



TRANSPORT ASSESSMENT

Blackpool FC Community Trust, Seaside Way

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Steve Wells Associates Ltd to prepare a Transport Assessment to accompany a planning application for a development at Blackpool FC Community Trust, Seaside Way, Blackpool to include one new 91m x 55m 3G artificial grass pitch (AGP), three 5-a-side football pitches, one multi-use games area, one Cruyff court and changing pavilion.

Planning History

- 1.2 An outline planning application was submitted by Hollinwood Homes in November 2012 for the demolition of existing buildings and erection of up to 410 residential dwellings and up to 190sqm commercial/community space (ref 12/0803); this was granted in March 2013, with the application valid for ten years. The eastern parcel of land, located to the east of Seaside Way, included up to 220 dwellings. It is noted that approximately 50% of the 220 dwellings are located within the proposed site boundary for this application.
- 1.3 A subsequent application for the approval of all reserved matters was then submitted in July 2013 and granted in September 2013 (for 218 dwellings – Phase 1).
- 1.4 A hybrid application comprising - (a) reserved matters application for the erection of 6 dwellings (plots 298-303) with associated car ports, car parking, landscaping infrastructure, highway works and amended public open space provision (b) revision of reserved matters approval ref: 13/0447 comprising 27 dwellings and associated development (plots 367-393) involving removal of pocket park in order to extend rear gardens was submitted in September 2017 and subsequently granted in February 2018.
- 1.5 As of March 2021, only a proportion of the Hollinwood Homes outline application development has been built out (approximately 100 dwelling), with the remainder of the site (approximately 120 dwellings) now forming the site boundary of this proposed application. **Figure 1.1**, overleaf, illustrates the Hollinwood Homes site built to date and the site boundary for this application.

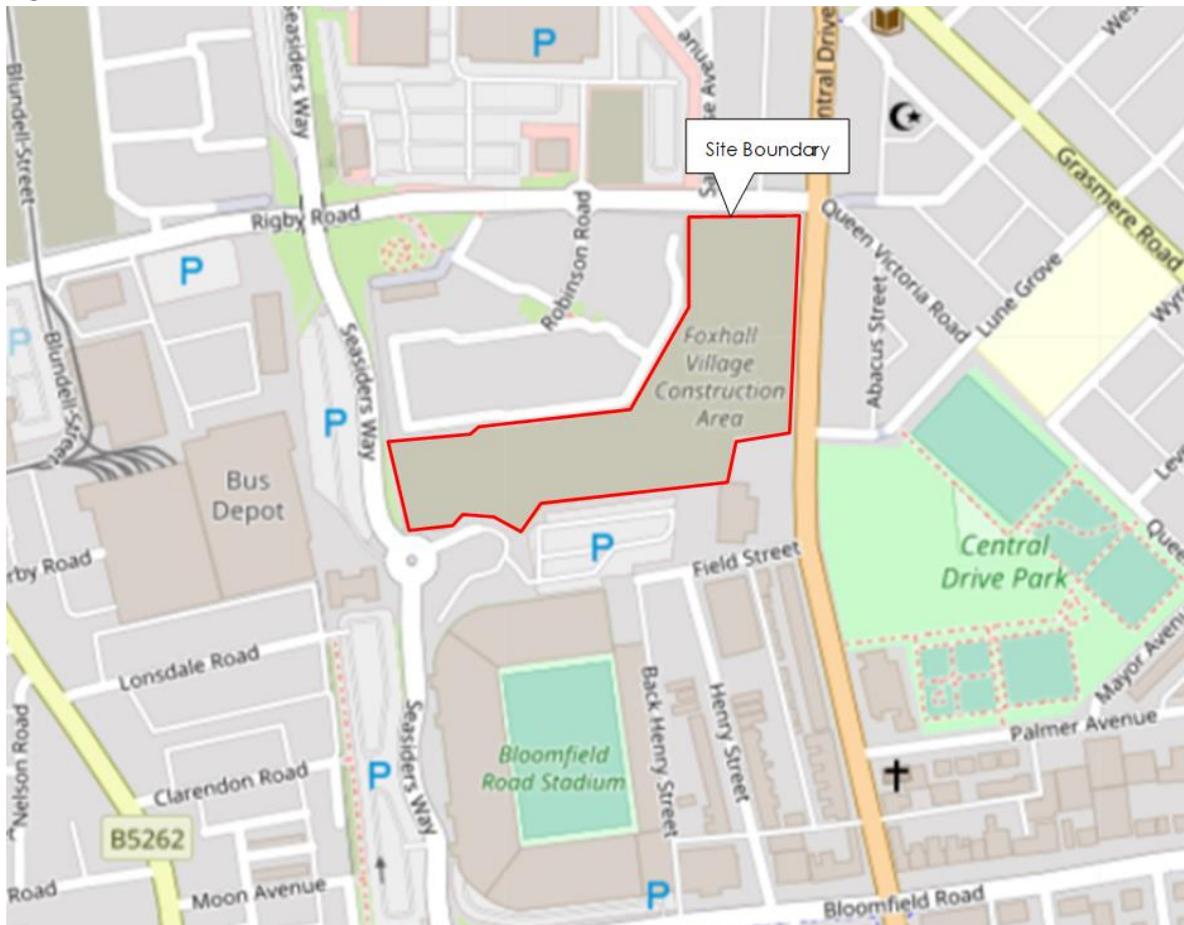
Figure 1.1: Hollinwood Homes / Blackpool FC Community Trust Application Boundaries



