Land at Burnley Road
Bacup

Proposed Care Facility

by

Park Lane and Co Developers Ltd

Transport Assessment

Report Number 2475/01

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1 Introduction

1.1 This Transport Assessment has been prepared by Transportation Planning Partnership on behalf of Park Lane and Co Developers Ltd.

1.2 Park Lane and Co Developers Ltd propose to develop a 1.509 hectare site at Burnley Road in Bacup, Lancashire to create a new care facility that would comprise a 42-bed specialist health care unit and 40 close care apartments.

1.3 The site lies adjacent to the A671 Burnley Road within an established area of largely residential ribbon development located between the main built-up area of Bacup to the south and the suburb of Weir to the north. The site lies immediately to the south of the existing Northern Primary School, approximately 1.7km to the north of Bacup Town Centre and approximately 10km south east of Burnley.

1.4 The majority of the site is agricultural land although the quality is poor / very poor. Notably the site has not been used for agricultural use for at least 10 years – indeed, our client understands this could be up to 30 years.

1.5 The proposed development site lies within the administrative boundaries of Rossendale Borough Council, which is the local planning authority. Highway responsibilities within the area rest with Lancashire County Council.

1.6 The proposal would involve the construction of a part one-storey, part two-storey specialist health care unit incorporating communal facilities linked to a two-storey building housing close care apartments, together having a gross
internal floor area of 5,210m$^2$. Externally, landscaped private gardens would be provided together with a landscaped car parking area and dedicated access road and turning area for service vehicles. The opportunity would be taken to incorporate within the site, car parking for the residents of and visitors to the terraced properties that front onto Burnley Road at the site’s north easterly corner and staff/parent parking (including a drop off/pick up facility) for the use of the school. As part of the proposals the existing access track that runs between the Northern Primary School and the gable of number 7 Burnley Road and its junction with Burnley Road would be upgraded and improved.

1.7 In planning terms, the proposed development falls within use class C2, Residential Institutions.

1.8 The Transport Assessment examines the highways, traffic and transportation issues raised by the proposed development and considers what measures if any might be required to mitigate the impact of the proposal on the transport network.

2 Basis of the Assessment of the Proposed Development

2.1 This report has been prepared on the basis of pre-application discussions with, principally, Lancashire County Council in its role as local highway authority, undertaken between May and July 2012.

2.2 As required by the County Council, reference has been made to the Joint Lancashire Structure Plan Parking Standards document$^1$, which sets out thresholds for various types of development above which there is a requirement to produce a Transport Assessment and Travel Plan.

2.3 For C2 Hospital developments, the document requires a comprehensive Transport Assessment to be prepared if the gross floor area exceeds 2,500m$^2$. This report therefore forms a Transport Assessment, presenting a

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comprehensive assessment of the potential impacts of the proposed development and considering the measures that might be required to mitigate that impact on the transport system.

2.4 In preparing this Transport Assessment, reference was therefore made to the current guidance on the preparation of Transport Assessments published jointly by the Departments for Transport and Communities and Local Government in March 2007.²

2.5 The Structure Plan document also requires that a Travel Plan is prepared in respect of C2 Hospital developments where the proposed gross floor area exceeds 1,000m². This issue is dealt with in Section 20 of this transport assessment report.

2.6 This present document has therefore been compiled in accordance with the guidance and with the pre-application advice provided by the local planning authority.

3 Structure of the Report

3.1 This Transport Assessment is divided into two main sections, corresponding with the recommendations of the guidance.

3.2 Section A describes existing conditions, broken down into two areas covering Existing Site Information and Baseline Transport Data.

3.3 Existing Site Information provides a description of the site, its current and permitted use and its surroundings.

3.4 Baseline Transport Data presents an assessment of existing public transport services accessible from the site, examines the accessibility of the site by sustainable modes of transport (walking and cycling), provides a qualitative description of the local highway network and reports the incidence of road collision data relating to the highways within the immediate vicinity of the site.

3.5 Section B of the report provides a detailed description of the proposed development, including the number of floors, the proposed internal floor area and its uses, the external provision of private gardens, landscaping and car parking and details of the access, parking provision relative to published standards and servicing arrangements. A representation of the architect’s site layout plan is included as an appendix to the report. Section B also presents an assessment of the vehicle trip generation characteristics of the proposed care facility, based on vehicle trip rates established from the TRICS database. The report describes how travel-to-work data from the 2001 census have been used to extrapolate the vehicle trip generation forecasts to produce predicted total person trips by all modes of travel. Consideration is given to the likely impacts of construction activities on the transport network. The report describes how it is proposed to mitigate the impacts of the proposed development on the local highway network and the wider transport system by means of off-site highway improvement works and through the medium of a Travel Plan.

3.6 Finally, the report provides a summary of and conclusions arising from the assessments carried out. It is concluded that the proposed development would not have a significant impact on the local transport network and should, as a result, be acceptable to the local planning and highway authorities.
Section A – Existing Conditions

Existing Site Information

4 Site Location in the Local Context

4.1 The proposed development would occupy a site with an area of 1.509 hectares, located to the west side of the A671 Burnley Road in Bacup, Lancashire.

4.2 The site lies within an established area of largely residential ribbon development that connects the main built-up area of Bacup to the south and the suburb of Weir to the north. The site is located approximately 1.7km to the north of Bacup Town Centre and approximately 10km south east of Burnley.

4.3 The location of the site is shown, generally, in Figure 4.1 below and in a more detailed local context in Figure 4.2.

4.4 Burnley Road is a single carriageway, principal road (designated as part of the A671), is provided with street lighting and is subject to a 30mph speed limit. It runs in a generally north-south direction, linking Burnley in the north, via the suburb of Weir, to Bacup in the south. As will be seen from Figure 4.1, the A671 extends southwards beyond Bacup to Rochdale, some 14km to the south of the proposed development, from where access can be gained via the A627(M) to the M62 motorway at Junction 20. In Bacup Town Centre, the A671 connects with the A681, an east-west route that links the town with Todmorden in the east and Rawtenstall in the west. From the latter, access can be gained to the A56 and the M66 motorway, which connects with both the M62 and M60 Manchester Outer Ring Road at Junction 18. Figure 4.1 also shows that, to the north of the site, via Burnley, access can be gained to the M65 motorway, which in turn provides links to Colne, Nelson, Accrington, Blackburn and Preston. Transport routes in the area are largely dictated by the topography, the A671 in the vicinity of the site following the line of the upper Irwell valley.
Figure 4.1
Site Location in a Broad Area Context

Site Location

NORTH

Transportation Planning Partnership
Figure 4.2
Site Location in a Local Context

NORTH
4.5 Figure 4.2 illustrates the location of the site in more detail. It shows the location of the site to the west side of Burnley Road, immediately to the north of Bacup Old Road and shows its relationship to the main built-up area of Bacup to the south and the suburban development at Weir to the north. Bacup Town Centre lies approximately 1.7km to the south of the site and Weir is located around 1.1km to the north. Burnley Road is a bus route and there are local bus stops close to the proposed access to the site. Both northbound and southbound bus stops are located within a distance of 215m of the main pedestrian entrance to the proposed building. The accessibility of the site by all modes of travel is discussed in greater detail below.

5 The Permitted and Existing Use of the Site

5.1 The majority of the site is agricultural land although the quality is poor / very poor. Notably the site has not been used for agricultural use for at least 10 years – indeed, our client understands this could be up to 30 years.

5.2 The site lies adjacent to the A671 Burnley Road. Existing, established largely residential ribbon development extends along the westerly side of Burnley Road linking with the main built-up area and town centre of Bacup to the south and the suburb of Weir to the north. Immediately to the north of the application site is the existing Northern Primary School. There is open farmland to the west of the site, that rises up to Small Shaw Height, and open land to the east of Burnley Road, which drops down to the River Irwell. Development in the immediate vicinity of the site is predominantly residential in character.

5.3 As part of the continuing development of its Local Development Framework, the Council adopted the Core Strategy Development Planning Document in November 2011. The document is accompanied by a Proposals Map\(^3\) that illustrates development plan proposals, including any parcels of land that are allocated for specific purposes and areas to which specific development plan policies apply. The Proposals Map has been examined and it is concluded that the application site has not been allocated for a specific purpose. It does however fall within the designated Countryside.

\(^3\) Adopted Proposals Map. Core Strategy DPD. 8\(^{th}\) November 2011. Rossendale Borough Council
6 Site Access and Access Constraints

6.1 The application site is bounded on two sides by highways; Burnley Road (A671) to the south easterly boundary and Bacup Old Road to the south westerly boundary. However, the local topography, which dictates that major transport routes in the vicinity are confined to the river valleys, also has a significant bearing on the provision of a practicable vehicular access to the application site.

6.2 The application site is elevated relative to the two highways that form its south easterly and south westerly boundaries. A stone retaining wall, varying in height up to a maximum of around 2.5m marks the boundary with each highway. Above this, the site rises sharply, with steep embankments having gradients typically in the range 1 in 1.2 to 1 in 2, and planted with large, mature trees, so that at the south easterly corner of the site the top of the embankment is some 9m above the level of Burnley Road and around 6m higher than Bacup Old Road. From the top of the embankment the site continues to rise towards its westerly boundary at gradients of between 1 in 5 and 1 in 8 approximately.

6.3 It is concluded, having regard to the prevailing topography of the site, that it would not be economically feasible to create a separate, dedicated vehicular access of satisfactory standard to the site from Burnley Road or Bacup Old Road as this could not be achieved without substantial earthworks, including those required to achieve acceptable visibility splays, that would have a significant impact on the ability to develop the site and on the character of the site and its frontage to Burnley Road, not least in respect of the necessary loss of existing mature trees.

6.4 It is therefore considered that the only feasible and economically viable means of achieving access to the site for vehicles is to utilise the existing unmade access track that lies between the gable of number 7 Burnley Road and the Northern Primary School and which runs along the northernmost boundary of the site. This access track, which has a gradient of around 1 in 8, has an existing junction with Burnley Road and is used by vehicles to access Lord Barn Farm and the allotment gardens and is used informally by staff and
parents associated with the adjoining primary school, particularly at school start and finish times.

6.5 The fabric of the existing access and visibility for drivers emerging from the existing access onto Burnley Road are currently substandard and it is therefore acknowledged that the access, and its junction with Burnley Road, would need to be improved in order to serve the proposed development. A proposed scheme for the improvement of the access has been developed and has been discussed and broadly agreed with Lancashire County Council as part of pre-application discussions. The proposed access arrangements are discussed in Section 20 of this report.

