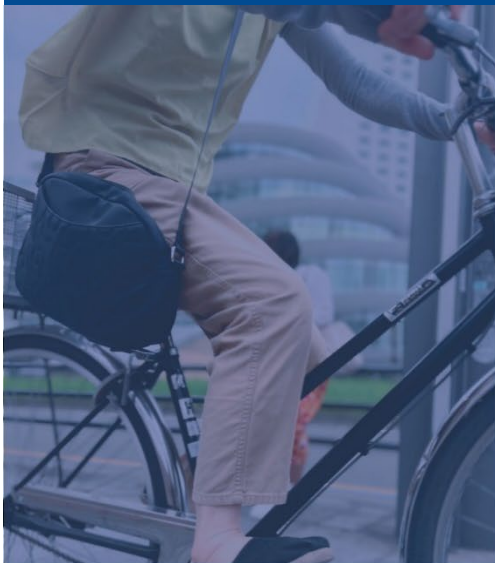
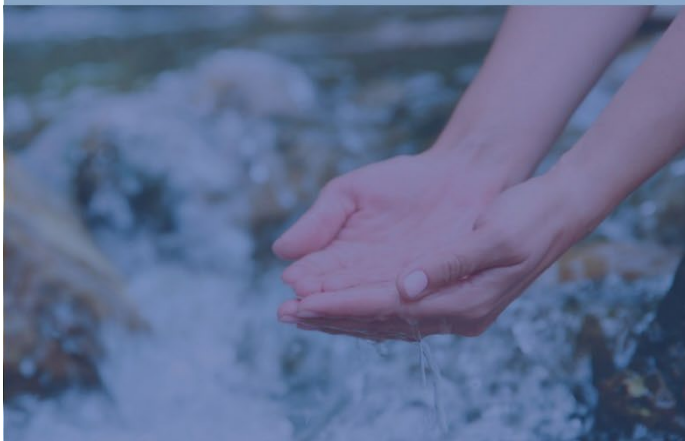


- Infrastructure Design
- Development Planning
- Geotechnical & Environmental
- Structural Engineering
- Professional Advice
- Surveying



Proposed Synthetic Turf Pitch Langho FC Northcote Road Old Langho Blackburn



Transport Assessment

Revision 0: May 2026
R-TA-31273-01-0

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**Proposed Synthetic Turf Pitch
Langho FC
Northcote Road
Old Langho
Blackburn**

Transport Assessment

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1.0 Introduction

1.1 Background

1.1.1 This report is a Transport Assessment which has been prepared by JPP Consulting Limited for the benefit of our client, Labosport Ltd (to be utilised in conjunction with the Football Foundation AGP Framework) for a proposed Synthetic Turf Pitch (STP).

1.1.2 The proposed STP is located at Northcote Road, Old Langho, Blackburn, as shown in Figure 1.1 below. The pitch location is located circa 7.3km north of Blackburn Town Centre. The National Grid Reference for the site is E370505 N435055.

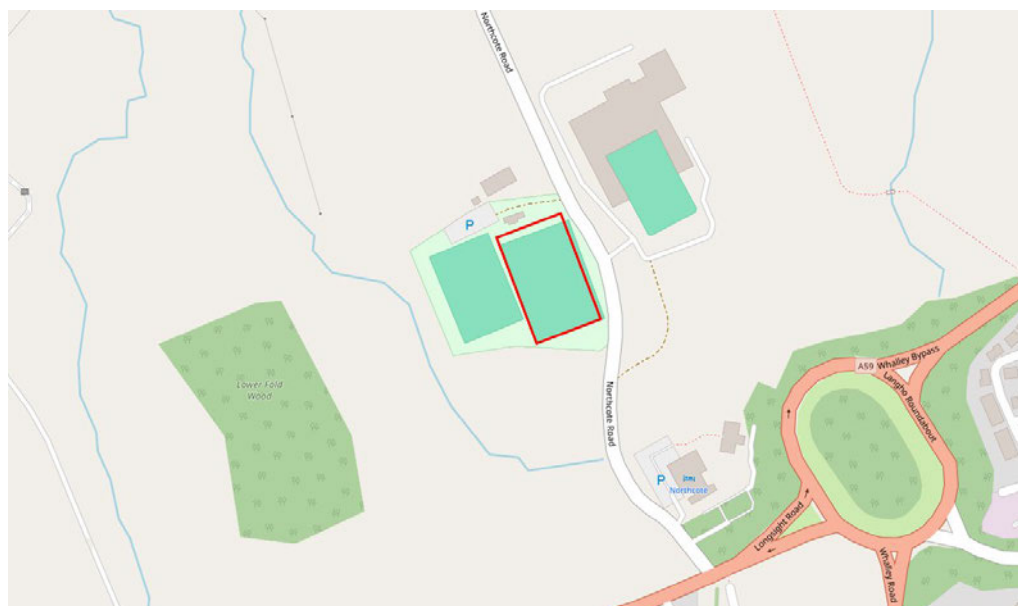


Figure 1.1 Site Location Plan
Source: OpenStreetMap – 09/02/2026

1.2 Scope of assessment

1.2.1 The aim of the Transport Assessment is to support a detailed planning application for the proposed STP. The proposed development is shown on the drawing in **Appendix A**.

1.2.2 This report will consider the wider highway network implications of the new development and will also focus on the sustainable credentials of the development.

2.0 Policy review

2.1 Introduction

- 2.1.1 The following section of the report details key national and local policies relating to transport, which will inform the assessment of the proposed development.

2.2 National policy

2.2.1 Department for Transport (DfT) – Creating Growth, Cutting Carbon (January 2011)

- 2.2.1.1 The Local Transport White Paper titled “Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen” was published by the DfT in January 2011. The document outlines a vision *“for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities”*. The document consequently supports the development and implementation of integrated transport policies which seek to deliver economic growth whilst simultaneously reducing carbon emissions derived from transport. The Localism Agenda is another strong theme, with the White Paper supporting local solutions that are tailored to specific needs and behaviour patterns, to deliver effective local transport.

- 2.2.1.2 The priority for local transport, as outlined is to *“encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion”*.

- 2.2.1.3 Chapter 4 of the document is titled “Enabling Sustainable Transport Choices”. The chapter states that *“the Government wants to encourage and enable more sustainable transport choices”*. The document goes on to explain the “nudge” concept that taps into human behavioural tendencies to encourage “good” choices. Nudge interventions are described as being easy and not forbidding choice and travel planning is listed as an example of such.

2.2.2 National Planning Policy Framework (NPPF)

- 2.2.2.1 The revised NPPF was published in December 2024, superseding all previous versions, however the presumption in favour of sustainable development remains as the core objective of the document. The document sets out the Government’s planning policies for England and details how they are expected to be applied. The paragraphs of most relevance to transport matters, which are contained within section 9 of the NPPF, are detailed below in Table 2.1.

Summary of Relevant NPPF Paragraphs

NPPF Paragraph Number	Detail
109	Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
110	The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code⁴⁸; 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 through a vision-led approach.

116	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, following mitigation, would be severe, taking into account all reasonable future scenarios.
117	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
118	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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Source – <https://www.gov.uk/guidance/national-planning-policy-framework>

Table 2.1 Summary of Relevant NPPF Paragraphs

2.2.3 Planning Practice Guidance (PPG)

2.2.3.1 In 2016 the Government published the PPG, which provides further information and guidance to support the NPPF. The section titled “Travel Plans, Transport Assessment and Statements” details that “*Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements*”.

2.2.3.2 Furthermore, the PPG identifies that “*Travel Plans, Transport Assessments and Statements 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 Local policy

2.3.1 Lancashire County Council Draft LTP 2025 – 2045

2.3.1.1 Lancashire’s Local Transport Plan (LTP) is a long-term strategic framework setting out how transport and travel will be improved across the county over the next 20 years (2025–2045). It guides investment, policies and interventions for all travel modes across the county.

2.3.1.2 The LTP’s overarching purpose is to ensure transport supports Lancashire’s future economic success, social inclusion, environmental sustainability and quality of life. The plan recognises transport as fundamental to connecting people with jobs, services and opportunities; while addressing barriers such as congestion, poor journey choice and high emissions.