Site Location and Development Proposals

- 1.6 The site is located within Blackpool town centre, directly to the north of Blackpool FC stadium, Bloomfield Road. The site is bound to the north by residential dwellings, to the west by Seaside Way, to the east by Central Drive and a petrol station and to the south by Bloomfield Road stadium. The existing site is currently derelict, with works access provided off Sands Way.
- 1.7 The site location is shown in **Figure 1.2** overleaf, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.2: Indicative Site Location



- 1.8 The development proposals comprise the construction of one new 91m x 55m 3G artificial grass pitch (AGP), three 5-a-side football pitches, one multi-use games area, one Cruyff court and changing pavilion. Furthermore, 111 car parking spaces are proposed which include 10 disabled spaces. Access to the site will be via Sands Way on the southern boundary of the site.



Report Structure

1.9 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated vehicle trip generation associated with the development proposals;

Section 6 considers the access, parking and servicing arrangements;

Section 7 provides a summary of any potential construction phase traffic impacts; and

Section 8 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

The revised National Planning Policy Framework published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.

- 2.2 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 109). Whilst Paragraph 110 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



- 2.3 This Transport Assessment will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy

Blackpool Core Strategy (2012-2027)

- 2.4 Blackpool Core Strategy is Part 1 of the Blackpool Local Plan and is a key planning document which sets out where new development such as housing, employment, retail and leisure should be located to meet Blackpool's future needs to 2027. The Strategy also identifies which areas within Blackpool will be regenerated, protected or enhanced; and sets out key development principles, including design and affordable housing.
- 2.5 The Core Strategy will be used to determine planning applications and priorities for the Borough over the 15 year plan period (2012-2027).
- 2.6 The overarching strategy focus on regeneration of the town centre and resort core will ensure future development comes forward in locations that improve opportunities for sustainable travel between homes and jobs and reduce regular car journeys, to help manage congestion and minimise future greenhouse gas emissions. It will also provide opportunities to improve the quality of arrival and reduce cross town vehicle movements.
- 2.7 New development should prioritise ease of access to sustainable transport modes, including walking and cycling. Opportunities to improve connectivity in South Blackpool, with supporting growth which promotes sustainable development and travel, are addressed in Policy CS27: South Blackpool Transport and Connectivity.

Policy CS27: South Blackpool Transport and Connectivity

1. Development proposals in South Blackpool will be required to prioritise sustainable modes of transport between homes, jobs and supporting community facilities.
2. Convenient access to public transport and improved pedestrian and cycle infrastructure are required to support major housing and employment growth in this area. This includes:
 - i. linking to and extending the existing network of routes within and to/from the area;
 - ii. creating direct rapid transport connections with the town centre and employment areas;



- iii. preparing, implementing and monitoring Travel Plans;
- iv. improved access and parking for Blackpool Airport and improved links between the airport and sustainable modes of transport.