6.6 At the request of Lancashire County Council, it is proposed that a secondary access would be provided from Bacup Old Road for non-vehicular traffic. Again, due to the site topography, it is proposed that this would be a stepped access, but would help to encourage staff to travel to and from the site by sustainable transport modes by providing an access at the southerly end of the site that could be used by pedestrians and cyclists, avoiding the need for those travelling to and from the areas to the south of the site by these modes to have to enter and leave the site by the main vehicular/pedestrian entrance at the northerly end of the site.

7 Air Quality

7.1 The site is not within or near to a designated Air Quality Management Area.

7.2 Every local authority in the United Kingdom has had to assess air quality in their area since 1997. The aim is to ensure that national air quality objectives are met by the relevant deadlines. Where the objectives in a particular location are unlikely to be met a local authority must designate an Air Quality Management Area, (AQMA), and develop a suitable plan to tackle the issues and achieve an improvement in the air quality.
7.3 Reference was made to the local air quality pages of the Department for Environment, Food and Rural Affairs (DEFRA)\(^4\) website, which revealed that there are currently no Air Quality Management Areas within the local authority area of Rossendale Borough Council. Because the site of the proposed development lies relatively close to the boundary with the neighbouring borough, Burnley, it was considered appropriate to also investigate air quality in this local authority area. Reference was again made to the DEFRA website, which revealed that there are, similarly, no Air Quality Management Areas currently designated within the local authority area of Burnley Borough Council.

7.4 Air quality is considered unlikely, therefore, to be a significant issue in respect of the proposed development.

8 **Existing Abnormal Load Uses of the Current Site**

8.1 There are no existing abnormal load uses associated with the site.

**Baseline Transport Data**

9 **Travel Characteristics of the Existing Site**

9.1 As described earlier, the majority of the site is agricultural land although the quality is poor / very poor. Notably the site has not been used for agricultural use for many years. There are therefore no significant traffic movements associated with the existing uses that need to be considered in the context of the assessment of the net transport impact of the proposed development. Ignoring any traffic generation associated with the existing uses of the site therefore provides a robust assessment of the traffic impact of the proposed development.

\(^4\) [www.defra.gov.uk/environment/quality/air/air-quality/laqm/]: DEFRA
10 Site Accessibility – Walking and Cycling

10.1 The Government’s former guidance to local planning authorities on the transport aspects of planning policy, PPG13\(^5\), sought to achieve an integration between planning and transport at all levels so that the need to travel, (especially by car), is reduced, more sustainable transport choices are encouraged and accessibility to jobs, leisure facilities, services and shopping by public transport, by cycle and on foot is promoted.

10.2 PPG13 stated that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips of up to 2km. The Chartered Institution of Highways and Transportation (CIHT) suggests walking to be a ‘desirable’ mode for journeys up to 400m and ‘acceptable’ for journeys up to 800m with a preferred maximum of 1200m.

10.3 Burnley Road and Bacup Old Road in the vicinity of the site are provided with street lighting, which helps to promote personal security, thereby encouraging walking as a mode of travel.

10.4 To the north of the Northern Primary School, footways of an acceptable standard are provided to both sides of Burnley Road. This footway provision continues northwards into Weir and beyond. The footway to the frontage of the Northern Primary School tapers in width, from approximately 2m wide at its northerly end, near to the school entrance, to a minimum of around 770mm at its southerly end, near to the proposed site access. A School Crossing Patrol warden operates across Burnley Road at a point near to the school entrance. To the south of the proposed site entrance, footways of an acceptable standard are provided to both sides of Burnley Road as far as the southerly end of the terraced properties numbered 1-7, beyond which there is a footway to at least one side of the highway extending into the main built-up area of Bacup, where footways to both sides of Burnley Road are provided.

10.5 Figure 10.1 below shows the areas that lie within a 1.2km and 2km radius of the site and that are, therefore, within an acceptable walking distance of the proposed care facility.

Figure 10.1
Areas lying within 1.2km and 2km walking distances of the Proposed Development
Figure 10.2
Areas Lying Within a 5km Cycling Distance of the Proposed Development
10.6 From Figure 10.1 it will be seen that the residential areas located to the north of Bacup Town Centre and in Weir, to the south of Heald Lane, lie within a 1.2km walking distance of the proposed development, whilst Bacup Town Centre and the surrounding residential areas (particularly on the north side) and all of the suburb of Weir lie within a 2km walking distance of the site.

10.7 Staff employed at the proposed development and visitors living within these extensive local residential areas would therefore be able to choose to travel to and from the site on foot in preference to the private car.

10.8 Within the site, it is proposed that a segregated pedestrian route would be provided between the building and Burnley Road, with dropped crossings and marked crossing point where the route has to cross the access road. As described in paragraph 6.6 above, it is proposed to provide a secondary pedestrian access to the site from Bacup Old Road. This would help to encourage staff to travel to and from the site on foot and by bicycle by providing a direct link from the nearest highway to the southern end of the site. Because of the nature of the facility, this would need to be a secure access, restricting its use to staff.

10.9 Not only is walking important as a mode in itself, it also generally forms the start and end of every journey type. Walking is obviously an important part of public transport journeys and the quality and convenience of the walking environment could be a crucial element in mode choice decisions. For those wishing or needing to travel further distances it is important that local public transport facilities, such as bus stops, are readily accessible on foot if trips by private car to and from these more remote areas are to be discouraged. In this context, local bus services are accessible within convenient walking distance of the site. There are two bus stops, one for northbound services and one for southbound services, located on Burnley Road. The latter is situated opposite the proposed access to the site and the former is located close to the school entrance, a short distance to the north of the proposed site access. Measured from the main pedestrian entrance to the proposed building the southbound bus stop is accessible within 188m whilst the northbound stop can be reached in approximately 215m. The details of the services utilising these stops are presented in Section 11 of this report.
10.10 PPG13 also stated that cycling has the potential to replace car trips of, in particular, 5km or less in length. Clearly, all the residential areas and local amenities that are within a short and convenient walking distance of the site are also readily accessible by cycle, but far more extensive residential areas lie within 5km of the site.

10.11 Figure 10.2 above shows the areas that lie within a realistic 5km cycling distance of the proposed development. This demonstrates that, apart from Weir to the north, it is principally the extensive residential areas located to the south of the site that would lie within acceptable cycling distance of the proposed development. This includes the whole of the Bacup built-up area, extending westwards along the A681 corridor to Stacksteads and south eastwards along the A671 corridor to Britannia.

10.12 Therefore, a substantial resident population, from whom a proportion of staff and visitors would be likely to be drawn, lives within convenient cycling distance of the proposed care facility.

10.13 The proposed provision within the site of 14 secure cycle parking spaces should provide further encouragement to staff to cycle to and from the site.

11 **Site Accessibility – Bus Services**

11.1 As indicated in paragraph 10.9 above, there are two bus stops within a walking distance of 188m and 215m of the main entrance of the proposed building, well below the 400m that is generally regarded as the maximum acceptable walking distance from a development site to the nearest point of access to a regular bus service\(^6\). These stops can be reached on foot in less than three minutes.

11.2 These bus stops provide access to local bus services numbered 8 and X8, branded as the ‘Starship’ services. Service 8 operates between Burnley and

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\(^6\) Guidelines for Providing for Journeys on Foot: Chartered Institution of Highways and Transportation - 2000
Rawtenstall via Weir and Bacup, whilst the X8 offers peak time and shopper express journeys between Burnley and Manchester via Weir, Bacup, Rawtenstall and Edenfield. The X8 stops at all stops between Burnley and the M66, including those adjacent to the site of the proposed development.

11.3 Together, the services operate throughout the normal working day (approximately 0700 and 1830) on Mondays to Saturdays at an hourly frequency in each direction. There is no Sunday service. Timetable and route details are presented in Appendix A to this report.

11.4 The scheduled journey times (from Heald Lane, Weir) are 7 minutes to Bacup town centre, 10 minutes to Townley, 19 minutes to either Burnley or Waterfoot, 24 minutes to Rawtenstall and 41 minutes to Bury.

11.5 Local bus services therefore offer a realistic alternative to the private car for a proportion of staff and visitor trips to and from the site, providing access to the site from a variety of local destinations within an acceptable commuting time.

12 Site Accessibility – Rail Services

12.1 The nearest railway stations to the site are in Burnley. Both Burnley Central and Burnley Manchester Road Stations are approximately 10.9km to the north of the application site.

12.2 The train will only, therefore, offer a convenient means of accessing the site in combination with another mode, such as local bus services 8 and X8, which terminate at Burnley Bus Station.

12.3 For those combining modes in this way, the train offers an hourly service throughout the day and evening on all days of the week on the Leeds to Blackpool North line and an hourly service on Monday to Saturday (2-hourly on Sunday) throughout the day and evening on the Colne to Blackpool South line. The former provides a link to Hebden Bridge with a scheduled journey time of 19 minutes and fast connections from Burnley to Accrington (9 minutes) and Blackburn (17 minutes). The latter provides links to Colne with a scheduled journey time of 19 minutes and Nelson with a scheduled journey...
time of 7 minutes, with a stopping service between Burnley and Blackburn that provides links to Rose Grove (5 minutes), Hapton (8 minutes), Huncoat (11 minutes), Accrington (16 minutes), Church and Oswaldtwistle (18 minutes), Rishton (21 minutes) and Blackburn (30 minutes).

12.4 Trains on the above services are operated by Northern Trains, whose policy is to carry bicycles free of charge on all services, without a reservation, on a first come/first served basis.

12.5 In combination with another mode, therefore, the train could cater for a proportion of trips generated by the proposed care facility, providing access to a variety of destinations within an acceptable travel time.

13 Site Accessibility – Road

13.1 For those for whom there is no realistic alternative to travel by car, the site has adequate access by road. The Coalition Government's Transport White Paper\(^7\) acknowledges that the car will continue to have an important role in providing travel needs and that in some instances will offer the only realistic means of travel. In this context it should be acknowledged that staff will be present on site 24 hours per day and that shift patterns are likely to require staff to travel at times when public transport services are not operating or when travelling on foot or by cycle is not perceived to be secure or convenient.

