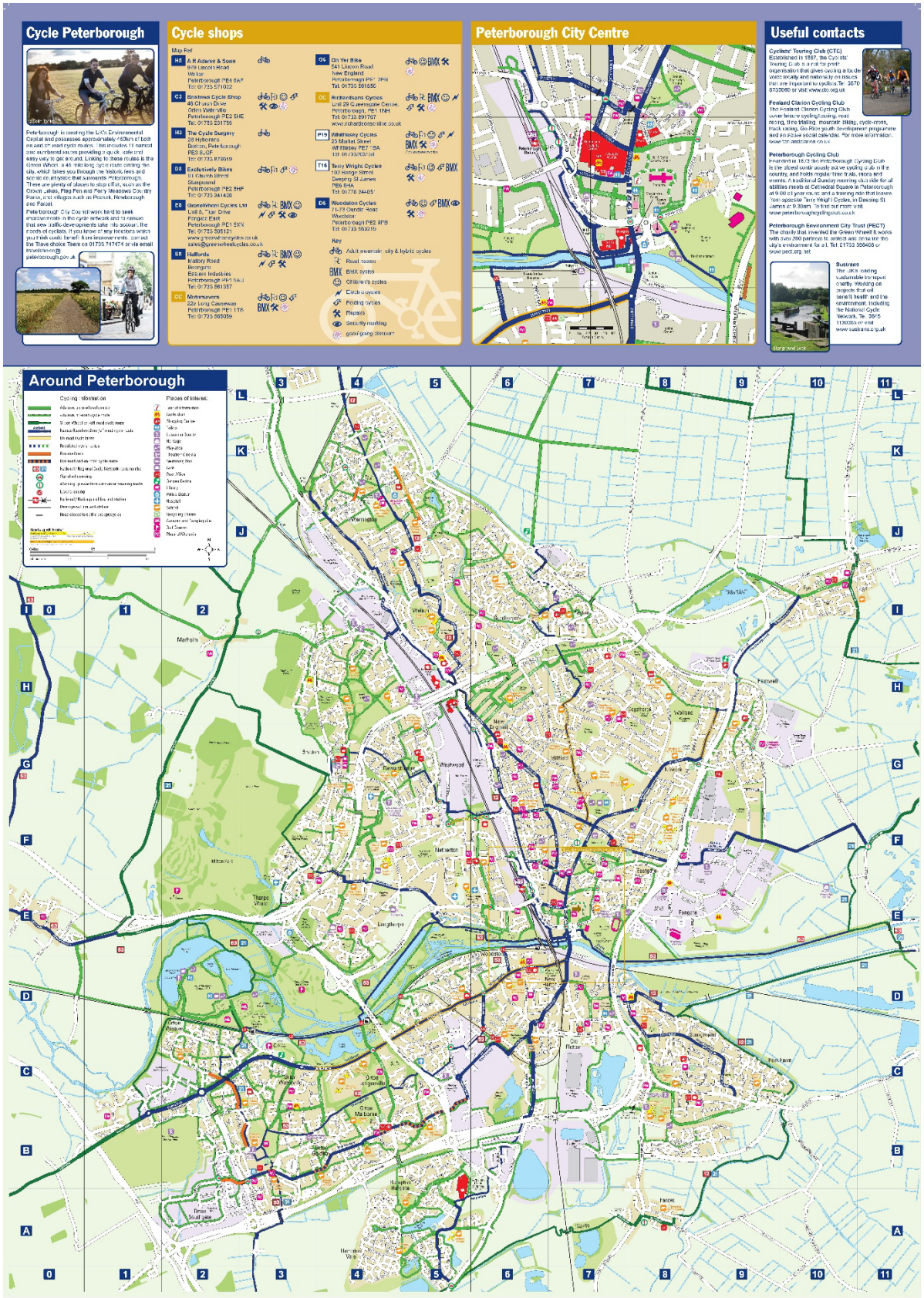
Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	BP	BLACKPOOL	1 days
	LC	LANCASHIRE	2 days
09	**NORTH**		
	CU	CUMBERLAND	1 days

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

APPENDIX 2: PETERBOROUGH CYCLE MAP


Places to visit
Beyond Peterborough
Log onto www.travelchoice.org.uk for more information or follow @pcctravelchoice on Twitter
Cycling Information
Things to do
Back to nature
Sign up to good going
Tourist Information Centres
Market Days
Farmers Market
Shopping
Theatre, cinema & shows
Swimming & Leisure
Watersports
Bowling
Child's play
Climbing
Fishing
Horse riding
Cycle by train*
Cycle Hire*
Learn to cycle*
Cycle Routes*
The Official Peterborough Cycle Map
Your CYCLE MAP Peterborough £1.50
good going
To find out more about cycling in Peterborough visit www.travelchoice.org.uk, email travelchoice@peterborough.gov.uk or contact the Travelchoices Team on 01733 747474


Cycle Peterborough
Cycle shops
Peterborough City Centre
Useful contacts
Around Peterborough