2.3.1.3 The vision is to create a transport network that supports:

- A stronger economy, by improving connectivity between labour markets, businesses, supply chains and wider regional markets;
- Fairer opportunities, by improving accessibility and reducing inequalities (including health and inclusion); and,
- A sustainable future, by protecting the environment, reducing emissions and making networks resilient to climate change.

2.3.1.4 The LTP structures its goals around four policy and delivery workstreams, each with specific aims:

1. Connecting Lancashire

Focuses on improving regional and sub-regional connections — making it easier to travel across Lancashire and to neighbouring areas (e.g., Greater Manchester, Yorkshire). It aims to open up job markets, attract investment and strengthen major transport corridors.

2. Transforming Travel Choices

Seeks to give people *real alternatives to car travel* by:

- Modernising bus and rail services;
- Expanding safe walking and cycling networks;
- Making travel more affordable and integrated; and
- Improving ticketing, information and choice.

3. Safe & Vibrant Communities

Aims to improve the *safety, accessibility and quality of transport environments*, helping to:

- Reduce road collisions;
- Make streets more welcoming and healthy; and,
- Improve access for all communities.

4. Future-Ready Networks

Focuses on *innovation and resilience*, preparing Lancashire for future transport technologies and challenges by:

- Embracing new digital and data solutions;
- Supporting electric vehicle uptake; and,
- Enhancing network reliability and climate-resilient infrastructure.

3.0 Existing conditions

3.1 Site location and description

3.1.1 The proposed synthetic turf pitch (STP) is located at Langho FC, Northcote Road, Old Langho, as shown in Figure 3.1. The site is bound by stables to the north, Northcote Road to the east and open fields to the south and west.

3.1.2 The site currently consists of two natural turf football pitches (11v11 configuration), of which the proposed STP will replace the pitch within the eastern extent of the site.



Figure 3.1 Site Location Context
Source: Google Earth Pro – 09/02/2026

3.2 Road network

3.2.1 The proposed STP will continue to be accessed off Northcote Road, which has a width of approximately 5.5m within the vicinity of the site and is subject to a 60mph speed limit. Circa 350m south of the site, Northcote Road connects to the A59 (Longsight Road) via a priority T-junction with ghost island right turn lane provision. Vehicles travelling on Northcote Road are only permitted to turn left onto the A59.

3.2.2 From the A59, the wider highway network can be accessed, including the M6 (to the west) and the A666 (Whalley Road) to the south; which provides a direct route into Blackburn Town Centre.

3.2.3 The local road network within the vicinity of the site is shown on the illustration in Figure 3.2 below.



Figure 3.2 Local Road Network

Source: OpenStreetMap – 10/02/2026

3.2.4

Figure 3.3 and Figure 3.4 below show the existing site access, which comprises of a dropped kerb vehicle crossover and gates on Northcote Road.



Figure 3.3 Northcote Road (Northbound View from Site Access)

Source: Google Maps – 10/02/2026



Figure 3.4 Northcote Road (Southbound View from Site Access)

Source: Google Maps – 10/02/2026

3.3 Pedestrian facilities

- 3.3.1 A footway, of varying width, is provided along the western boundary of Northcote Road, passing along the site frontage, providing a connection between the surrounding pedestrian networks within Langho and Old Langho and the proposed STP location.
- 3.3.2 A 15-minute pedestrian isochrone is shown below in Figure 3.5, centred on the access to the STP. As illustrated, some of the surrounding village both north and south of the site are accessible within a 15-minute walk. Therefore, the opportunity to conveniently walk to/from the site within a 15-minute vicinity of the site is available for residents residing within these areas, including Langho, Old Langho and Brockhall Village.

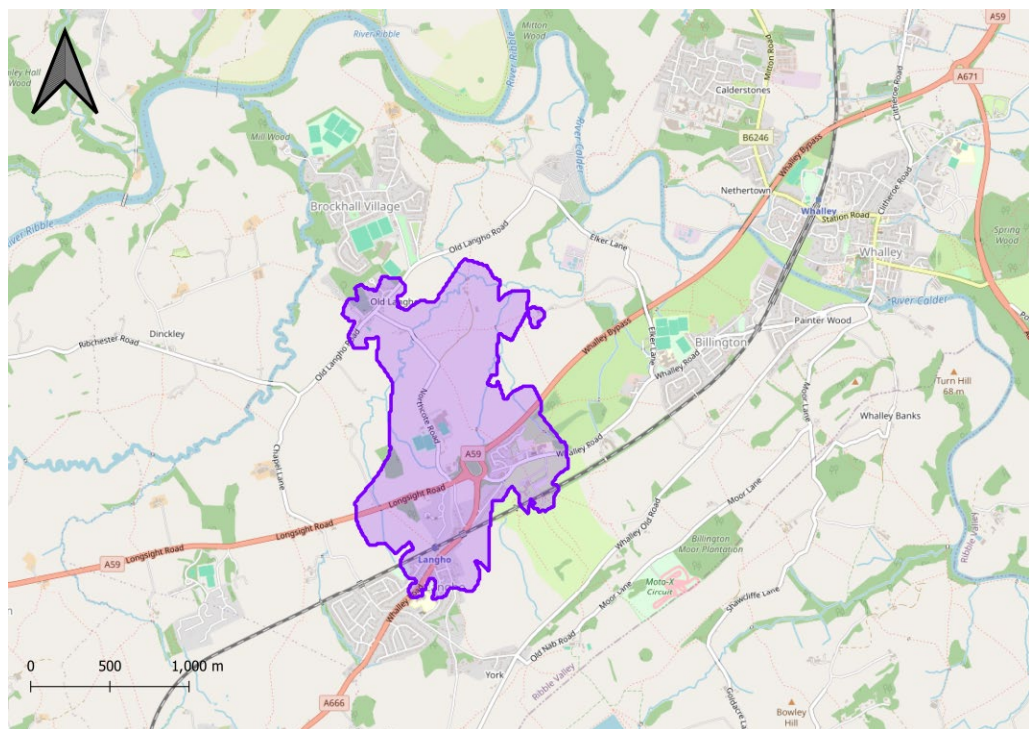


Figure 3.5 Walking Accessibility, 15-minute distance
Source: TravelTime Data (QGIS output)

3.4 Cycle facilities and accessibility

- 3.4.1 OS mapping suggests that National Cycle Route 6 is the closest cycleway to the site, located circa 7km south of the site. The National Cycle Route 6 in relation to the site is shown below in Figure 3.6.

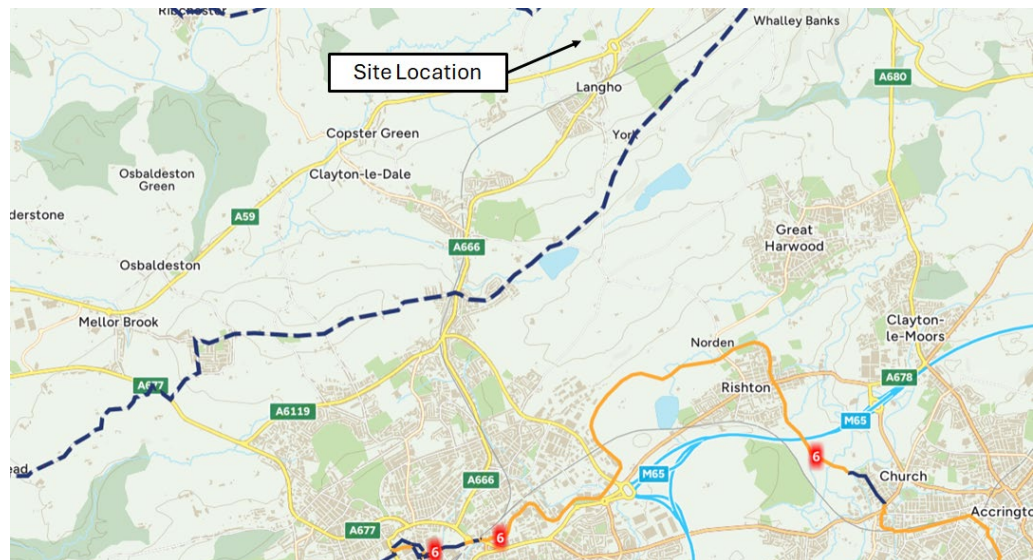


Figure 3.6 National Cycle Route 6
Source: OS Map – 10/02/2026

- 3.4.2 Shared footway / cycleway provision is located on the northern side of the A59 Longsight Road. Figure 3.7 below shows that there is an identified regional cycleway (90) circa 850m north of the proposed development. This is within an acceptable cycle distance.