13.2 The site would have access directly onto Burnley Road, a Principal, A class road, designated as part of the A671. The A671 runs in a generally north-south direction, linking Burnley in the north, via the suburb of Weir, to Bacup in the south before continuing southwards to Rochdale, some 14km to the south of the application site. Burnley Road performs the function of a district distributor in the local highway hierarchy.

13.3 In Bacup Town Centre, some 1.7km to the south of the application site, the A671 connects with the A681 a similar district distributor that runs in a

\(^7\) ‘Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen’: Department for Transport, January 2011.
generally east-west direction, linking the town with Todmorden in the east and Rawtenstall in the west.

13.4 Via this interconnecting network of principal roads, the site has links to the **Primary Route Network** within 7km (the A646 leading to Burnley to the north) and 10.5km (the A56 at Rawtenstall).

13.5 In turn the Primary Routes link the site to the regional motorway system. The M65 Preston (and M6) to Colne motorway to the north of the site can be accessed at Junction 10, within 12km of the application site. To the south west, the A56 leads to the M66 (Edenfield to M60) motorway within approximately 13km of the application site, with Junction 18 of the M60 Manchester Outer Ring Road accessible in approximately 28km. To the south, the A627(M) at Rochdale can be reached in under 17km and this leads to Junction 20 of the M62 Trans-Pennine motorway approximately 18km to the south of the application site. These roads perform the function of **district and primary distributors** in the local highway hierarchy.

13.6 The site therefore benefits from direct access to a principal road that in turn provides links, within 1.7km of the site, to Bacup Town Centre and hence to the local classified road network that connects to neighbouring towns and villages. The site has links, within 7km, to the Primary Route Network and within 12-13km to the regional motorway system.

14 **Road Accidents**

14.1 In order to examine the record of road crashes resulting in personal injury on the local highway network within the vicinity of the application site, reference was initially made to the Lancashire County Council on-line mapping facility, MARIO, which allows various categories of information relating to services provided by the County Council, including the geographical distribution of personal injury road crashes, to be viewed on a representative map base of the area.

14.2 Personal injury road crashes that have occurred between January 2007 and October 2012 are currently displayed, a period of 70 months.
14.3 The system was examined to identify road crashes resulting in personal injury that have occurred within that time period on A671 Burnley Road between a point approximately 150m north of the proposed site access and a point approximately 150m south of its junction with Bacup Old Road (which forms the southerly boundary of the application site). By inspection, it was determined that there were no recorded personal injury road crashes during the period in question on either Bacup Old Road or Dog Pits Lane within the vicinity of the application site.

14.4 The investigation revealed that five collisions have occurred within the area under examination that have resulted in personal injury, three causing slight injury and two resulting in serious injuries. The five collisions resulted in a total of 14 casualties.

14.5 The location of the recorded collisions is shown in Figure 14.1 below. It is immediately apparent that the five collisions are distributed across the study area and do not form a cluster of collisions that would warrant further, detailed investigation that might lead to the identification of a recurring accident problem requiring remedial engineering treatment. The five collisions are isolated incidents, unlikely to warrant or be responsive to engineering intervention.

14.6 Nonetheless, in order to allow a more detailed analysis to be made of the identified collisions, reference was made to the CrashMap website (which provides details of all road traffic collisions resulting in personal injury that are reported to the police) and the relevant records were obtained. Whilst the CrashMap records do not provide full STATS19 data, they are considered to provide a level of detail appropriate to the current study given the relative infrequency and isolated nature of the incidents recorded, enabling collision frequency and casualty severity to be examined and any common collision factors, such as location or weather conditions, to be identified and assessed. Given the potentially sensitive nature of the data it is not reproduced as part of this report.

8 www.crashmap.co.uk
Figure 14.1

Location of Personal Injury Collisions in the Immediate Vicinity of the Site (January 2007 – October 2012)

Source: Lancashire County Council

Key:

Date, Day
Time, Severity
Weather/Road Conditions

NORTH
14.7 Examination of the data shows that no collisions resulting in death have occurred within the latest 70-month period within the study area.

14.8 The distribution of the five recorded collisions by year and severity over the period is presented in Table 14.1 below.

<table>
<thead>
<tr>
<th>Collision Severity</th>
<th>Date of Collision</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLIGHT</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>SERIOUS</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>FATAL</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Table 14.1 Distribution by Year and Severity of Personal Injury Collisions Recorded Within the Study Area Between January 2007 and October 2012

14.9 All but one of the five collisions occurred when the weather was described as fine (the other occurring in the rain) although two occurred when the road surface was described as wet and a third in snow. Whilst five collisions represent a small sample, there is a relatively high incidence of crashes occurring when adverse road surface conditions obtained (60%).

14.10 One of the five recorded collisions occurred in the dark. This represents 20% of the recorded incidents, which is considered broadly representative of roads in built-up areas with street lighting and subject to 30mph speed limits.

14.11 There is no commonality with regards to month of the year or day of the week, although 2 of the 5 recorded incidents occurred on Saturdays and 2 occurred in October. There is similarly no consistency with regards to time of

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9 Table RAS10007 Reported Accidents by Daylight and Darkness, Road Surface Condition, Built-up and Non-Built-up Roads, Speed Limit and Street Lighting 2010: Department for Transport June 2011
day and only one of the recorded incidents occurred during the traditional weekday morning or evening peak hours.

14.12 None of the collisions resulted in personal injury to a pedestrian (adult or child) or to a cyclist (adult or child). Similarly, none of the collisions resulted in personal injury to a motorcycle rider or passenger.

14.13 Of the 14 recorded casualties, 12 sustained slight injuries and 2 sustained injuries described as serious.

14.14 Only one of the five accidents recorded during the 70-month period under consideration occurred at or close to the junction with the existing vehicular access adjacent to the Northern Primary School that would form the access to the proposed development. This occurred in 2007 and involved a collision between a car and a goods vehicle under 3.5T, resulting in slight injuries to the driver and passenger of the car. The CrashMap description does not indicate that either vehicle was carrying out a turning manoeuvre at the time of the incident. This is clearly a single, isolated incident, apparently not directly attributable to turning manoeuvres at the junction, and there have been no recorded collisions resulting in personal injury at this location since August 2007. The collision record at the junction of Burnley Road with the existing access road that would form the access to the proposed development is therefore considered to be good.

14.15 One collision was recorded a short distance to the south of this, to the frontage of the terraced houses numbered 1-7 Burnley Road, and occurred in October 2009, resulting in serious injuries to one car driver and slight injuries to another. The incident occurred in the wet (but in daylight when the weather was fine) and involved five vehicles, one of which was parked. Of the four other vehicles (three cars and a goods vehicle over 7.5T) CrashMap describes one car as ‘passing a stationary vehicle on its offside’, the goods vehicle as being held up, waiting to proceed normally, and the remaining two cars as proceeding normally. It is considered reasonable to assume that the presence of the parked car was a contributory factor in the incident, but once again this appears to be an isolated occurrence, not repeated in the following 3 years for which records are currently available.
14.16 The collision recorded immediately to the south of the junction with Bacup Old Road also involved a parked car. Two other cars were involved in this incident, which occurred in snow, but despite its proximity to the junction CrashMap does not identify either car as carrying out a turning manoeuvre. The collision resulted in slight injuries to both car drivers and to a child (under 16) car passenger (shown by the green symbol on Figure 14.1).

14.17 The remaining two collisions, both occurring on Saturdays, both involved vehicles turning right, but these both appear to be related to accesses to private premises rather than at road junctions.

14.18 Overall within the study area, 5 collisions that resulted in personal injury were recorded within the 70-month period under examination. These resulted in a total of 14 casualties, none of which were fatal. Two of the 14 casualties sustained serious injuries and the remaining twelve incurred slight injuries. There were no recorded collisions involving pedestrians, pedal cyclists or motorcyclists and only one child casualty (a car passenger) was recorded. The one incident recorded at or close to the proposed site access did not involve a turning vehicle, whilst it appears that a parked car was a factor in the incident that occurred immediately to the south of the proposed access. It is concluded that these five incidents, at different locations, appear to be unique events with no common causation factors and that their frequency, at less than one per year on average, is not high.
Section B – Proposed Development

15 Description of the Proposed Development

15.1 Park Lane and Co Developers Ltd propose to develop the application site to create a new Care Facility.

15.2 The proposed development would comprise a 42-bed specialist health care unit and 40 close care apartments, with an overall gross internal floor area of 5,210m². The proposed care facility would be open to all ages and would provide specialist health care such as that relating to acquired brain injuries, respite care or intermediate care.

15.3 The proposed building, part one-storey and part two-storey would be constructed towards the southerly end of the application site. The 42 specialist health care beds would be arranged in two-storey (32 beds) and single storey (10 beds) wings at the southerly end of the building. The 40 close care apartments, of which 38 would be single-bedroom and the remaining two would be two-bedroom, would be located in a two-storey wing in the north easterly part of the building. The wings would radiate from communal facilities located at the heart of the complex, comprising reception, offices, staff restroom, dining and kitchen facilities, stores, utility areas, clinic, occupational therapy unit and lounge. The close care apartments, whilst having a separate pedestrian entrance, would be linked to the communal facilities via a glazed walkway.

15.4 In planning terms, the proposed care facility would fall within use class C2, Residential Institutions.

15.5 Externally, it is proposed to provide private landscaped gardens for use by the residents. To the front of the building, a landscaped car parking area and dedicated access road and turning area for service vehicles would be provided. The opportunity would be taken to incorporate within the site, car parking for the residents of and visitors to the terraced properties that front onto Burnley Road at the site’s north easterly corner and staff/parent parking.
(including a drop off/pick up facility) for the use of the school. Parking is discussed in more detail in Section 17 of this report.

15.6 Access to the site for vehicles and pedestrians would be via the existing access track that runs between the Northern Primary School and the gable of number 7 Burnley Road, at the northerly end of the site. It is proposed that this existing access and its junction with Burnley Road would be upgraded and improved as part of the development. This is discussed in more detail in Section 20 of this report. A secondary, secure access (which could be used on foot by staff walking or cycling to and from the site) is proposed at the southerly end of the site onto Bacup Old Road.

15.7 The proposed layout of the development is shown on the architect’s site plan. A copy of that plan is included as Appendix B to this report.

16 Transport Characteristics of the Proposed Development

Predicted Vehicle Trip Generation

16.1 In accordance with the latest guidance on the preparation of Transport Assessments\textsuperscript{2}, it is appropriate to assess the total trip generation of the proposed development by all modes rather than examine only vehicle trip generation as has been the case in the past.