Blackpool Local Transport Plan (2018-2021)

- 2.8 Blackpool Council published its Local Transport Plan Strategy in April 2011, which covered the years 2011 to 2016. The council has commenced work with Blackburn with Darwen Borough Council and Lancashire County Council to produce a new joint Local Transport Plan (LTP) Strategy.
- 2.9 In the interim this document has been produced to reiterate Blackpool's transport policies; also referencing other key Blackpool Council policy documents that have been produced in recent years. This document will be Blackpool's Local Transport Plan while work on the new pan-Lancashire plan is progressed, which is scheduled to be complete by the end of calendar year 2019.
- 2.10 Effective transport is essential to the resort's economy and vital to its regeneration. The council in partnership with Transport for the North will seek opportunities for further transport improvements in the town.
- 2.11 Finally, this document sets out a three year works programme for financial years 2018/19 - 2020/21 structured around the strategic objectives below.

Strategic Objectives

- Objective 1 – Improve, maintain and make best use of Blackpool's transport network; in particular its roads, footways and bridges.
- Objective 2 – Improve road safety by interventions that reduce the number of people, particularly children, killed and seriously injured on Blackpool's roads.
- Objective 3 – Manage congestion levels on Blackpool's roads, especially where it impacts on local economic performance.
- Objective 4 – Improve transport to and within the resort, particularly by more sustainable modes, to enhance the visitor experience and support the local economy.
- Objective 5 – Improve the efficiency and management of parking to support the local economy, especially for shoppers and visitors.



- Objective 6 – Improve access to healthcare, education, employment, shops, social/leisure opportunities and resort attractions, particularly by sustainable modes.



3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage site users to walk, cycle or use public transport, rather than to travel by car.

Active Travel Options

Pedestrian Access

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

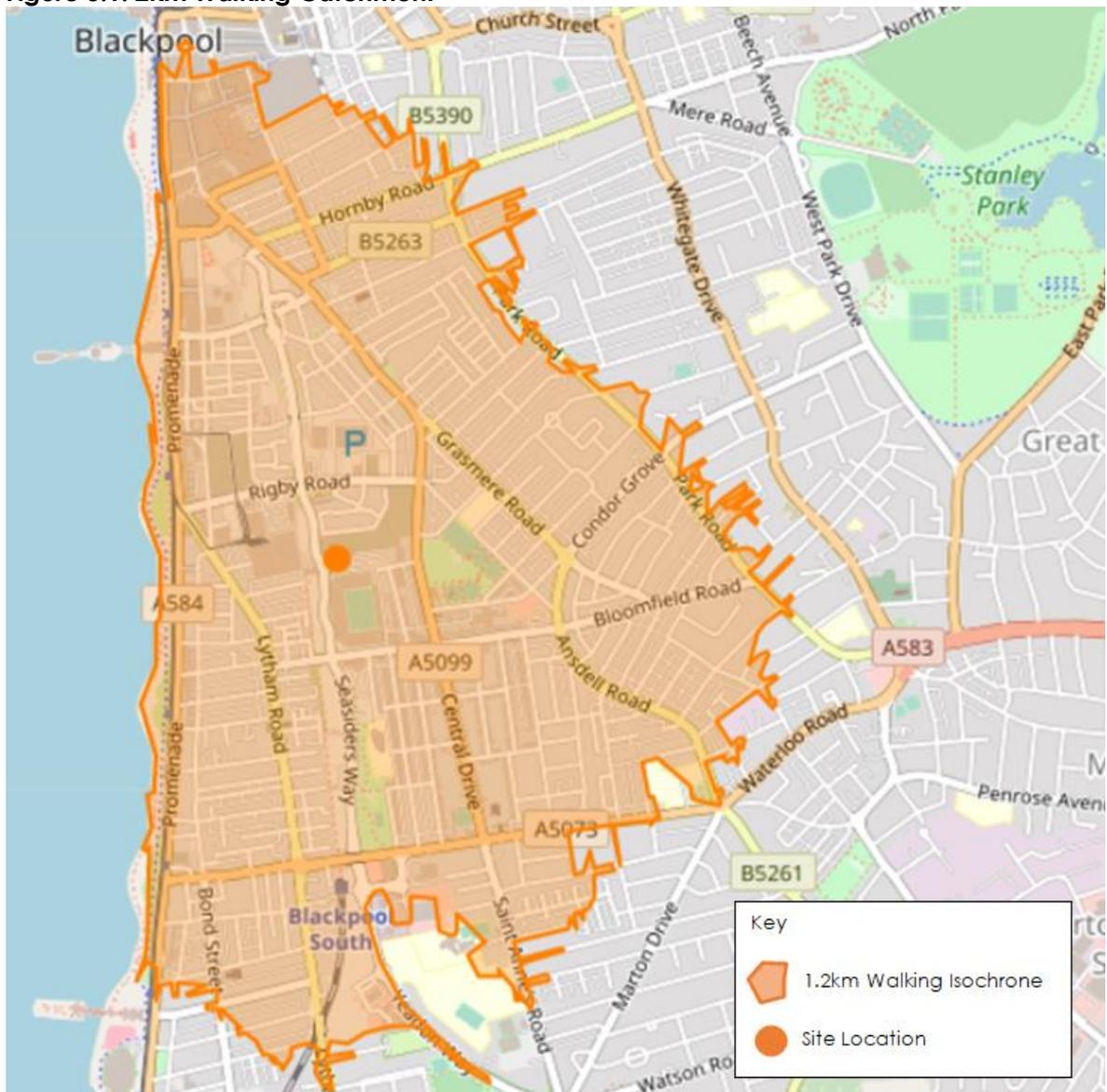
Table 3.1: Walking Distances by Journey Type