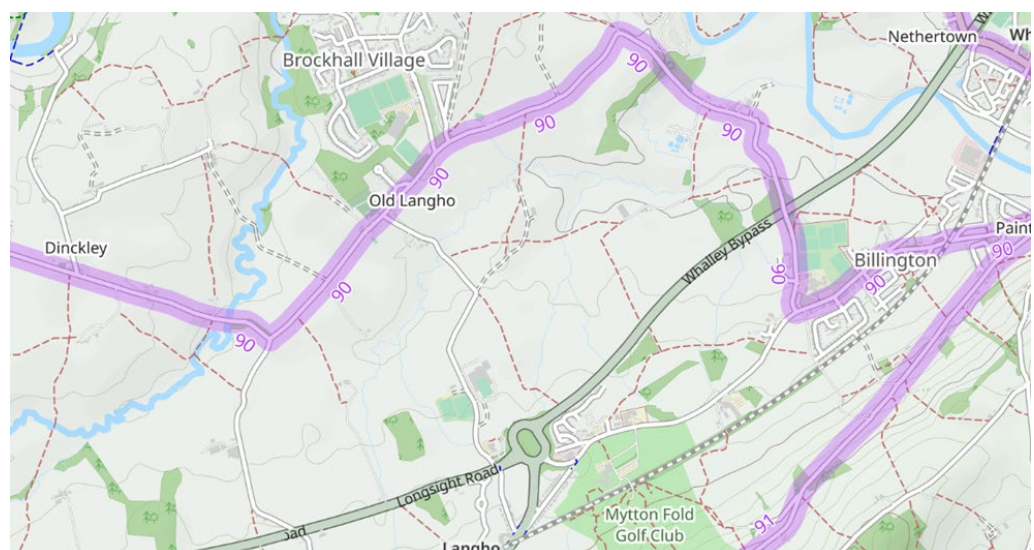


Figure 3.7 Cycleway Mapping
Source: OpenStreetMap – 10/02/2026

- 3.4.3 Section 3.10 of the Local Transport Note 1/04 states that generally a 4km cycle distance is considered acceptable. Assuming a cycle speed of 12kph, the maximum accepted time for a cycling journey is 20 minutes.

3.4.4 Figure 3.8 below illustrates accessibility levels via cycling from the proposed STP.

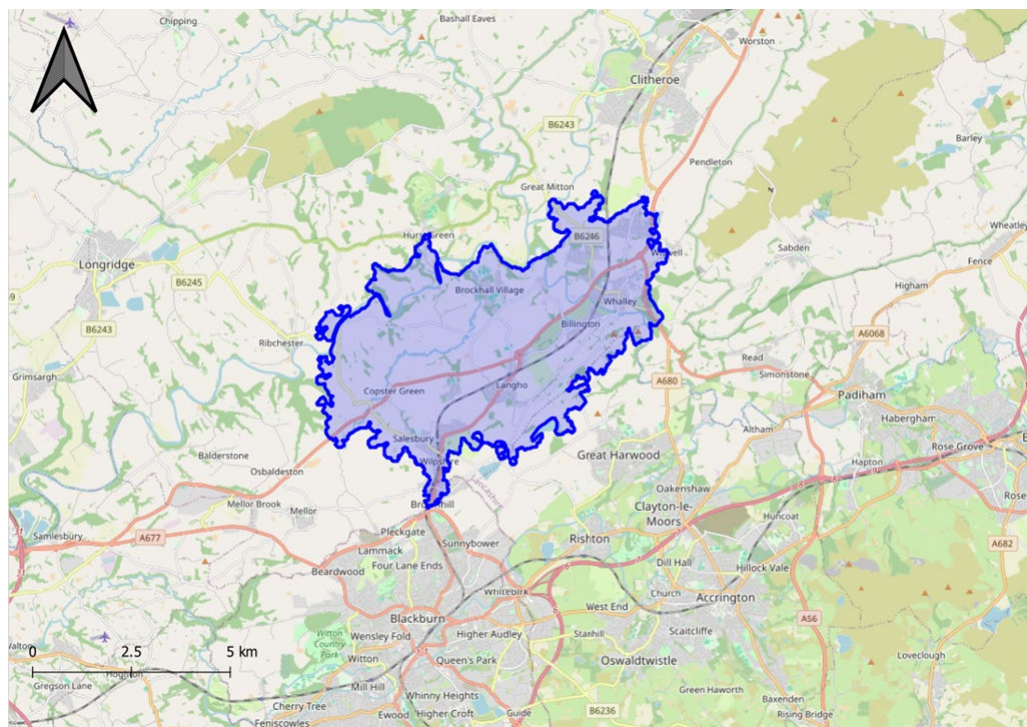


Figure 3.8 Cycling Isochrone, 20-minute distance
Source: TravelTime data (QGIS output)

3.4.5 Evidence provided in Figure 3.8 confirms that the majority of the neighbouring towns and villages, including locations such as Langho, Wilpshire, Whalley, Copster Green and Brockhall Village. Given the geographical coverage of the isochrone and its urban context, the opportunity to travel to/from the proposed STP by bicycle is therefore significant.

3.5 Public transport

3.5.1 Bus

3.5.1.1 The nearest bus stops to the site are the 'Longsight Road' bus stops which are located circa 650m south-east of the site. Both the eastbound and westbound stops comprise of a 'flag and pole' design and a bus shelter. The westbound stop also provides layby provision.

3.5.1.2 Both eastbound and westbound stops are served by the 22 Valleyline, 280 and 623 bus services. The eastbound stop is also served by the 113, 121, 458, 464, 616, 638 and 856 services, whilst the westbound stop is also served by the 522 service.

3.5.1.3 General bus frequencies and routes of the most frequent bus services operating at the 'Longsight Road' bus stops are set out in Table 3.1 below. Full timetable and bus route information is enclosed in **Appendix B**. The information provided in the tables below and the appendices was correct at the time of publication.

Proposed Synthetic Turf Pitch Langho FC, Northcote Road, Old Langho Transport Assessment

Summary of Bus Services

Services	Route	Frequency	Direction	Times
22 Valleyline	Shadsworth - - > Clitheroe	Mon-Fri	Eastbound	06:07 – 00:00
		Every 30 mins		
		Sat	Eastbound	07:00 – 00:00
		Every 30 mins		
		Sun	Eastbound	09:56 – 19:00
		Hourly		
280 Stagecoach Cumbria and North Lancashire	Preston - - > Clitheroe	Mon-Fri	Eastbound	07:11 – 18:53
		Hourly		
		Sat	Eastbound	07:25 – 18:45
		Hourly		
		Sun	Eastbound	09:08 – 17:08
		2 Hours		

Source: Traveline website – 22/05/2026

Table 3.1 Summary of Bus Services

3.5.1.4 Figure 3.9 below illustrates accessibility levels via public transport from the proposed STP and surrounding areas.