16.2 In order to establish suitable trip rates for the proposed development, reference was made to the latest version of the TRICS database (Version 2013(a)v6.11.1). In order to maximise the number of survey locations from which a screened sample of suitable comparison sites could be selected, it was decided in the first instance to consider vehicle trip rates.

16.3 Reference was made to the \textbf{Health – Care Home} dataset. For this type of development, TRICS presents trip rates by number of residents or by number of parking spaces. Given that the architect has produced detailed proposals for the development, it is considered appropriate to base the assessment on the number of residents, as this would provide the most accurate forecast of the number of trips likely to be generated.
16.4 Based on the proposals for 42 specialist health care beds, 38 single-bedroom close care apartments and 2 two-bedroom close care apartments, the number of residents for the purposes of the assessment is taken as 84.

16.5 It is appropriate in the first instance, having regard to the Transport Assessment guidance, to endeavour to establish trip rates by identifying a suitable comparison site within the database that is representative of the subject site in terms of its location, accessibility and size.

16.6 An initial, screened sample of sites was therefore identified, based on the following main selection parameters:

- **Trip rates by number of residents** were selected
- **Trip rates for vehicles** were selected
- **Weekday surveys** were selected
- **Sites in England** were selected

16.7 This produced a sub set of 5 sites, as listed below:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Area</th>
<th>Location</th>
<th>Number of Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>BU-05-L-01</td>
<td>Brain injury rehabilitation/care home</td>
<td>MILTON KEYNES</td>
<td>Suburban/Residential Area</td>
<td>9</td>
</tr>
<tr>
<td>DH-05-L-01</td>
<td>Care home</td>
<td>DARLINGTON</td>
<td>Suburban/Residential Area</td>
<td>35</td>
</tr>
<tr>
<td>DS-05-L-01</td>
<td>Care home/respite care/physiotherapy</td>
<td>DERBY</td>
<td>Edge of Town Centre</td>
<td>43</td>
</tr>
<tr>
<td>HO-05-L-01</td>
<td>Dementia care. Disability care and young adult care</td>
<td>ISLEWORTH, HOUNSLOW</td>
<td>Suburban/Residential Area</td>
<td>62</td>
</tr>
<tr>
<td>NR-05-L-01</td>
<td>Care home and psychiatric hospital</td>
<td>NORTHAMPTON</td>
<td>Suburban/Residential Area</td>
<td>58</td>
</tr>
</tbody>
</table>

16.8 The sites listed range in size from 9 residents to 62 residents, with an average of 41. Judged by size, therefore, none of the screened sample of sites is directly comparable with the application proposal. Each of the listed sites was subjected to a more detailed assessment of its comparability with the proposed development in terms of size, location and accessibility.
16.9 With regards to size, that at Milton Keynes was considered to be too small to be representative of the application proposal. In terms of location, the Derby site is identified as an Edge-of-Town-Centre location and is, in fact, located close to Derby City Centre, a location unlikely to be representative of the application site. Similarly, the locations of the sites at Darlington, Isleworth and Northampton were considered to be too built-up to be representative of the Bacup site. Having regard to accessibility by public transport, all of the comparison sites were considered to have better bus service access than the application site and two also had access to a railway station within 1km.

16.10 It was concluded, therefore, that it was not possible to identify a single site that would provide a sufficiently suitable comparison with the proposed development. As suggested by the guidance on transport assessment, consideration was therefore given to the use of more traditional mean and 85th percentile trip rates based on the screened sample of the selected sites. The mean trip rates were ranked by totals of arrivals and departures for the working day (0700 – 1900) to produce a proxy 85th percentile site (DH-05-L-01, Darlington). Whilst this site has 35 beds (the second lowest of the comparison sites in terms of size), it nonetheless produces the second highest trip rates of the five sites under consideration. It is worth noting that, within the screened sample of sites, total daily trip rates per resident tend to decrease with increasing numbers of residents. It is considered reasonable to assume, therefore, that the trip rates generated by the proposed development would tend to be lower than those associated with the proxy 85th percentile site and it is concluded, as a result, that application of the proxy 85th percentile trip rates to the proposed development would produce a robust assessment of traffic generation.

16.11 Mean and proxy 85th percentile trip rates were obtained for the morning and evening weekday peak hours (0800 – 0900 and 1700 – 1800), for the development peak hour and for the working day (0700 – 1900). These trip rates were then applied to the number of beds proposed, 84, to produce mean and 85th percentile predicted vehicle trip generations for the proposed development. The mean trip rates and resulting forecast of mean vehicle trips are presented in Table 16.1 below. The proxy 85th percentile trip rates and associated forecast vehicle trips are presented in Table 16.2.
<table>
<thead>
<tr>
<th>Time</th>
<th>Arrive</th>
<th>Depart</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Trip Rate</td>
<td>Vehicles</td>
<td>Trip Rate</td>
</tr>
<tr>
<td>0800-0900</td>
<td>0.072</td>
<td>6</td>
<td>0.068</td>
</tr>
<tr>
<td>1700-1800</td>
<td>0.048</td>
<td>4</td>
<td>0.072</td>
</tr>
<tr>
<td>1300-1400</td>
<td>0.140</td>
<td>12</td>
<td>0.101</td>
</tr>
<tr>
<td>0700-1900</td>
<td>1.037</td>
<td>87</td>
<td>1.058</td>
</tr>
</tbody>
</table>

Trip rates are per resident.

**Table 16.1** Mean Trip Rates and Resulting Predicted Weekday Peak Hour and Daily Traffic Flows Associated with the Proposed Development

<table>
<thead>
<tr>
<th>Time</th>
<th>Arrive</th>
<th>Depart</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Trip Rate</td>
<td>Vehicles</td>
<td>Trip Rate</td>
</tr>
<tr>
<td>0800-0900</td>
<td>0.057</td>
<td>5</td>
<td>0.229</td>
</tr>
<tr>
<td>1700-1800</td>
<td>0.114</td>
<td>10</td>
<td>0.143</td>
</tr>
<tr>
<td>1900-2000</td>
<td>0.343</td>
<td>29</td>
<td>0.200</td>
</tr>
<tr>
<td>0700-1900</td>
<td>1.743</td>
<td>146</td>
<td>1.742</td>
</tr>
</tbody>
</table>

Trip rates are per resident. Small discrepancies due to rounding errors.

**Table 16.2** Proxy 85th Percentile Trip Rates and Resulting Predicted Weekday Peak Hour and Daily Traffic Flows Associated with the Proposed Development

16.12 Based on this robust assessment, it is predicted that the number of vehicle trips that would be generated by the proposed development would be low in either of the traditional network peak hours; 12 in the weekday morning peak hour (6 arriving and 6 departing) and 10 in the weekday evening peak hour (4 arriving and 6 departing) based on mean trip rates, rising to 24 (5 arriving and 19 departing) and 22 (10 arriving and 12 departing) respectively based on proxy 85th percentile trip rates.

16.13 The peak hour for development-generated vehicle movements would not occur in either of the traditional weekday peak hours and would remain at a
relatively low level; 20 (12 arriving and 8 departing) based on mean trip rates and 46 (29 arriving and 17 departing) based on proxy 85\textsuperscript{th} percentile trip rates, the latter occurring in the evening.

16.14 Over the course of the weekday working day, taken here as 0700 – 1900, the predicted level of vehicle trips associated with the proposal is 176 (87 arriving and 89 departing) based on mean trip rates and 293 (146 arriving and 146 departing) based on proxy 85\textsuperscript{th} percentile trip rates. Again, these figures are low in network terms, representing one vehicle movement into or out of the site every 4 minutes on average based on mean trip rates whilst the higher (85\textsuperscript{th} percentile) figure represents on average almost 2½ minutes between each vehicle movement into or out of the site.

16.15 It is considered reasonable to assume that actual traffic generation associated with the proposed development is likely to fall within the range defined by the predictions based on mean and 85\textsuperscript{th} percentile trip rates presented above.

16.16 The TRICS data used in the above analyses are presented at Appendix C to this report.

**Person Trip Generation By Mode**

16.17 In order to estimate how these vehicle trip generation forecasts might relate to the total person trips generated by the proposed development reference was made to the 2001 Census data.

16.18 The site of the proposed development is located in the **Greensclough Ward** of the Rossendale Borough.

16.19 Reference was therefore made to the 2001 Census information for the Greensclough ward. It is considered that a reasonably accurate peak period forecast of modal split for the proposed development is obtained by examining the travel-to-work patterns of those working in the area, especially as the number of goods vehicle movements associated with the proposed development is likely to be low and particularly at these times. This will reflect current travel-to-work behaviour in the area. The travel-to-work data by mode
for people having a destination in Greensclough ward were examined. Taking account of the proportion of people who work at or from home, the percentage of people travelling to work by each mode is presented in Table 16.3 below.

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Percentage by Each Mode</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car (Driver)</td>
<td>57.92</td>
<td></td>
</tr>
<tr>
<td>Taxi</td>
<td>0.17</td>
<td></td>
</tr>
<tr>
<td>Motorcycle</td>
<td>1.50</td>
<td></td>
</tr>
<tr>
<td>Tram/Train</td>
<td>0.34</td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>5.73</td>
<td></td>
</tr>
<tr>
<td>Car (Passenger)</td>
<td>10.84</td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.11</td>
<td></td>
</tr>
<tr>
<td>Walk</td>
<td>22.23</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.17</td>
<td></td>
</tr>
<tr>
<td><strong>Vehicles</strong></td>
<td><strong>59.59%</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

Source: 2001 Census data

**Table 16.3** Travel to Work by Mode (Percentage) for People Working in the Greensclough Ward

16.20 As the numbers of goods vehicles likely to be generated by the proposed development would be low, it is considered reasonable to assume that the forecast of total vehicle movements derived from TRICS represents a combination of trips by car, motorcycle and taxi. On this basis, it can be seen from Table 16.3 that these vehicle movements account for 59.59% of total person trips.

16.21 The distribution by mode shown in Table 16.3 above is broadly consistent with the accessibility assessment presented in Sections 10 to 13 of this report. Whilst, not surprisingly, travelling as a car driver is the most common mode, this is not as high as in many other parts of the country and a significant proportion of people travel to work by more sustainable means of travel. A high proportion, 22.23% walk to work, reflecting the accessibility of the site to extensive residential areas in Bacup and Weir, car sharing is popular (accounting for 10.84% of trips to work) and a reasonable proportion (5.73%) travel by bus. The proportion of journeys to work undertaken by bicycle is perhaps disappointing at 1.11% but possibly reflects the local...
terrain whilst the low percentage travelling by train reflects the comparative remoteness of the nearest stations from the site.