| Criteria | Elsewhere |
|-------------------|-----------|
| Desirable | 400m |
| Acceptable | 800m |
| Preferred Maximum | 1200m |

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes the majority of Blackpool town centre, including residential and employment areas and Blackpool Gateway Academy. **Figure 3.1**, overleaf, illustrates a 1.2km walking catchment from the site.
- 3.4 Pedestrian access to the pitches will be taken from a proposed site access on Sands Way to the south of the site, which then joins Seaside Way to the west. The footway along the eastern side of Seaside Way runs north – south between Rigby Road and Bloomfield Road, facilitating a pedestrian route to the surrounding residential areas and Blackpool town centre.
- 3.5 Seaside Way benefits from a wide footway, to accommodate footfall on Blackpool FC match days, on one side of the carriageway and street lighting. At the junction between Seaside Way / Bloomfield Road, signal-controlled pedestrian crossings are provided across all approaches, while to the north of the site, the footway joins Rigby Road via a segregated pedestrian route.
- 3.6 It is anticipated that walking would be an attractive travel choice for users of the pitches, particularly those living nearby, as there are a range of pedestrian routes available from the surrounding residential areas.

Figure 3.1: 2km Walking Catchment



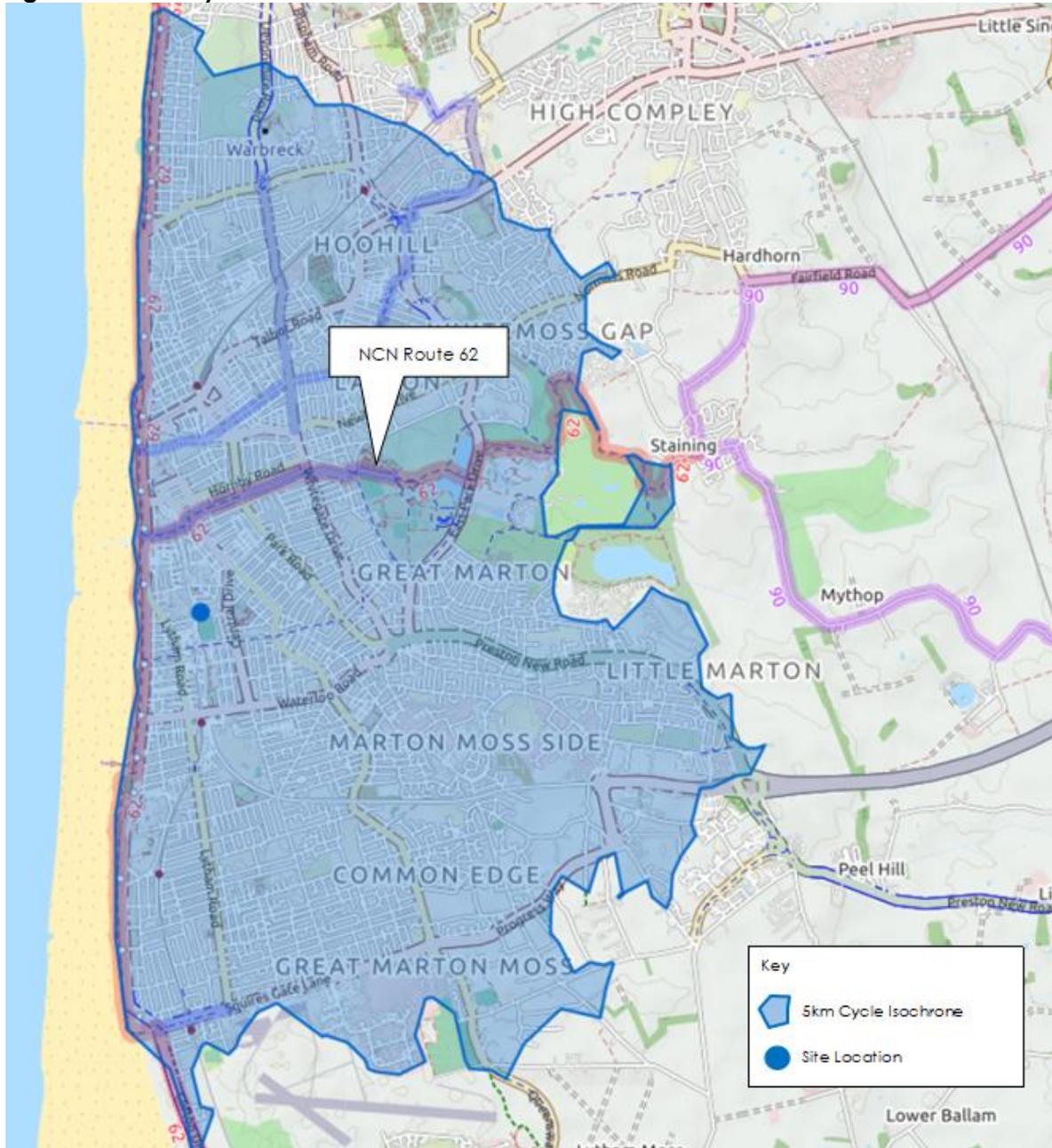
(Source: Open Street Map)

Cycle Access

- 3.7 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Blackpool town centre, Garton Hoohill and Blackpool North and South Train Stations.

3.8 **Figure 3.3** illustrates a 5km cycle catchment from the site.

Figure 3.3: 5km Cycle Catchment



(Source: Open Street Map)

3.9 As can be seen in **Figure 3.3**, the closest cycle route to the site is National Cycle Network Route (NCN) 62, which is also known as the Transpennine Trail. Locally, NCN Route 62 can be used to access destinations including Blackpool, Great Marton Moss and Moss Gap. In the vicinity of the site, the route is formed of an on-road section; however, to the north and south of the site the route is predominately traffic-free.

- 3.10 It is considered that cycling would represent an attractive travel option for users of the proposed pitches, particularly due to the close proximity of NCN Route 62 as well as the wide range of local residential areas which are within a short cycle from the site.

Public Transport

Bus Services

- 3.11 The closest bus stops to the site are located on Lytham Road, approximately 300m west of the site, where northbound and southbound services can be accessed. The bus stops offer timetable information, shelters and bus cages.
- 3.12 **Figure 3.4** illustrates the location of bus stops within a short walking distance of the site.

Figure 3.4: Bus Stop Locations





3.13 Further bus services are available from Central Drive, which can be accessed via Bloomfield Road, in around an 8-minute walk. The bus stops on Central Drive offer timetable information, shelters and bus cages.

3.14 **Table 3.2** summarises the destinations and frequencies of the bus services available from Lytham Road and Central Drive.