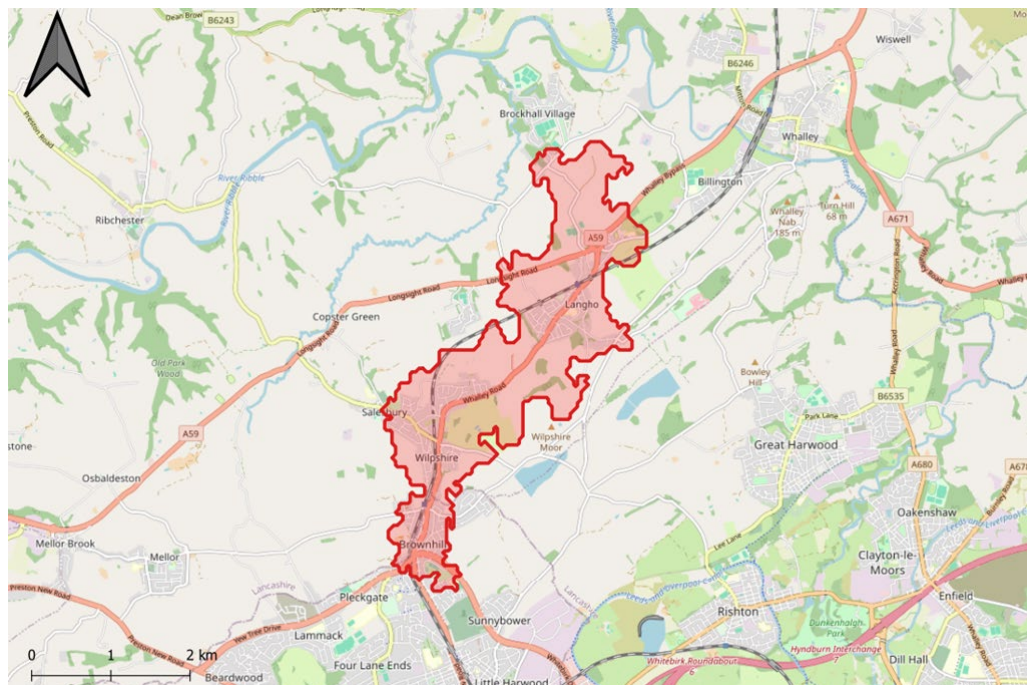


Figure 3.9 Public Transport Isochrone, 30-minute distance

Source: TravelTime data (QGIS output)

***30-minute time includes walk from site to nearest bus stop, frequency of bus services and subsequent bus service journey time**

3.5.1.5 The bus services identified provide a daily bus service between Langho and the surrounding towns, villages and residential areas, as shown in Figure 3.9.

3.5.2 Rail

- 3.5.2.1 The nearest railway station is Langho Railway Station, located approximately 860m (0.5 miles) from the proposed development. The railway station is located on the line between Whalley and Ramsgreave & Wilpshire. The station is served by 2 trains per hour trains to locations including Rochdale, Clitheroe and Manchester Victoria.
- 3.5.2.2 It is noted that the railway station is within an acceptable walking and cycling distance of the STP, as shown previously in Figure 3.5 and Figure 3.8.

3.6 Recorded accident data

- 3.6.1 Figure 3.10 below shows a collision plan obtained from crashmap.co.uk. The map shows the recorded collisions within the local area over the most recent 5-year period, 2020 – 2024.

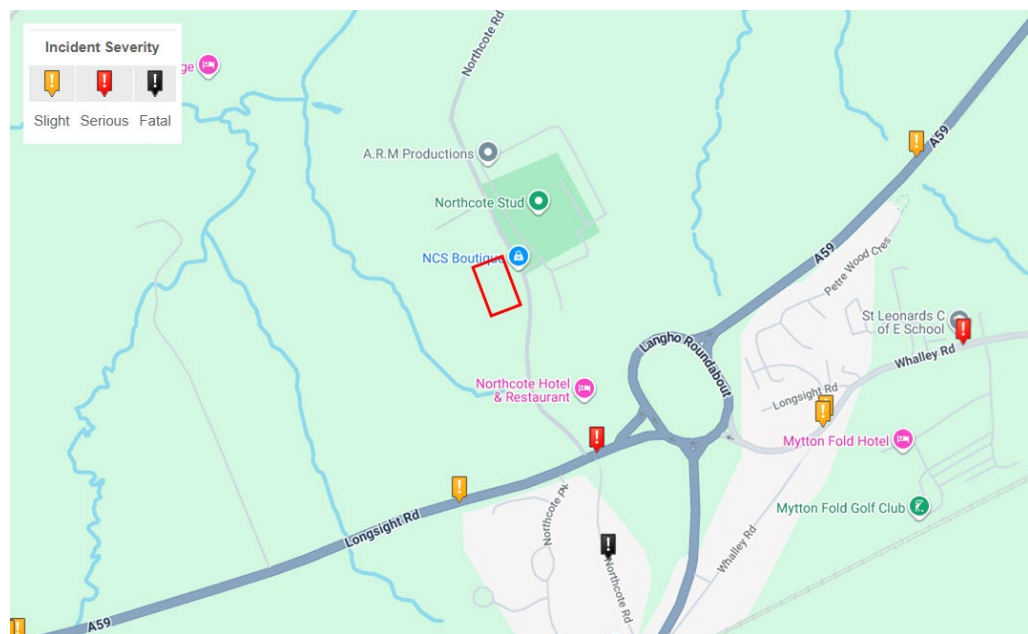


Figure 3.10 Collision Map

Source: crashmap.co.uk – 22/05/2026

- 3.6.2 As shown, there have been no recorded collisions on Northcote Road or in close proximity to the site access over the most recent 5-year period.
- 3.6.3 From the reported collision data there does not appear to be a significant collision problem on the surrounding highway infrastructure or in relation to the operation of the existing site access. We therefore do not consider that the proposed development will result in conditions detrimental to highway safety.

4.0 Site description and development proposals

4.1 Proposed development

4.1.1 The proposed development will comprise of a new Synthetic Turf Pitch (STP), replacing the existing 11v11 grass pitch within the eastern extent of the site, as shown on the layout plan enclosed in **Appendix A**, which will be line marked for the following configurations:

- 1 x 11v11 pitch (91m x 55m);
- 1 x 9v9 pitch (73m x 46m);
- 2 x 7v7 pitch (55m x 37m); and,
- 4 x 5v5 pitch (37m x 25.5m).

4.2 Vehicular access

4.2.1 The STP will continue to be accessed off Northcote Road via the existing vehicular access point, as shown below in Figure 4.1. Alongside the STP proposals, it is also proposed to widen the existing dropped kerb access and associated gates by circa 1.8m, to improve two-way vehicle movements at the access, as shown on drawing no. 31273 – TA01 in **Appendix C**.



Figure 4.1 Existing Site Access
Source: Google Maps – 12/02/2026

4.3 Pedestrian and cycle access

4.3.1 Pedestrian and cycle access to the site will be maintained as per the existing arrangements.

4.4 Parking

4.4.1 Langho FC have confirmed that the site currently provides on-site parking for circa 50 vehicles, with the on-site provision being unmarked. Langho FC have identified that all cars associated with peak usage of the existing grass pitches (on weekends); when

both pitches are in use simultaneously, can be suitably accommodated within the current on-site parking.

- 4.4.2 Whilst the STP will not increase the number of users on-site during the site's peak periods (weekend matches), the club are seeking to formalise the existing parking arrangements by demarcating the spaces and also provide a minor extension to the car park within an area that is currently grassed, to improve parking operations on-site.
- 4.4.3 Drawing no. 31273 – TA01 in **Appendix C** demonstrates the car park demarcation and minor extension proposals, which provides 51 standard spaces and 3 disabled spaces.
- 4.4.4 Whilst the proposed STP will not increase traffic generation above what is currently generated during the peak periods at the site, the proposed access widening and demarcation of parking spaces will improve the current provision and access operations, to ensure the site does not result in any adverse impact on the local highway network.

5.0 Operational characteristics

5.1 Introduction

- 5.1.1 This section of the Transport Assessment outlines the operational characteristics of the proposed development, including usage, trip generation and parking accumulation.

5.2 STP usage

- 5.2.1 Details regarding the usage of the proposed STP are provided below.

5.2.2 Weekday Usage

- 5.2.2.1 The STP will be used by the club and will also be available for community hire on weekdays, predominantly in the evenings for training (e.g. small-sided 5v5 games). As the existing grass pitches currently have no floodlighting provision, the weekday evening usage on the STP will comprise the only additional usage at the site, however, user numbers for weekday evening training sessions will be significantly lower than the peak numbers already experienced on the grass pitches over the weekend period.