16.22 The distribution presented in Table 16.3 above is regarded as a realistic basis for the assessment of the proposed development. Whilst the distribution relates specifically to travel-to-work habits, and perhaps would not tend to be wholly representative of the trips made by visitors to the care facility, it is nonetheless considered that it would be broadly representative of the modal split of trips generated by the proposed development during the course of the weekday working day, and especially the peak hours, when visitor trips are likely to be less numerous.

16.23 The higher vehicle trip generation forecasts, as presented in Table 16.2 above (which are based on proxy 85th percentile trip rates and as explained in paragraph 16.20 above include trips by car, taxi and motorcycle), were therefore extrapolated by applying the modal split presented in Table 16.3 to establish a robust overall forecast of weekday person trips by mode for the proposed development for the time periods under consideration. These forecasts are presented in Table 16.4 below.

16.24 Given the nature of the proposed development, and to achieve a robust assessment, it is considered reasonable to assume that all of the vehicle trips would be new to the local highway network. The effects of pass-by, linked or diverted trips can therefore be ignored.

16.25 From Table 16.4 below, it can be seen that the proposed development is predicted to generate a small number of bus passenger trips each hour, and a total of 28 over the course of the period 0700-1900. These additional trips are unlikely to have any adverse impact on the capacity of local bus services, but will help to promote the continuing viability of existing services.
Table 16.4 Predicted Weekday Person Trips Generated by the Proposed Development by Mode of Transport

PT = Public Transport
Small discrepancies due to rounding errors

17 Parking Provision


17.2 In accordance with government guidance, the car parking standards are maxima, whilst those for cycles, the mobility impaired and motorcycles are minimum standards.

17.3 The Core Strategy requires that an accessibility questionnaire is completed. The results of this are presented in Table 17.1 below.

17.4 The accessibility questionnaire indicates a score of 16, which is at the bottom end of the range of scores defining a Medium level of accessibility. As a result, it is appropriate that the baseline parking standards are applied to the proposed development, with no reduction due to the accessibility of the site by non-car modes.

17.5 In land use terms, the proposed development falls within use class C2 ‘Residential institutions’. A 42-bed specialist health care unit and a total of 40 close care apartments are proposed.

17.6 Within land use class C2, the Core Strategy sets parking standards for cars for Nursing Homes, Residential Training Centres and Hospitals The car parking standard applicable to Nursing Homes is 1 space per 5 bedrooms, resulting in a maximum allowable provision for the proposed development of 17 spaces if this standard were to be applied. The Core Strategy indicates that any unspecified uses will be considered on their merits. Nursing homes provide supervised residential accommodation for the elderly, whereas the proposed development would provide care and accommodation that is not specifically for the elderly. Consequently, it is considered that, in the case of the current application, the level of proposed parking provision should be treated on its own merits.
<table>
<thead>
<tr>
<th>Access Type</th>
<th>Criteria</th>
<th>Criteria Score</th>
<th>Sub-Score</th>
<th>Development Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>Distance to nearest bus stop from main entrance to building (via direct, safe route)</td>
<td>&lt;200m – &lt;300m – &lt;500m – &gt;500m -</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Cycling</td>
<td>Proximity to defined cycle routes</td>
<td>&lt;100m – &lt;500m – &lt;1km -</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Bus frequency of principal service from nearest bus stop during operational hours of the development</td>
<td>Villages and rural Hourly or less 2-hourly or less 1 or more per day</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Number of bus services serving different localities stopping within 200m of main entrance</td>
<td>4 or more localities served 3 2 1</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Train frequency from nearest station (Mon – Sat daytime) (if within 15 minutes drive)</td>
<td>30 minutes or less 30 – 59 minutes Hourly or less frequent</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Drive to nearest station</td>
<td>10 minutes or less 15 minutes or less</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>Travel reduction opportunities</td>
<td>Facilities on site or within 100m that reduce the need to travel</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>16</td>
<td>16</td>
</tr>
</tbody>
</table>

Table 17.1 Core Strategy Accessibility Questionnaire Completed in Respect of the Application Site
17.7 With regard to parking for those persons whose mobility is impaired, the Core Strategy DPD stipulates a minimum of 1 space per 10 car spaces, which would require a minimum of 2 spaces designed to mobility standards.

17.8 The Core Strategy DPD also stipulates a standard of parking provision for cycles of 1 space per 10 car parking spaces (requiring a minimum in this instance of 2 spaces) and for motorcycles of 1 space per 25 car parking spaces (requiring a minimum of 1 space in this case).

17.9 Whilst, as demonstrated earlier in this report, the application site is readily accessible on foot, by bicycle and by public transport, the accessibility questionnaire developed by the County Council and embodied in the Core Strategy illustrates that, in the wider context, the application site would be regarded by the local authorities as lying at the lower end of the range that defines a medium level of accessibility. Beyond this, it is considered important to recognise that the proposed development would be operational on a 24-hours per day basis and that staff and, perhaps more specifically, visitors would need to travel to and from the site outside the normal working day – in the evenings and on Sundays - when it must be acknowledged that local bus services do not operate and that travelling on foot or by bicycle might be viewed as less attractive. As a consequence, and acknowledging that the development is not a Nursing Home but a care facility (such that the published standard is not necessarily appropriate or applicable to the proposed development) it is the applicant’s assessment that a higher level of parking provision for the proposed development is required. It is therefore proposed to provide 27 car parking spaces for the proposed care facility. This still represents a low ratio of under 0.33 spaces per bed. In addition, 4 spaces designed to mobility standards and located adjacent to the main entrance to the building would be provided. The applicant recognises the importance of encouraging people to travel to and from the proposed development by sustainable forms of transport and it is therefore proposed to provide 14 secure cycle parking spaces and a designated area for 6 motorcycles, a provision well in excess of the minimum standards set out in the Core Strategy DPD.
17.10 As part of the development it is also proposed that parking would be provided within the application site for the use of staff and parents associated with the Northern Primary School and for residents of the terraced properties that front onto Burnley Road at the northerly end of the site and their visitors. At the present time staff and parents park within the unmade access road located between the application site and the school (and which would form the vehicular access to the proposed development) and at the start and end of the school day extensive parental parking has been observed to take place along the westerly side of Burnley Road, including to the frontage of the terraced properties numbered 1-7. This latter parking has been seen to extend southwards along the site frontage, next to the retaining wall where there is a lack of a suitable footway. This practice is considered potentially hazardous for school pupils when being dropped off and collected from school. The terraced residential properties that front onto Burnley Road at the northerly end of the site do not have their own off-street parking provision and therefore residents and their visitors will tend to park on the main road. It is worth noting that one of the two personal injury road collisions that have been reported within the last 70 months in the vicinity of the existing access road (see Section 14 of this report) occurred within the frontage of the terraced houses and involved a parked car.

17.11 It is therefore proposed to provide within the site, as shown on the architect’s site plan, 27 car parking spaces at the northerly end of the site for school use during the daytime. These spaces are arranged so that parents dropping off or picking up pupils would be able to circulate around the parking area in a forward gear clear of the main access to the care facility. This would avoid the need for cars to be parked within the access road adjacent to the school or on Burnley Road and is therefore seen as a positive contribution to the safety of pupils and to highway safety generally. It is also proposed to provide 15 spaces for the dedicated use of residents of the terraced properties. Again, this should provide off-street parking for these dwellings, avoiding the need for parking on the main road. To avoid over-provision of spaces it is anticipated that the school spaces would be available out of school hours for the use of residents and their visitors.
18 Servicing Arrangements

18.1 Appropriate provision would be made for service vehicles to access the development. The largest vehicle likely to require access to the proposed care facility would be a refuse freighter.

18.2 Service traffic would use the main vehicular access to the site from Burnley Road and enter the site at its northerly end. As can be seen from the architect’s proposed site layout drawing, a largely dedicated service road, 5.5m wide, would run along the north westerly boundary of the site extending to a service access located in the north westerly façade of the proposed building. A turning facility would be provided, enabling all service vehicles to enter and leave the site in a forward gear.

19 Construction

19.1 It is proposed that access to the site during the construction phase of development would be from Burnley Road, using the proposed access to the development.

19.2 Clearly, during the construction phases there would be a need to transport personnel, plant, goods and materials to the site and these activities would be expected to generate a varying number of vehicle movements per day.

19.3 It is not possible to be definitive with regard to traffic generation during the construction phases of development. It is, however, anticipated that the number of vehicle movements generated by these activities would be lower than the number generated once the development is open.

19.4 Construction activities, including storage of materials and parking, would be confined within the site boundaries.

19.5 The applicant is aware of the sensitive nature of the location in the context of construction activities, in terms of the proximity of the site and its access to existing residential premises and to the Northern Primary School. Should planning approval be granted, the Main Contractor appointed to undertake the
construction would be made aware of these issues and would be required to liaise extensively with adjoining residents and with the school.

19.6 Careful consideration would be given to the timing and phasing of the works. Whilst these would be matters primarily for the Main Contractor, it is anticipated that prior to the commencement of substantial works to the main building, parking provision would be made on-site for the school and residents and that sufficient works would be carried out to the existing access and its junction with Burnley Road to ensure that goods vehicles would be able to enter and leave the site safely. Appropriate wheel washing facilities would be provided to ensure that vehicles do not deposit mud on the highway.

19.7 It is anticipated that similar arrangements would be required during decommissioning.

20 Transport Impact and Mitigation

20.1 The number of vehicle trips and the number of trips by all modes that the proposed development would be expected to generate are set out in Section 16 of this report.

20.2 Based on a robust assessment, Tables 16.1 and 16.2 above demonstrate the range of values within which it is considered reasonable to assume that the traffic generation associated with the proposed care facility would lie. Predicted hourly vehicle flows, in the traditional network peak hours and the peak hour for development-generated traffic, would be modest and would be unlikely to have a noticeable impact on the operation and safety of the highway network. The analysis also demonstrates that the peak hour for development-generated traffic would be unlikely to coincide with the traditional network peak hours. The predicted vehicle flows over the course of the working day would similarly not be high, with a maximum of 146 vehicles predicted to enter the site and 146 to leave the site over the course of a twelve-hour period representing the normal working day; this represents on average one vehicle movement into and out of the site every 5 minutes.
Clearly, the care facility would be expected to generate few heavy goods vehicle movements.