Table 3.2: Bus Service Summary

| Service | | Frequency | | |
|----------------------|-----------------------------------|-----------------|----------|---------|
| | | Monday – Friday | Saturday | Sunday |
| Lytham Road | | | | |
| 11 | Lytham - Blackpool Town Centre | 20 mins | 30 mins | 30 mins |
| 68 | Preston - Blackpool | 20 mins | 20 mins | 30 mins |
| Central Drive | | | | |
| 5 | Victoria Hospital - Halfway House | 20 mins | 30 mins | 30 mins |
| 7 | Cleveleys - St Annes | 30 mins | 30 mins | 60 mins |

(Source: Public Transport Operator Websites)

3.15 As can be seen in **Table 3.2**, there are regular frequency bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations; it is, therefore, considered that travel by bus would be an option for those accessing the pitches from further afield.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Assessment considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)



Sands Way

- 4.3 Sands Way forms the eastern arm of the mini roundabout with Seaside Way and also provides access to the development site as well as a service access to Bloomfield Road Stadium and a private car park. A footway is present on both sides of the road, while street lighting is located on the southern side.

Seaside Way

- 4.4 Seaside Way is located along the western boundary of the site and runs north – south between the A5099 and Moor Lane and the Parkinson Way / Yeadon Way roundabout. It is approximately 1.75km in length, between 7m and 10m wide and subject to a 30mph speed limit.
- 4.5 In the vicinity of the site, a footway is present on the eastern side of the carriageway, while street lighting is located to both sides. To the north and west of the site, Seaside Way largely provides access to a number of car and coach parking areas.

Bloomfield Road

- 4.6 Bloomfield Road is located to the south of the site, joining Seaside Way at a signal controlled junction and along runs broadly east - west between the B5390 and Lytham Road. It is approximately 1.3km in length, 8m wide and subject to a 30mph speed limit.
- 4.7 On-street parking is provided on the southern kerb along the extent of Bloomfield Road while double yellow line restrictions are enforced on the northern kerb.
- 4.8 In the vicinity of the site, a footway is present on both sides of the carriageway, while street lighting is also located to both sides.