5.2.3 Weekend Usage

- 5.2.3.1 At present, both 11v11 grass pitches are used simultaneously at the weekend for matches, with circa 6-10 matches occurring over a weekend, depending on fixtures. The matches on the easternmost grass pitch will transfer to the STP, therefore weekend usage will remain unchanged as a result of the STP.

5.3 Trip generation

- 5.3.1 The STP will provide a new, improved facility that allows all-weather play during both winter and summer months. Therefore, beyond the existing uses outlined above; which will continue to occur as per the existing arrangements, new use at the site will comprise use particularly by community groups (e.g. youth / junior football training) on weekday evenings.
- 5.3.2 To quantify the additional vehicle trip generation that may be generated by the STP on weekday evenings, the TRICS database has been interrogated to obtain trip rates for 5-a-side football pitches (the configuration that will be used on weekday evenings), to provide survey-based evidence from operational pitches regarding the likely trip generation when the STP is used on weekday evenings by the local community.
- 5.3.3 The full TRICS output is provided in **Appendix D**. The following parameters were used to obtain the trip rates from the TRICS database:

TRICS Parameters	
Parameter	Selection
Main Land Use	07 - Leisure
Sub Land Use	L – Football (5-a-side)
Locations	Edge of Town
Survey Days	Weekdays
Quantum of Development	Number of Pitches

Table 5.1 TRICS Parameters

5.3.4 The TRICS trip rates and trip generation figures for all 4 x '5v5' pitches being used simultaneously; which is considered to present a robust, worst-case scenario, are summarised in Table 5.2.

TRICS Trip Generation			
Time	Arrivals	Departures	Two-way Trips
Trip Rate (Per Pitch)			
16:00-17:00	2.565	0.826	3.391
17:00-18:00	4.826	1.261	6.087
18:00-19:00	6.217	2.609	8.826
19:00-20:00	4.565	4.565	9.130
20:00-21:00	3.652	7.174	10.826
21:00-22:00	0.348	5.565	5.913
Trip Generation (4 x 5-a-side Pitches)			
16:00-17:00	10	3	13
17:00-18:00	19	5	24
18:00-19:00	25	10	35
19:00-20:00	18	18	36
20:00-21:00	15	29	44
21:00-22:00	1	22	23

Table 5.2 TRICS Trip Rates and Trip Generation

5.3.5 The TRICS data demonstrates that there would be a total of 24 two-way vehicular trips generated by the proposed STP during the standard highway network PM peak period of 17:00-18:00, when the STP is used by the local community.

5.3.6 The trip generation figures have been used to demonstrate parking accumulation when all 4 x '5v5' pitches are in use simultaneously, as shown below in Table 5.3.

Parking Accumulation					
Time	Arrivals	Departures	Total Trips	Net Change	Parking Accumulation
16:00-17:00	10	3	13	+7	7
17:00-18:00	19	5	24	+14	21
18:00-19:00	25	10	35	+15	36
19:00-20:00	18	18	36	-	36
20:00-21:00	15	29	44	-14	22
21:00-22:00	1	22	23	-21	1

Table 5.3 STP Parking Accumulation

5.3.7 Table 5.3 demonstrates that '5v5' use of the STP will generate a peak parking accumulation of 36 vehicles during a weekday evening, which will be suitably accommodated within the on-site parking provision.

5.4 Managing car demand

5.4.1 Notwithstanding the above, the operator of the STP is fully conscious on the need to promote sustainable travel to the proposed STP, where practicably possible. Langho FC will ensure that the importance of active travel is emphasised and supported by their own teams and local community groups.

5.4.2 In this regard, the following key messages and travel information will be incorporated within a prominent position on the booking website:

- Promote car sharing / shared travel arrangements (maximising car occupancy) with the message *"Travel by one, is not much fun"*;
- Promote active travel including walking, cycling and the use of public transport modes; and,
- Provide and display local bus route information.

6.0 Conclusions

- 6.1 The proposed synthetic turf pitch (STP) is located at Langho FC, Northcote Road, Old Langho. The site currently consists of two grass football pitches, of which the proposed STP will replace the pitch on the east
- 6.2 The proposed development is located in a rural area outside of Langho, however, footway provision is provided between the site and Langho. In addition, cycle infrastructure is available within the vicinity of the site and frequent public transport services are available circa 650m from the site.
- 6.3 The STP will continue to be accessed via the existing dropped kerb access, however, under the development proposals the dropped kerb access will be widened by circa 1.8m to suitably accommodate two-way vehicle movements.
- 6.4 In addition to the STP, it is also proposed that the existing car park will be demarcated to improve parking operations, which will provide 51 standard spaces and 3 disabled spaces.
- 6.5 Whilst the proposed STP will not increase traffic generation above what is currently generated during the peak periods at the site (weekend use), the proposed access widening and demarcation of parking spaces will improve the current provision and access operations, to ensure the site does not result in any adverse impact on the local highway network.
- 6.6 Survey-based evidence of 5-a-side pitches from the TRICS database suggests that weekday evening usage by community groups will likely generate a peak of 24 two-way trips during the standard highway network peak period of 17:00 - 18:00. During a weekday evening, the TRICS data suggests that a peak parking accumulation of 36 vehicles will likely occur, which can be suitably accommodated within the site's on-site parking provision.
- 6.7 The proposed STP will provide an excellent all-weather facility for usage by Langho FC, with wider community groups also benefitting from the proposed facility. Existing sustainable travel infrastructure within the vicinity of the site supports use of walking, cycling and public transport to access the site.
- 6.8 Based on the information and evidence provided, it is considered that there are no reasons on highway grounds why planning permission for the development should not be granted, as the proposed development accords with paragraphs 115 and 116 of the NPPF.

Appendix A

Proposed Site Layout

SITE PLAN



Appendix B

Bus Timetables

Mondays to Fridays

-  Clitheroe Interchange stand 6
-  Whalley bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  Blackburn bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** stand A
- Shadsworth** Fecitt Brow

arr
dep

0613	0643	0713	0735	0755	0823	0832	0913	0943		13	43		1413	1443	1453	1523
0626	0658	0728	0750	0810	0838	0858	0928	0958		28	58		1428	1513	1509	1539
0632	0705	0735	0757	0817	0845	0905	0935	1005		35	05		1435	1520	1516	1546
0644	0717	0748	0811	0831	0857	0917	0947	1017		47	17		1447	1532	1528	1558
0655	0728	0800	0825	0845	0908	0928	0958	1028		58	28		1458	1544	1540	1610
0630	0700	0735	0805	0835	0905	0935	1005	1035		05	35		1505	1530	1550	1620
0642	0712	0747	0817	0847	0917	0947	1017	1047		17	47		1518	1543	1603	1633
0646	0716	0751	0821	0851	0921	0951	1021	1051		21	51		1522	1547	1607	1637