20.3 Based on this assessment it is concluded that the proposed development would be unlikely to have any significant adverse impact on prevailing air quality in the vicinity of the site.

20.4 It is predicted that the proposed development would generate 40 person trips in the morning peak hour, 37 in the evening peak hour, 77 in the peak hour for the development and 492 over the course of the working day (Table 16.4 above). A majority of trips would be by private car but almost 11% of overall trips would be as a car passenger. A small number of public transport trips are forecast, almost all by bus, but these would not have any adverse impact on existing public transport services, rather they should help to sustain the viability of existing local bus services. A total of 114 trips over the working day, including 9 in the morning peak hour, 8 in the evening peak hour and 18 in the peak hour for the development would be undertaken on foot or by bicycle, with people travelling on foot accounting for the overwhelming majority of these, thus having minimal impact on the transport system or local highway network.

**Access and Off-Site Highway Improvement Works**

20.5 As described above, it is proposed that vehicular access to the site would be from Burnley Road, utilising the existing access track adjacent to the Northern Primary School. As indicated in paragraph 6.5 above, the existing access is unmade and its condition and visibility for drivers emerging onto Burnley Road are currently substandard and it is acknowledged that the access, and its junction with Burnley Road, would need to be improved in order to serve the proposed development.

20.6 As part of pre-application discussions with Lancashire County Council in its role as highway authority, in May 2012, the improvements that would be required to the access were explored. The County Council indicated that, as Burnley Road is subject to a 30mph speed limit, a visibility standard of 2.4m x 43m would be acceptable, in accordance with the recommendations of the
Manual for Streets\textsuperscript{11}. The County Council also indicated that the existing access should be made up to adoptable standards and that a footway should be provided alongside the gable of 7 Burnley Road. The applicant was invited to prepare a scheme designed to achieve the necessary visibility requirements and the improvement of the access, to be submitted to and considered by the highway authority in advance of any planning application submission.

20.7 A scheme for the improvement of the access and its junction with Burnley Road was subsequently developed and submitted to the County Council in June 2012. This scheme was discussed further at a pre-application meeting with officers of Rossendale Borough Council and Lancashire County Council on 12 July 2012, and was broadly supported. Following the meeting, some minor amendments were made to the scheme, which is shown on drawing number 2475/01 revision A included at Appendix D to this report.

20.8 The drawing shows that it is proposed to make up the existing access track to adoptable standard, incorporating a 5.5m wide carriageway and a 1.8m wide footway adjacent to the gable of 7 Burnley Road and it is understood that these dimensional standards are acceptable to the County Council.

20.9 At the junction with Burnley Road, it is proposed to introduce footway build-outs on the westerly side of the carriageway, to the frontage of the terraced properties and the Northern Primary School. This reduces the carriageway width of the main road to 6.1m thereby allowing the point at which drivers of vehicles emerging from the access road are required to give way to vehicles on the main road to be advanced so that visibility in both directions along the main road would be significantly improved.

20.10 Visibility of 2.4m x 43m as required by the County Council would readily be achieved to the right of the access, the critical direction. To the left of the access visibility would continue to be affected by the gate post of the Northern Primary School, but only marginally so; the proposed scheme achieves 2.4m

x 43m to the centre line of Burnley Road, and both a 2m x 66m visibility splay and a 2.27m x 43m visibility splay to the nearside channel/kerb line.

20.11 The proposed footway build-outs would have additional benefits, especially that to the frontage of the Northern Primary School. The existing footway to the frontage of the school tapers in width, from approximately 2m wide at its northerly end, near to the school entrance, to a minimum of around 770mm at its southerly end, near to the proposed site access. Clearly, the existing width of the footway is substandard and is potentially hazardous, especially at times when large numbers of children might be congregating. The proposed scheme achieves a significant improvement in the width of the footway along the school frontage, from a width of around 3.3m at its northerly end near to the school entrance to just over 2m at its southerly end, near to the proposed site access.

20.12 The existing School Keep Clear marking would be reinstated on its new alignment and an area of coloured surfacing is proposed to highlight the location of the School Crossing Patrol Warden.

20.13 In order to maximise the benefits of the improved visibility to the right of the access and given that it is proposed to provide on-site parking for the residents of the terraced housing and their visitors, the scheme suggests that No Waiting At Any Time (double yellow line) restrictions are introduced to the footway build-out to the south of the access, although this would be subject to the approval of a Traffic Regulation Order. Whilst beneficial, especially given that a parked vehicle was implicated in one of the reported personal injury collisions that occurred at this location as discussed in Section 14 of this report, the proposed restrictions are not seen as an essential element of the improvement scheme.

20.14 The County Council has indicated that the benefits of the proposed scheme, in terms of improving footway provision (especially for school children) and the potential for regulating vehicle speeds on the main road, are acknowledged.
20.15 It is concluded that the proposed off-site highway works would achieve a satisfactory level of visibility to both left and right of the proposed access, would improve footway provision on Burnley Road and would have the potential to enhance highway safety, and that they would represent a satisfactory means of access to the proposed development.

**Travel Plan**

20.16 As part of pre-application discussions, Lancashire County Council, in its role as local highway authority, confirmed that a Travel Plan would be required (in accordance with the thresholds set out in the County’s Parking Standards document¹) but that this could be secured by means of a condition attached to any planning approval granted for the proposed development.

20.17 Whilst the impact of the proposed development on the transport network by all modes is not high, a Travel Plan (a package of measures designed to encourage those travelling to and from the development to do so by sustainable modes of transport in preference to the private car, particularly where the driver travels alone) would help to further mitigate the impact of the proposed development on the local highway network.

20.18 The focus of the Travel Plan would be to put measures in place to encourage those travelling to and from the site (in particular employees but, wherever possible, visitors as well) to do so in as sustainable a way as possible.

20.19 The key role in the day-to-day development and implementation of the Travel Plan would be that of the **Travel Plan Co-ordinator (TPC)**, who would be a senior member of staff who would take on the role of TPC alongside their other duties. Their responsibilities would include promoting and maintaining commitment and support for the Travel Plan amongst senior colleagues, staff and their representatives; developing and implementing marketing and awareness raising campaigns to promote the Travel Plan; providing a point of contact with public transport operators and local authority officers; arranging Travel Surveys and other data collection to inform the development of targets and the future monitoring of the Plan; the collection and distribution of information, including publicity material; providing a point of contact for staff and others requiring travel information and ensuring that Travel Plan information is provided to all new employees.
20.20 The Travel Plan would build on the accessibility assessment of the site as presented in this report and on the results of a **Staff Travel Survey to be carried out within the first three months of occupation** (which would identify current travel habits of employees and their attitudes to change), to identify a package of measures designed to encourage staff, and wherever possible visitors, to use their cars more wisely and to choose to travel to and from the site by alternative modes of transport that are more sustainable.

20.21 The **package of Travel Plan measures** would be tailored to the needs of the business, the residents, staff and visitors and have regard to the site accessibility assessment and the actual modal split of journeys to and from the site identified from the staff travel survey. It is not possible at the planning application stage to be definitive regarding the package of Travel Plan measures as it would be inappropriate to set measures in place without the participation and support of staff. However, taking as a starting point the predicted modal split of trips to and from the site as presented in this report (Table 16.3 above) it is possible to identify a number of key features that would be likely to form part of any future action plan. These are summarised below.

- **Walking.** Currently the most popular mode of travel to work by sustainable means in the local Ward area, it will be a challenge for the Travel Plan to maintain the high proportion of trips undertaken by this mode. However, given the topography of the area (which means that there are essentially two walking routes to the site, north and south along the river valley) the potential would exist to establish a **Walking Partners Scheme** that puts employees in touch with others walking from the same area so that those that would otherwise be put off from walking alone would enjoy a more sociable experience and feel more secure. The TPC would also promote the health benefits of walking.

- **Cycling.** Currently under-represented as a mode of travel in the local Ward area, the TPC would promote the health benefits of cycling. Cycling would be encouraged by the provision on site of 14 secure cycle parking spaces for the use of staff and visitors.
• **Car Sharing.** The travel-to-work data for the local Ward area reveals that almost 11% of commuters travel as a car passenger, indicating a willingness to car share. Staff would therefore be encouraged to participate in a car sharing scheme, either one already established in the local or wider area – such as [www.liftshare.co.uk](http://www.liftshare.co.uk) or [www.sharedwheels.co.uk](http://www.sharedwheels.co.uk) - or, if sufficient demand is identified through the staff travel survey, one set up by the TPC.

• **Public Transport.** The TPC would provide staff and visitors with up-to-date details of local bus services accessing the site.

• **Emergency Ride Home.** The fear of being at work without access to a car when an emergency arises requiring an employee to leave urgently is a big disincentive to participation in schemes involving giving up the use of the car. The provision of a guaranteed ride home should the need arise for car sharers, cyclists, walkers and those using public transport would go a long way to overcoming this resistance.

20.22 Additional initiatives that could be considered would affect both staff and visitor travel habits and might include:

• A web site that would provide visitors with details of bus services accessing the site and other means of travelling to and from the site other than by car

• The TPC could co-ordinate the needs of residents and staff to access local services and amenities, such as those available in Bacup Town Centre, thereby minimising the number of vehicle trips made for these purposes

• Establishing an account with a local taxi company with a view to taxi-sharing for trips that might otherwise be undertaken independently

• The TPC might liaise with senior management to maximise the potential for co-ordinating the working hours of staff who live close to each other so that they would be able to choose to travel to and from the site together rather than independently

• Maximising the use of telephone/Video conferencing for meetings to avoid business travel by car

• Maximising the recruitment of staff within the local area

• Personalised travel planning for individual members of staff.
20.23 The objectives of the Travel Plan would be to:

- Reduce unnecessary travel, especially by car
- Encourage the use of more sustainable forms of travel
- Help staff and visitors to be able to choose to travel to and from the site by more sustainable modes of transport by providing appropriate information and infrastructure
- Ensure that all staff, including new recruits, are aware of the Travel Plan.