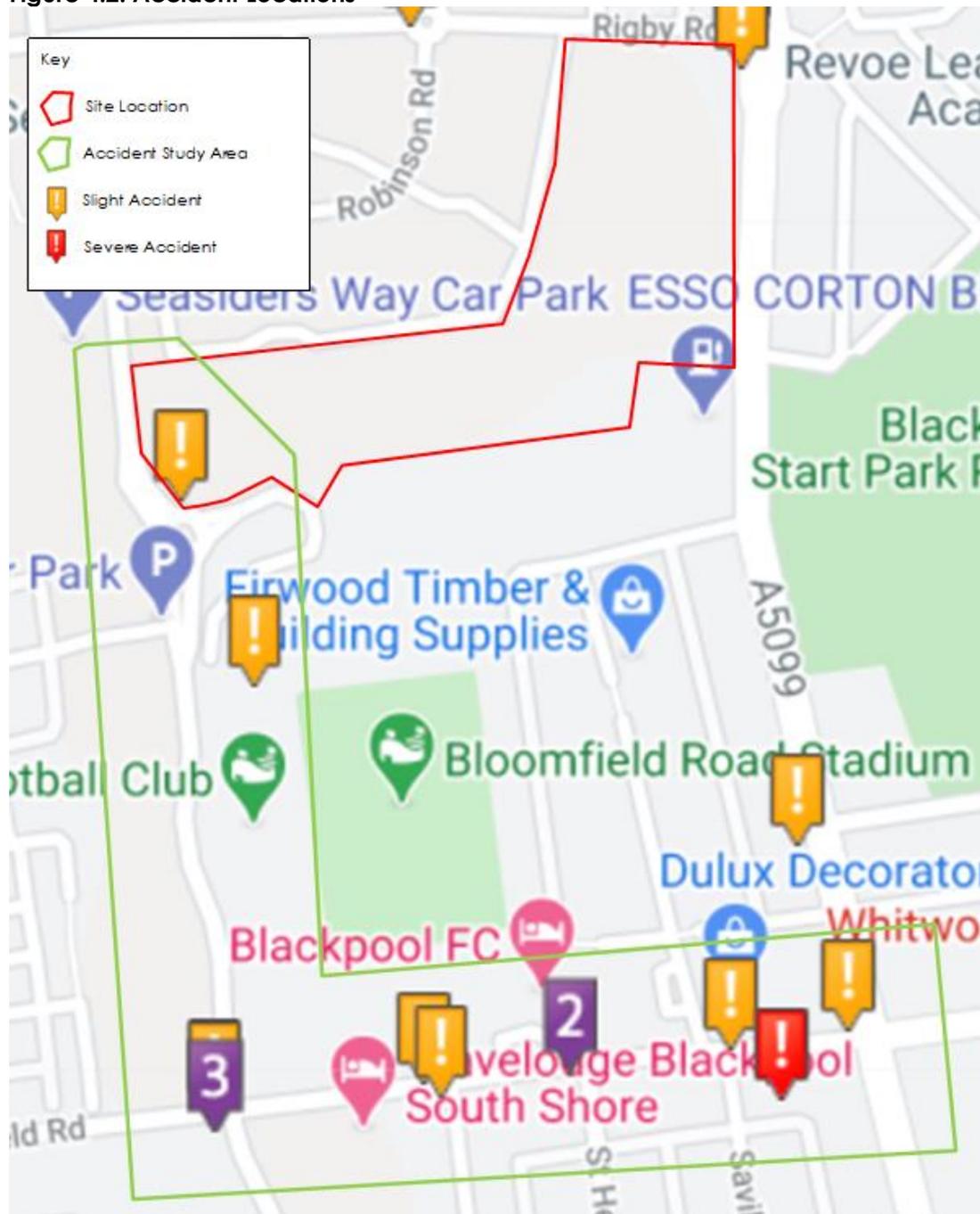
Central Drive

- 4.9 Central Drive is located along the eastern boundary of the site and runs broadly north west – south east between Albert Road and Waterloo Road. It is approximately 1.9km in length, varying in width between 6.5m and 12.5m in width and is subject to a 30mph speed limit.
- 4.10 In the vicinity of the site, a footway is present on both sides of the carriageway, while street lighting is also located to both sides.

Road Safety

- 4.11 Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2016 – 2020) from www.crashmap.co.uk. Crashmap offers a definitive map of the official road collision statistics. **Figure 4.2** illustrates the accidents recorded within this 5-year period in the vicinity of the site.

Figure 4.2: Accident Locations





4.12 **Table 4.1** summarises the recorded accidents by year and severity within the accident study area along Seasiders Way and Bloomfield Road.

Table 4.1: Accidents by Year and Severity

| Severity | 2016 | 2017 | 2018 | 2019 | 2020 | Total |
|------------------------|----------|----------|----------|----------|----------|-----------|
| Seasiders Way | | | | | | |
| Slight | 0 | 1 | 0 | 0 | 0 | 1 |
| Serious | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 |
| Bloomfield Road | | | | | | |
| Slight | 1 | 3 | 5 | 1 | 1 | 11 |
| Serious | 0 | 0 | 1 | 0 | 0 | 1 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 3 | 6 | 1 | 1 | 12 |
| Total | | | | | | |
| Slight | 1 | 4 | 5 | 1 | 1 | 12 |
| Serious | 0 | 0 | 1 | 0 | 0 | 1 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 4 | 6 | 1 | 1 | 13 |

(Source: Crash Map)

4.13 As can be seen in **Table 4.1**, a total of 13 accidents have been recorded across the most recent 5-year period, of which 12 were slight and 1 was serious; no fatalities have been recorded. This level of accidents equates to an average of 2.6 accidents per year; furthermore, no accidents were recorded at the site access in this period.