On school days this bus also calls at Clitheroe Royal Grammar School at 0839.
On School holidays this bus leaves Clitheroe interchange at 0843

this bus runs on school day Wednesdays only and also calls at Clitheroe Royal Grammar School at 1453

this bus runs on school days except Wednesdays and school holidays only

-  Clitheroe Interchange stand 6
-  Whalley bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  Blackburn bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** bus station stand A
- Shadsworth** Fecitt Brow

arr
dep

1543	1553	1623	1653	1713	1743	1813	1843	1923	2023	2123	2223	2323
1613	1609	1639	1709	1729	1758	1827	1857	1937	2037	2137	2237	2337
1620	1616	1646	1716	1736	1805	1833	1903	1943	2043	2143	2243	2343
1632	1628	1658	1728	1748	1817	1844	1912	1952	2052	2152	2252	2352
1644	1640	1710	1740	1800	1828	1855	1921	2001	2101	2201	2301	0000
1650	1650	1720	1750	1810		1905		2005	2105	2205	2305	
1703	1703	1733	1803	1822		1915		2014	2114	2214	2314	
1707	1707	1737	1807	1826		1919		2017	2117	2217	2317	

this bus runs on school day Wednesdays and school holidays only

this bus runs on school days except Wednesdays and also calls at Clitheroe Royal Grammar School at 1553

this bus ends at Penny Street

Saturdays

-  Clitheroe Interchange stand 6
-  Whalley bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  Blackburn bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** stand A
- Shadsworth** Fecitt Brow

arr
dep

	0723		0813	0843		13	43		1713	1743	1818	1923	2023	2123	2223	2323
	0707	0737	0758	0828	0858		28	58		1728	1757	1832	1937	2037	2137	2237
	0713	0743	0805	0835	0905		35	05		1735	1803	1838	1943	2043	2143	2243
	0722	0752	0817	0847	0917		47	17		1747	1814	1849	1952	2052	2152	2252
	0731	0801	0828	0858	0928		58	28		1758	1825	1900	2001	2101	2201	2301
0635	0735	0805	0835	0905	0935		05	35		1805		1905	2005	2105	2205	2305
0647	0747	0817	0847	0917	0947		17	47		1815		1915	2014	2114	2214	2314
0651	0751	0821	0851	0921	0951		21	51		1819		1919	2017	2117	2217	2317

this bus ends at Penny Street

Sundays

-  Clitheroe Interchange stand 6
-  Whalley bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  Blackburn bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** stand A
- Shadsworth** Fecitt Brow

arr
dep

0918	1018	1118	1218	1318	1418	1518	1618	1718	1823
0932	1032	1132	1232	1332	1432	1532	1632	1732	1837
0938	1038	1138	1238	1338	1438	1538	1638	1738	1843
0949	1049	1149	1249	1349	1449	1549	1649	1749	1852
0958	1058	1158	1258	1358	1458	1558	1658	1758	1901
	1005	1105	1205	1305	1405	1505	1605	1705	1805
	1014	1114	1214	1314	1414	1514	1614	1714	1814
	1018	1118	1218	1318	1418	1518	1618	1718	1818

Mondays to Fridays

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr
dep

0607	0647	0717	0752	0822	0852		22	52		1322	1352	1423	1453	1523	1548	1608
0616	0656	0728	0803	0833	0903		33	03		1333	1403	1434	1504	1534	1559	1619
0626	0706	0742	0818	0848	0916	then	46	16		1346	1416	1448	1518	1548	1613	1633
0550	0630	0710	0733	0745	0825	every	55	25		1355	1425	1450		1525	1555	1620
0558	0638	0718	0743	0755	0835	30	05	35	until	1405	1435	1501		1536	1606	1631
0606	0649	0729	0756	0808	0846	mins	16	46		1416	1446	1514		1549	1619	1644
0613	0658	0738	0805	0817	0855	at	25	55		1425	1455	1523		1558	1628	1653
0625	0710	0750	0819	0831	0907		37	07		1437	1507	1535		1610	1640	1705

on school days this bus continues to
Clitheroe Royal Grammar School at 0839

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr
dep

1638	1708	1738	1808	1827	1920		2018	2118	2218	2318						
1649	1719	1749	1819	1835	1928		2026	2126	2226	2326						
1703	1733	1802	1832	1845	1938		2036	2136	2236	2336						
1710	1740	1810	1840		1940		2040	2140	2240	2340						
1721	1750	1818	1848		1948		2048	2148	2248	2348						
1734	1801	1828	1858		1958		2058	2158	2258	2358						
1743	1810	1836	1906		2006		2106	2206	2306	0006						
1755	1822	1848	1918		2018		2118	2218	2318	0018						

this bus leaves from the
night stand in Blackburn

Saturdays

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr
dep

0617	0652	0722	0752		22	52		1622	1652	1722	1752	1820		1920	2018	2118
0625	0703	0733	0803		33	03		1633	1703	1733	1803	1828		1928	2026	2126
0635	0716	0746	0816	then	46	16		1646	1716	1746	1816	1838		1938	2036	2136
0640	0725	0755	0825	every	55	25		1655	1725	1755		1840		1940	2040	2140
0648	0733	0805	0835	30	05	35	until	1705	1733	1803		1848		1948	2048	2148
0658	0743	0816	0846	mins	16	46		1716	1743	1813		1858		1958	2058	2158
0706	0751	0825	0855	at	25	55		1725	1751	1821		1906		2006	2106	2206
0718	0803	0837	0907		37	07		1737	1803	1833		1918		2018	2118	2218

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr
dep

2218	2318															
2226	2326															
2236	2336															
	2240	2340														
	2248	2348														
	2258	2358														
	2306	0006														
	2318	0018														

this bus leaves from the
night stand in Blackburn

Sundays

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr
dep

	1019	1119	1219	1319	1419	1519	1619	1719	1819							
	1027	1127	1227	1327	1427	1527	1627	1727	1827							
	1037	1137	1237	1337	1437	1537	1637	1737	1837							
0935	1035	1135	1235	1335	1435	1535	1635	1740	1840							
0943	1043	1143	1243	1343	1443	1543	1643	1748	1848							
0954	1054	1154	1254	1354	1454	1554	1654	1758	1858							
1002	1102	1202	1302	1402	1502	1602	1702	1806	1906							
1014	1114	1214	1314	1414	1514	1614	1714	1818	1918							

MONDAY TO FRIDAY (excluding Bank Holidays)													From 29th March 2026	
	280	280	280	280	280	280	280	280	280	280	280	280	280	*
Preston Bus Stn, Stand 39	–	0640	0720	0805	0910	1010	1110	1215	1315	1415	1515	1620	1730	1815
Preston, Hesketh Arms	–	0650	0730	0817	0921	1021	1121	1226	1326	1426	1530	1635	1745	1830
Mellor Brook, Feilden's Arms	–	0700	0745	0830	0933	1033	1133	1238	1338	1439	1545	1650	1757	1845
Langho Petre Arms	–	0711	0800	0842	0944	1044	1144	1249	1349	1449	1557	1702	1808	1853
Whalley King St, Stand D	–	0720	0808	0850	0951	1051	1151	1256	1356	1458	1605	1710	1815	1900
Clitheroe Interchange, Stand 5	–	0733	0821	0902	1003	1103	1203	1308	1408	1510	1617	1722	1825	1910
Clitheroe Interchange, Stand 5	0735	0735	0823	0907	1009	1109	1209	1314	1414	1514	1622	1727	1830	–
Chatburn Post Office	0744	0744	–	0914	1016	1116	1216	1321	1421	1521	1629	1734	1836	–
Chatburn Opp. Post Office	–	–	0836	–	–	–	–	–	–	–	–	–	–	–
Gisburn Travellers Rest	0753	0753	–	0922	1024	1124	1224	1329	1429	1529	1638	1741	1843	–
Barnoldswick Station Rd	0805	0805	–	0934	1035	1135	1235	1340	1440	1540	1649	1751	1851	–
Earby Bus Station	0822	0822	–	0945	1045	1145	1245	1350	1450	1551	1658	1800	1900	–
Thornton In Craven Post Office	0826	0826	–	0949	1049	1149	1249	1354	1454	1555	1702	1804	–	–
Skipton Craven College	0838*	–	–	–	–	–	–	–	–	–	–	–	–	–
Skipton Bus Stn, Stand 4	0846	0846	–	1004	1104	1204	1304	1409	1509	1610	1717	1819	–	–