20.24 The TPC would assess the potential effectiveness of the package of measures and set realistic and achievable targets for shifts in mode share, to be achieved over the life of the plan, typically a 3 – 5 year period. During this time, the TPC would carry out a process of continuous review to ensure that the Travel Plan continues to be effective and to meet the needs of the development.

Summary and Conclusions

21 Summary and Conclusions

21.1 Park Lane and Co Developers Ltd propose to develop a 1.509 hectare site at Burnley Road in Bacup, Lancashire to create a new care facility, within use class C2, that would comprise a 42-bed specialist health care unit and 40 close care apartments.

21.2 The site, previously used for agricultural purposes, lies adjacent to the A671 Burnley Road within an established area of largely residential ribbon development located between the main built-up area of Bacup to the south and the suburb of Weir to the north. The site lies immediately to the south of the existing Northern Primary School, approximately 1.7km to the north of Bacup Town Centre and approximately 10km south east of Burnley.

21.3 The proposal would involve the construction of a part one-storey, part two-storey specialist health care unit incorporating communal facilities linked to a two-storey building housing the close care apartments, together having a gross internal floor area of 5,210m². The proposed care facility would be open
to all ages and would provide specialist health care such as that relating to acquired brain injuries, respite care or intermediate care. Externally, landscaped private gardens would be provided together with a landscaped car parking area and dedicated access road and turning area for service vehicles. The opportunity would be taken to incorporate within the site, car parking for the residents of and visitors to the terraced properties that front onto Burnley Road at the site’s north easterly corner and staff/parent parking (including a drop off/pick up facility) for the use of the school.

21.4 Having regard to the prevailing topography of the site, it is concluded that it would not be economically feasible to create a separate, dedicated vehicular access of satisfactory standard to the site from Burnley Road or Bacup Old Road. Access to the proposed development for vehicles and pedestrians would therefore be via the existing unmade access track that runs between the Northern Primary School and the gable of number 7 Burnley Road, at the northerly end of the site. This track and its junction with Burnley Road would be upgraded and improved as part of the development and a scheme showing the proposed improvements has been submitted to Lancashire County Council, as local highway authority, as part of pre-application discussions and has been largely agreed.

21.5 The Proposals Map associated with Rossendale Borough Council’s adopted Core Strategy Development Planning Document has been consulted and it is concluded that the application site has not been allocated for a specific purpose and is not subject to any specific policy requirements.

21.6 There are currently no Air Quality Management Areas within the Rossendale Borough area or the neighbouring authority of Burnley. It is concluded that air quality is unlikely, therefore, to be a significant issue in respect of the proposed development.

21.7 The application site is located within walking and cycling distance of Bacup Town Centre and a large surrounding residential area from which a proportion of staff and visitors might reasonably be expected to be drawn. Additionally, the site is accessible during the daytime on Mondays to Saturdays by regular local bus services that operate to a range of local destinations including
Burnley (where the nearest railway stations to the site are located), Bacup and Rawtenstall. In accordance with the Core Strategy, an accessibility questionnaire has been completed, the results of which indicate that the site lies at the bottom end of the range of scores that define a Medium level of accessibility.

21.8 Based on robust assessments of the likely traffic generation associated with the proposed care facility, using the TRICS database, it is concluded that the peak hour and daily traffic flows to and from the proposed development would be modest and would be unlikely to have a noticeable impact on the operation and safety of the highway network.

21.9 Vehicle generation has been assessed on the basis of both mean and proxy 85th percentile trip rates derived from a screened sample of comparison sites. In the traditional morning peak hour (0800 – 0900), the proposed development is predicted to generate 12 vehicle movements based on mean trip rates and 24 vehicles based on 85th percentile trip rates. The corresponding figures in the traditional evening peak hour (1700 – 1800) are 10 vehicles and 22 vehicles respectively. These figures are considered to be low.

21.10 The peak hour for development-generated flows does not coincide with the network peak hours and remains low at 20 vehicles (12 arriving and 8 departing) based on mean trip rates and 46 vehicles (29 arriving and 17 departing) based on 85th percentile trip rates.

21.11 Over the course of the normal working day (taken here as 0700 – 1900) the predicted vehicle generation is 176 (87 arriving and 89 departing) based on mean trip rates and 293 (146 arriving and 146 departing) based on 85th percentile trip rates. In both cases these figures are considered to be low in network terms, representing one vehicle movement into or out of the site every 4 minutes on average in the former case and approximately every 2½ minutes on average in the latter.

21.12 It is considered reasonable to assume that actual traffic generation associated with the proposed development is likely to fall within the range
defined by the predictions based on mean and 85th percentile trip rates presented above.

21.13 Based on this assessment it is concluded that the proposed development would be unlikely to have any significant adverse impact on highway safety or on prevailing air quality in the vicinity of the site.

21.14 Reference was made to the travel-to-work data for the local electoral ward compiled from the 2001 Census to determine the modal split of existing trips of this type in the vicinity of the site. This is regarded as a realistic basis for the assessment of the proposed development. The higher vehicle trip generation forecasts for the proposed care facility (based on 85th percentile trip rates), which given the nature of the proposed development can be taken to include trips by car, taxi and motorcycle, were extrapolated by applying the modal split of existing travel-to-work trips to establish a robust forecast of overall weekday person trips by mode for the proposed development for the time periods under consideration.

21.15 It is predicted that the proposed development would generate 40 person trips in the morning peak hour, 37 in the evening peak hour, 77 in the peak hour for the development and 492 over the course of the working day. A majority of trips would be by private car but almost 11% of overall trips would be as a car passenger. A small number of public transport trips are forecast, almost all by bus, but these would not have any adverse impact on existing public transport services, rather they should help to sustain the viability of existing local bus services. A total of 114 trips over the working day, including 9 in the morning peak hour, 8 in the evening peak hour and 18 in the peak hour for the development would be undertaken on foot or by bicycle, with people travelling on foot accounting for the overwhelming majority of these, thus having minimal impact on the transport system or local highway network.

21.16 The parking provision for the proposed care facility has been assessed having regard to published standards contained within the Core Strategy, which replicates the standards of the County Council Structure Plan. Assessed against these standards, the permitted level of car parking for the proposed development is 17 spaces. However, whilst the accessibility questionnaire for the site suggests a medium level of accessibility, it is
considered important to recognise that the proposed development would be operational on a 24-hours per day basis and that staff and, perhaps more specifically, visitors would need to travel to and from the site outside the normal working day – in the evenings and on Sundays - when local bus services do not operate and travelling on foot or by bicycle might be viewed as less attractive. As a consequence, and acknowledging that the development is not a Nursing Home but a care facility (such that the published standard is not necessarily appropriate or applicable to the proposed development) it is the applicant’s assessment that a higher level of parking provision for the proposed development is required. It is therefore proposed to provide 27 car parking spaces for the proposed care facility. This still represents a low ratio of under 0.33 spaces per bed.

21.17 With regard to parking for those persons whose mobility is impaired, the Core Strategy DPD would require a minimum of 2 spaces designed to mobility standards to be provided. The applicant proposes the provision of 4 suitably designed spaces, located adjacent to the main entrance to the building.

21.18 The Core Strategy DPD standards for cycle and motorcycle parking would require a minimum of 2 spaces and 1 space respectively. It is proposed that both of these minimum requirements would be exceeded.

21.19 Additionally, it is proposed to make provision within the site for parking for residents and the school. This would help to remove potentially hazardous parking from Burnley Road, especially at school start and finish times, and is considered likely to make a positive contribution to highway safety in the vicinity of the site.

21.20 Suitable provision is proposed within the site for servicing of the development, incorporating a turning area that would allow all service vehicles to be able to enter and leave the site in forward gear.

21.21 Construction activities, including storage of materials and parking, would be confined within the site boundaries. The applicant is aware of the sensitive nature of the location in the context of construction activities, in terms of the proximity of the site and its access to existing residential premises and to the
Northern Primary School. Should planning approval be granted, the Main Contractor appointed to undertake the construction would be made aware of these issues and would be required to liaise extensively with adjoining residents and with the school and to give careful consideration to the timing and phasing of the works to ensure that goods vehicles would be able to enter and leave the site safely without prejudicing the safety of other highway users.

21.22 Mitigation of the potential impacts of the proposed development on the local transport system and highway network would be provided by means of a Travel Plan, secured through a condition attached to any planning approval granted for the proposed development, and an improvement to the existing access track and its junction with Burnley Road. The latter would involve the provision of footway build-outs on the westerly side of Burnley Road to both sides of the proposed access in order that a satisfactory level of visibility is provided for drivers of vehicles emerging from the access onto the main road. The proposed footway build-outs would have additional benefits, especially that to the frontage of the Northern Primary School where the existing footway to the frontage of the school, which tapers to a minimum of around 770mm at its southerly end, near to the proposed site access, would be increased in width to a minimum of just over 2m at its southerly end and to around 3.3m at its northerly end near to the school entrance. Lancashire County Council has indicated that it welcomes the contribution that the proposed scheme would make to the safety of pedestrians, and particularly school children, at this location and to the regulation of vehicle speeds on Burnley Road in the vicinity of the school.

21.23 It is concluded that the impact of the proposed development in traffic and transportation terms is not significant and that the proposals should be entirely acceptable to the Highway Authority.

Transportation Planning Partnership
2475/01
February 2013
APPENDIX A

Timetable and Route Details of Local Bus Services
**what's new?**

**Starship 8, X8**
We are introducing two new services based on our existing Burnley to Bacup service 8.

Most existing journeys will still be catered for but times may have altered slightly so please check carefully.

Service 8 will now extend beyond Bacup to Rawtenstall and express via the M66 to Bury, home of the world famous Bury Market and the new shopping and leisure facilities at The Rock. Both are conveniently located for the town’s Interchange where our service terminates.

Customers from Weir and the Burnley Road area of Bacup will have the benefit of a direct service through to the facilities in the Rossendale Valley and Rawtenstall and connection to our Witch Way service. Of course those living in Waterfoot and the valley will have direct access through to Burnley and the rest of the Starship and Mainline routes to destinations such as Skipton, Keighley and Clitheroe.

New service X8 will offer both peak time and shopper express journeys from Burnley to Manchester via Weir, Bacup, Rawtenstall and Edenfield. These fast new journeys will use the faster Heaton Park route into Manchester City Centre terminating at Shudehill Interchange.

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**Stopping arrangements for Starship X8**

Buses on Starship X8 will stop at all stops between Burnley and Shuttleworth (M66 junction), then running fast and direct along the M66 to Manchester, stopping only at Heaton Park Gates, Bowker Vale Metrolink, Urbis and Shudehill Interchange.