4.14 It is not considered that there is no significant threat to road safety within the vicinity of the site based on the level of accidents recorded. Based on this, it is not considered that trips associated with the development could exacerbate this threat.



5. TRIP GENERATION

Introduction

- 5.1 As has been discussed, the development proposals comprise one new 91m x 55m 3G artificial grass pitch (AGP), three 5-a-side football pitches, one multi-use games area, one Cruyff court and changing pavilion.
- 5.2 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

Trip Generation

- 5.3 Anticipated pitch usage information has been provided for the proposed site uses from Blackpool FC Community Trust, which can be found at **Appendix B**. A first principles approach to trip generation has, therefore, been adopted, based on the information supplied by Blackpool FC Community Trust, which considers the most intensive period in the Winter programme and is set out below.

Proposed 91m x 55m 3G AGP

- The proposed 3G AGP is to be used largely during weekdays between the hours of 12:00 and 21:00, Saturdays between 10:00 and 13:00 and Sundays between 10:00 and 14:00.
- Typically, and for weekday winter evening bookings, the pitch will be divided to accommodate different uses, including junior football training and recreational league matches. With team managers, the maximum occupancy of the proposed pitch in any one hour during a weekday winter evening is unlikely to be more than 60.
- Weekday bookings between 12:00 and 17:00 will be limited to schools and community groups, with bookings of between 32 and 120 users.
- All people attending for local school and community group bookings are assumed to travel on a mini-bus, or similar.