* College days only

SATURDAY													From 29th March 2026	
	280	280	280	280	280	280	280	280	280	280	280	280	*	
Preston Bus Stn, Stand 39	0655	0805	0910	1015	1115	1215	1315	1415	1515	1615	1715	1815		
Preston, Hesketh Arms	0705	0815	0920	1025	1125	1225	1325	1425	1525	1625	1725	1825		
Mellor Brook, Feilden's Arms	0715	0825	0930	1035	1135	1235	1335	1435	1535	1635	1735	1835		
Langho Petre Arms	0725	0835	0940	1045	1145	1245	1345	1445	1545	1645	1745	1845		
Whalley King St, Stand D	0732	0842	0947	1052	1152	1252	1352	1452	1552	1652	1752	1852		
Clitheroe Interchange, Stand 5	0744	0854	0959	1104	1204	1304	1404	1504	1604	1704	1804	1904		
Clitheroe Interchange, Stand 5	0749	0859	1004	1109	1209	1309	1409	1509	1609	1709	1809	–		
Chatburn Post Office	0756	0906	1011	1116	1216	1316	1416	1516	1616	1716	1816	–		
Gisburn Travellers Rest	0804	0914	1019	1124	1224	1324	1424	1524	1624	1724	1824	–		
Barnoldswick Station Rd	0815	0925	1030	1135	1235	1335	1435	1535	1635	1735	1835	–		
Earby Bus Station	0825	0935	1040	1145	1245	1345	1445	1545	1645	1745	1845	–		
Thornton In Craven Post Office	0829	0939	1044	1149	1249	1349	1449	1549	1649	1749	–	–		
Skipton Bus Stn, Stand 4	0844	0954	1059	1204	1304	1404	1504	1604	1704	1804	–	–		

SUNDAY													From 29th March 2026	
	280	280	280	280	280									
Preston Bus Stn, Stand 39	0840	1040	1240	1440	1640									
Preston, Hesketh Arms	0849	1049	1249	1449	1649									
Mellor Brook, Feilden's Arms	0858	1058	1258	1458	1658									
Langho Petre Arms	0908	1108	1308	1508	1708									
Whalley King St, Stand D	0915	1115	1315	1515	1715									
Clitheroe Interchange, Stand 5	0926	1126	1326	1526	1726									
Clitheroe Interchange, Stand 5	0930	1130	1330	1530	1730									
Chatburn Post Office	0937	1137	1337	1537	1737									
Gisburn Travellers Rest	0945	1145	1345	1545	1745									
Barnoldswick Station Rd	0956	1156	1356	1556	1756									
Earby Bus Stationnn	1005	1205	1405	1605	–									
Thornton In Craven Post Office	1008	1208	1408	1608	–									
Skipton Bus Stn, Stand 4	1022	1222	1422	1622	–									

To comply with Department for Transport guidance, this service connects at Clitheroe Bus Station. The connection is guaranteed and passengers should remain on the vehicle. Through fares are available.

Key

*

 Arrives at Clitheroe Interchange Stand 4

–

 Stop not served

Note: Service 280 will operate a reduced service on Bank Holidays - For more details visit [Stagecoachbus.com](#)

MONDAY TO FRIDAY (excluding Bank Holidays)											From 29th March 2026		
	280	280	280	280	280	280	280	280	280	280	280	280	280
Skipton Bus Stn, Stand 4	-	-	-	0905	1010	1110	1210	1310	1415	1515	1610	1730	1825
Thornton In Craven Post Office	-	-	-	0917	1022	1122	1222	1322	1427	1529	1622	1742	1837
Earby Bus Station	0605	0647	-	0922	1027	1127	1227	1327	1432	1535	1627	1747	1842
Barnoldswick Fernlea Avenue	0615	0657	-	0933	1038	1138	1238	1338	1443	1546	1638	1758	1853
Gisburn Travellers Rest	0624	0706	-	0943	1048	1148	1248	1348	1453	1558	1648	1808	1903
Chatburn Opp. Post Office	0632	0714	0837	0951	1056	1156	1256	1356	1501	1606	1656	1816	1911
Clitheroe Interchange, Stand 4	0639	0721	0846	1000	1105	1205	1305	1405	1510	1615	1705	1825	1920
													
Clitheroe Interchange, Stand 4	0642	0726	0851	1005	1110	1210	1310	1410	1515	1620	1715	1830	1925
Whalley Bus Stn, Stand A	0654	0739	0906	1020	1125	1225	1325	1425	1530	1635	1730	1842	1937
Langho Petre Arms	0700	0746	0913	1026	1131	1231	1331	1431	1536	1641	1736	1847	1942
Mellor Brook, Feilden's Arms	0712	0759	0925	1037	1142	1242	1342	1442	1547	1652	1746	1856	1951
Preston, Hesketh Arms	0725	0820	0937	1049	1154	1254	1354	1454	1559	1706	1756	1906	2001
Preston Bus Stn, Stand 39	0737	0835	0951	1101	1206	1306	1406	1506	1611	1716	1808	1915	2010

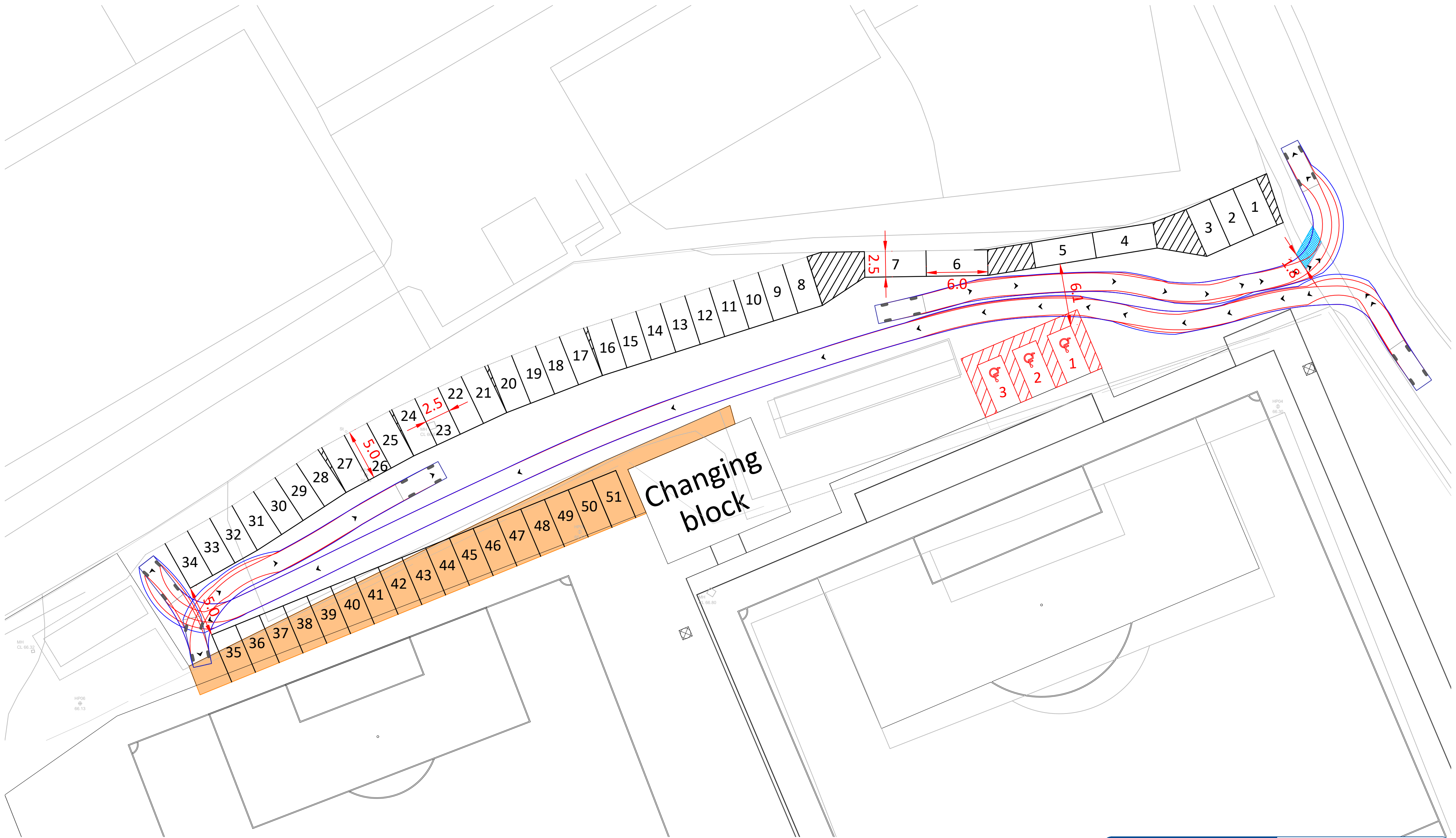
SATURDAY											From 29th March 2026		
	280	280	280	280	280	280	280	280	280	280	280	280	280
Skipton Bus Stn, Stand 4	-	-	0910	1010	1110	1210	1310	1410	1510	1610	1715	1815	
Thornton In Craven Post Office	-	-	0922	1022	1122	1222	1322	1422	1522	1622	1727	1827	
Earby Bus Stn	-	-	0927	1027	1127	1227	1327	1427	1527	1627	1732	1832	
Barnoldswick Fernlea Avenue	-	-	0938	1038	1138	1238	1338	1438	1538	1638	1743	1843	
Gisburn Travellers Rest	-	-	0948	1048	1148	1248	1348	1448	1548	1648	1753	1853	
Chatburn Opp. Post Office	-	0856	0956	1056	1156	1256	1356	1456	1556	1656	1801	1901	
Clitheroe Interchange, Stand 4	-	0905	1005	1105	1205	1305	1405	1505	1605	1705	1810	1910	
													