**Getting around Manchester**

**By Tram**
Alight from Starship X8 at Shudehill for great connections with the Metrolink tram network, to access other parts of the city.

**By free MetroShuttle bus**
The MetroShuttle 2 bus service runs every 10 minutes for most of the day and is free to use. Buses on MetroShuttle 2 link Shudehill with the Cathedral, Deansgate (for shopping), the Museum of Science & Industry and much more.
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*this journey runs on Burnley Schooldays only* | *this journey runs during Burnley School holidays* |

### Saturdays

<table>
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<tr>
<th>Route No:</th>
<th>8</th>
<th>8</th>
<th>X8</th>
<th>8</th>
<th>8</th>
<th>X8</th>
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<th>8</th>
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</table>
fares & tickets

unlimited travel tickets

Silver ticket - available from the driver

<table>
<thead>
<tr>
<th></th>
<th>adult</th>
<th>child</th>
<th>student</th>
<th>family</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 day</td>
<td>£5.50</td>
<td>£4.00</td>
<td>£4.95</td>
<td>£11.00</td>
</tr>
<tr>
<td>7 day</td>
<td>£18.00</td>
<td>£10.80</td>
<td>£16.20</td>
<td>£36.00</td>
</tr>
</tbody>
</table>

Silver tickets are valid for travel throughout all Starship & Mainline routes, except for service X8 between Rawtenstall and Manchester. Valid on Witch Way between Nelson & Rawtenstall.

Gold ticket - available from the driver

<table>
<thead>
<tr>
<th></th>
<th>adult</th>
<th>child</th>
<th>student</th>
<th>family</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 day</td>
<td>£7.50</td>
<td>£4.50</td>
<td>£6.75</td>
<td>£15.00</td>
</tr>
<tr>
<td>7 day</td>
<td>£28.50</td>
<td>£17.10</td>
<td>£25.65</td>
<td>£57.00</td>
</tr>
</tbody>
</table>

Gold tickets are valid for travel throughout all Starship, Mainline & Witch Way routes, including to/from Manchester.

fares into Bury

<table>
<thead>
<tr>
<th>from</th>
<th>adult one way</th>
<th>adult return</th>
<th>child one way</th>
<th>child return</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnley</td>
<td>£4.00</td>
<td>£4.50</td>
<td>£2.40</td>
<td>£4.10</td>
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<tr>
<td>Bacup</td>
<td>£4.00</td>
<td>£4.50</td>
<td>£2.40</td>
<td>£4.10</td>
</tr>
<tr>
<td>Rawtenstall</td>
<td>£3.50</td>
<td>£4.50</td>
<td>£2.10</td>
<td>£3.60</td>
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</tbody>
</table>

Remember to pay the driver when you get on using cash, or if you have a valid pass, show that.

Return tickets are valid for up to 1 month from date of outward travel.

Child fares are also available.

Terms & conditions apply

Go online or phone for more details

Information correct at 30 October 2011 and may be subject to change.

fares into Manchester

<table>
<thead>
<tr>
<th>from</th>
<th>adult one way</th>
<th>adult return</th>
<th>child one way</th>
<th>child return</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnley</td>
<td>£4.70</td>
<td>£7.50</td>
<td>£2.85</td>
<td>£4.50</td>
</tr>
<tr>
<td>Bacup</td>
<td>£4.10</td>
<td>£7.00</td>
<td>£2.50</td>
<td>£4.20</td>
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<tr>
<td>Rawtenstall</td>
<td>£3.90</td>
<td>£6.70</td>
<td>£2.35</td>
<td>£4.05</td>
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</table>

2 for £8 day return

Starship 8 to & from Burnley

From Burnley, Bacup & Rawtenstall, our 2 for £8 day return offer is for 2 adults travelling together, in both directions, and is available from 8.50am Mondays to Fridays, any time Saturdays.

2 for £10 day return

Starship X8 to & from Manchester

From Burnley, Bacup, Rawtenstall & Edenfield, our 2 for £10 day return offer is for 2 adults travelling together, in both directions, and is available from 9am Mondays to Fridays, any time Saturdays.

At times of day when X8 doesn’t run, buy your bargain ticket on Starship 8 and change onto one of our frequent X43 Witch Way buses at Rawtenstall. The Witch Way is now better than ever, with buses now running up to every 15 minutes for most of the day on Mondays to Saturdays!

It’s simple!

Buy your ticket from the driver when you get on the bus.

These deals are offer great value for a day’s shopping or sightseeing, or just a leisurely day out!

fares & tickets
Christmas & New Year 2011/2012

<table>
<thead>
<tr>
<th>Date</th>
<th>Arrangements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday 23rd December</td>
<td>Normal service</td>
</tr>
<tr>
<td>Saturday 24th December</td>
<td>Saturday service with early finish</td>
</tr>
<tr>
<td>Sunday 25th December</td>
<td>No service</td>
</tr>
<tr>
<td>Monday 26th December</td>
<td>No service</td>
</tr>
<tr>
<td>Tuesday 27th December</td>
<td>Sunday service</td>
</tr>
<tr>
<td>Wednesday 28th December</td>
<td>Saturday service*</td>
</tr>
<tr>
<td>Thursday 29th December</td>
<td>Saturday service*</td>
</tr>
<tr>
<td>Friday 30th December</td>
<td>Saturday service*</td>
</tr>
<tr>
<td>Saturday 31st December</td>
<td>Saturday service with early finish</td>
</tr>
<tr>
<td>Sunday 1st January</td>
<td>No service</td>
</tr>
<tr>
<td>Monday 2nd January</td>
<td>Sunday service</td>
</tr>
<tr>
<td>Tuesday 3rd January</td>
<td>Normal service resumes</td>
</tr>
</tbody>
</table>

* - additional journeys on Starship X8 will run on these three days; see special timetables here

Last buses on Saturday 24th & 31st December

Starship 8 All journeys will run as shown in the timetable

Details of the arrangements for Bank Holidays later in 2012 will be available online and on buses nearer the time.
APPENDIX B

Copy of the Architect’s Site Layout Plan
APPENDIX C

TRICS Data
TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME

VEHICLES

Selected regions and areas:

01 GREATER LONDON
   HO HOUNSLOW 1 days

02 SOUTH EAST
   BU BUCKINGHAMSHIRE 1 days

05 EAST MIDLANDS
   DS DERBYSHIRE 1 days
   NR NORTHAMPTONSHIRE 1 days

09 NORTH
   DH DURHAM 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set
TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

<table>
<thead>
<tr>
<th>Time Range</th>
<th>ARRIVALS</th>
<th>DEPARTURES</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>Ave. RESIDE</td>
<td>Trip Rate</td>
</tr>
<tr>
<td>00:00 - 01:00</td>
<td>5</td>
<td>41</td>
<td>0.145</td>
</tr>
<tr>
<td>01:00 - 02:00</td>
<td>5</td>
<td>41</td>
<td>0.072</td>
</tr>
<tr>
<td>02:00 - 03:00</td>
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<td>03:00 - 04:00</td>
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<td>05:00 - 06:00</td>
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<td>06:00 - 07:00</td>
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<td>07:00 - 08:00</td>
<td>5</td>
<td>41</td>
<td>0.072</td>
</tr>
<tr>
<td>08:00 - 09:00</td>
<td>5</td>
<td>41</td>
<td>0.058</td>
</tr>
<tr>
<td>09:00 - 10:00</td>
<td>5</td>
<td>41</td>
<td>0.048</td>
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<td>10:00 - 11:00</td>
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<td>11:00 - 12:00</td>
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<td>0.027</td>
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<tr>
<td>23:00 - 24:00</td>
<td>5</td>
<td>41</td>
<td>0.072</td>
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</tbody>
</table>

Total Rates: 1.192 1.233 2.425

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

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
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<tbody>
<tr>
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<td>9 - 62 (units: )</td>
</tr>
<tr>
<td>Survey date date range:</td>
<td>01/01/04 - 20/06/12</td>
</tr>
<tr>
<td>Number of weekdays (Monday-Friday):</td>
<td>5</td>
</tr>
<tr>
<td>Number of Saturdays:</td>
<td>0</td>
</tr>
<tr>
<td>Number of Sundays:</td>
<td>0</td>
</tr>
<tr>
<td>Surveys manually removed from selection:</td>
<td>2</td>
</tr>
</tbody>
</table>

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 CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : L - CARE HOME

VEHICLES

Selected regions and areas:

09 NORTH

DH DURHAM 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set.
### TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME

**VEHICLES**

**Calculation factor:** 1 RESIDE

**BOLD print indicates peak (busiest) period**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>ARRIVALS</th>
<th></th>
<th>DEPARTURES</th>
<th></th>
<th>TOTALS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. Days</td>
<td>Ave. RESIDE</td>
<td>Trip Rate</td>
<td>No. Days</td>
<td>Ave. RESIDE</td>
<td>Trip Rate</td>
</tr>
<tr>
<td>00:00 - 01:00</td>
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<td>35</td>
<td>0.229</td>
<td>1</td>
<td>35</td>
<td>0.114</td>
</tr>
<tr>
<td>01:00 - 02:00</td>
<td>1</td>
<td>35</td>
<td>0.057</td>
<td>1</td>
<td>35</td>
<td>0.229</td>
</tr>
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<td>0.086</td>
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<td>0.229</td>
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<tr>
<td>05:00 - 06:00</td>
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<td>35</td>
<td>0.114</td>
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<td>0.171</td>
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<td>35</td>
<td>0.171</td>
</tr>
<tr>
<td>07:00 - 08:00</td>
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<td>35</td>
<td>0.171</td>
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<td>0.200</td>
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**Total Rates:**

- Arrivals: 2.086
- Departures: 2.171
- Totals: 4.257

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: \( COUNT / TRP \times FACT \). Trip rates are then rounded to 3 decimal places.

### Parameter summary

- Trip rate parameter range selected: 35 - 35 (units: )
- Survey date date range: 01/01/04 - 20/06/12
- Number of weekdays (Monday-Friday): 1
- Number of Saturdays: 0
- Number of Sundays: 0
- Surveys manually removed from selection: 6

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.
APPENDIX D

Proposed Access Arrangements
Drawing 2475/01 Improvement Scheme for Existing Access and its Junction with Burnley Road