Clitheroe Interchange Stand 4	0755	0910	1010	1110	1210	1310	1410	1510	1610	1710	1815	1915	
Whalley Bus Stn Stand A	0810	0925	1025	1125	1225	1325	1425	1525	1625	1725	1827	1927	
Langho Petre Arms	0816	0931	1031	1131	1231	1331	1431	1531	1631	1731	1833	1933	
Mellor Brook, Feilden's Arms	0827	0942	1042	1142	1242	1342	1442	1542	1642	1742	1843	1943	
Preston, Hesketh Arms	0839	0954	1054	1154	1254	1354	1454	1554	1654	1753	1853	1953	
Preston Bus Stn Stand 39	0851	1006	1106	1206	1306	1406	1506	1606	1706	1803	1903	2003	

SUNDAY											From 29th March 2026		
	280	280	280	280	280	280							
Skipton Bus Station, Stand 4	-	1030	1230	1430	1630	-							
Thornton In Craven Post Office	-	1042	1242	1442	1642	-							
Earby Bus Station	-	1047	1247	1447	1647	-							
Barnoldswick Fernlea Avenue	-	1057	1257	1457	1657	1757							
Gisburn Travellers Rest	-	1105	1305	1505	1705	1805							
Chatburn Opp. Post Office	0913	1113	1313	1513	1713	1813							
Clitheroe Interchange, Stand 4	0921	1121	1321	1521	1721	1821							
													
Clitheroe Interchange, Stand 4	0925	1125	1325	1525	1725	1825							
Whalley Bus Stn, Stand A	0937	1137	1337	1537	1737	1837							
Langho Petre Arms	0943	1143	1343	1543	1743	1843							
Mellor Brook, Feilden's Arms	0953	1153	1353	1553	1753	1853							
Preston, Hesketh Arms	1003	1203	1403	1603	1803	1903							
Preston Bus Stn, Stand 39	1013	1213	1413	1613	1813	1913							

 To comply with Department for Transport guidance, this service connects at Clitheroe Bus Station. The connection is guaranteed and passengers should remain on the vehicle. Through fares are available.

Note: Service 280 will operate a reduced service on Bank Holidays - For more details visit [Stagecoachbus.com](https://www.stagecoachbus.com)

Appendix C
Proposed Car Park Formalisation
JPP drawing no. 31273 – TA01



General Notes

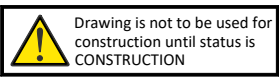
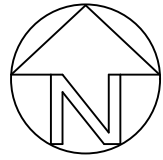
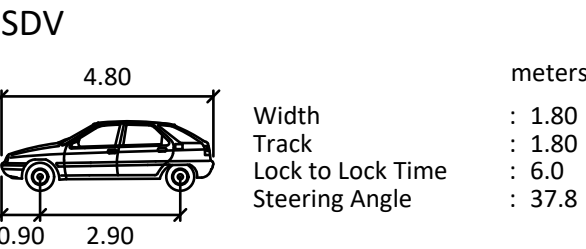
- 1. All dimensions are in metres unless otherwise stated.
- 2. All levels are in metres.
- 3. This drawing is to be read in conjunction with all relevant Engineers and Architect's drawings, Specifications, Reports and Engineering Details.
- 4. Do not scale from this drawing.

Drawing Key

- Site Boundary
- Parking Extension
- Existing Vehicle Crossover
- Proposed Vehicle Crossover

Vehicle Profile

- Path of Vehicle Wheel
- Path of Vehicle Overhang



The JPP Group

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Client Labosport Ltd

Project Proposed Synthetic Turf Pitch
Langho FC, Northcote Road,
Old Langho, Blackburn

Title Proposed Car Park Formalisation

Scale at A2 1:250 | Drawn by JPB | Checked by SW | Date 21.05.2026

Status **FOR INFORMATION** | Project ref 31273 | Drawing no. TA01 | Revision -

Appendix D

TRICS Data

Audit Code: 044c1b31-5cf6-4e0a-8f74-183e96843641

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: L - FOOTBALL (5-a-side)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
02	SOUTH EAST	
	KC	KENT
		1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY	BARNSLEY
		1 day
	YO	YORK
		1 day

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

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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:	PITCH
Actual Range:	2 to 9 (units:PITCH)
Range Selected by User:	2 to 9 (units:PITCH)
Parking Spaces Range:	32 - 210

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	11/12/97 to 24/09/22

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

Selected survey days:	
Friday	1 days
Thursday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:	
Manual count	4
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	4 days

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	1 days
No Sub Category	1 days
Residential Zone	2 days

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 Vehicle Counts:	
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

F2(c)	4 surveys
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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:

15 - 1486

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
250,001 to 500,000	1 surveys

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 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

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

Travel Plan:

No 4 surveys

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 4 surveys

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

COVID-19 Restrictions:

No

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1	BY-07-L-01	VIDA 5-A-SIDE	BARNSELY
HUNNINGLEY LANE NEAR BARNSELY KENDRAY Edge of Town Residential Zone Number of pitches: 9.00 PITCH Survey date: Thursday 10/04/2003			
			Survey Type: Unknown
2	KC-07-L-01	LEGEND SPORTS	KENT
THONG LANE GRAVESEND RIVERVIEW PARK Edge of Town Residential Zone Number of pitches: 2.00 PITCH Survey date: Friday 12/11/1999			
			Survey Type: Unknown
3	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
PARK ROAD HALESOWEN Edge of Town Industrial Zone Number of pitches: 7.00 PITCH Survey date: Wednesday 29/11/2017			
			Survey Type: Unknown
4	YO-07-L-01	PLAY FOOTBALL	YORK
STIRLING ROAD YORK CLIFTON MOOR Edge of Town No Sub Category Number of pitches: 5.00 PITCH Survey date: Tuesday 10/05/2022			
			Survey Type: Unknown

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total Vehicles

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
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					
08:00-09:00	1	7	0.143	0.000	0.143
09:00-10:00	3	6	0.444	0.111	0.555
10:00-11:00	3	6	0.500	0.556	1.056
11:00-12:00	3	6	0.444	0.222	0.666
12:00-13:00	3	6	0.111	0.611	0.722
13:00-14:00	3	6	0.556	0.389	0.945
14:00-15:00	3	6	0.167	0.333	0.500
15:00-16:00	4	6	0.696	0.391	1.087
16:00-17:00	4	6	2.565	0.826	3.391
17:00-18:00	4	6	4.826	1.261	6.087
18:00-19:00	4	6	6.217	2.609	8.826
19:00-20:00	4	6	4.565	4.565	9.130
20:00-21:00	4	6	3.652	7.174	10.826
21:00-22:00	4	6	0.348	5.565	5.913
22:00-23:00	4	6	0.043	1.478	1.521
23:00-00:00	2	4	0.000	0.000	0.000
Total Rates:			25.277	26.091	51.368

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	2 - 9 (units: PITCH)
Survey date date range:	12/11/1999 - 10/05/2022
Number of weekdays (Monday-Friday):	4
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.