Proposed 5-a-side Courts

- The proposed 5-a-side courts are to be used largely during weekdays between the hours of 12:00 and 21:00, Saturdays between 10:00 and 12:00 and Sundays between 14:00 and 17:00.



- Typically, and for weekday winter evening bookings, the courts will be used for adult 5-a-side leagues or walking football sessions. The maximum occupancy of the proposed courts in any one hour during a weekday winter evening is unlikely to be more than 10 users per court.
- Weekday bookings between 12:00 and 17:00 will be limited to schools and community groups, with bookings of between 32 and 120 users.
- All people attending for local school and community group bookings are assumed to travel on a mini-bus, or similar, these will include the following:
 - school children already on-site attending Blackpool FC Sport College
 - local primary school children who will walk to the site.

Cruyff Court

- The Cruyff Court is an open recreational facility which will be used by local residents and it is expected that they will travel to the site by sustainable modes.

5.4 As a result of enforced restrictions due to COVID-19, it has not been possible to undertake traffic surveys, therefore the weekday network peak hours are assumed to be 08:00 – 09:00 and 17:00 – 18:00 and Saturday peak hour 12:00 – 13:00.

Table 5.1 illustrates the proposed hourly person trip generation.

Table 5.1: Proposed Person Trip Generation

| Time Period | Weekday Person Trip Generation | | | Saturday Person Trip Generation | | | Sunday Person Trip Generation | | |
|---------------|--------------------------------|-------------|-----------|---------------------------------|-------------|-----------|-------------------------------|-------------|-----------|
| | Full Size AGP | 3x 5-a-side | Total | Full Size AGP | 3x 5-a-side | Total | Full Size AGP | 3x 5-a-side | Total |
| 09:00 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 11:00 | 0 | 0 | 0 | 60 | 30 | 90 | 20 | 0 | 20 |
| 11:00 - 12:00 | 0 | 0 | 0 | 30 | 30 | 60 | 0 | 0 | 0 |
| 12:00 - 13:00 | 0 | 0 | 0 | 30 | 0 | 30 | 24 | 0 | 24 |
| 13:00 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 15:00 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| 17:00 - 18:00 | 60 | 10 | 70 | 0 | 0 | 0 | 0 | 0 | 0 |



| | | | | | | | | | |
|---------------|----|----|-----------|---|---|---|---|---|---|
| 18:00 - 19:00 | 60 | 30 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 - 20:00 | 60 | 30 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 - 21:00 | 60 | 30 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 - 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

- 5.5 Based on information provided, it is anticipated that the development proposals would result in up to an additional 90 players arriving for the 18:00 weekday booking. Clearly not all these trips would be by car; indeed, it has been demonstrated that the proximity of the pitches to surrounding residential areas will be conducive to encouraging travel by more sustainable modes.
- 5.6 Mode split data for 5-a-side football pitches from TRICS, (albeit from a single comparable site) suggests that typically 55.5% of trips would be by car (either single or multi-occupant), whilst the remaining 44.5% would be by other modes (walk, cycle, bus/coach). Applying this proportion to the proposed development, it might be expected that 50 players would arrive by car, with the remaining 40 travelling by other modes.
- 5.7 Not all those travelling by car to the pitches will do so as a single occupant. Information has been provided by Steve Wells Associates, which suggests that, on average, there is 1 car per 2 site users generated for developments of this nature. Blackpool Council parking standards for D2 uses are broadly provided at 12 spaces per hectare, however, a number of Local Authorities provide guidance by spaces per player; for example, Planning Northern Ireland suggest 1 space per 3 players, whilst City of York Council, Waverley Borough Council, Canterbury City Council, Woking Borough Council, amongst others suggest 1 space per 2 players.
- 5.8 To provide further assurance, interrogation of the TRICS database has been carried out to establish the likely number of trips generated by the development proposals and the resultant demand for parking. While no full-size football pitches are included within the TRICS database, there are five surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.2** shows the PM weekday peak hour trip rates (per pitch).

Table 5.2: TRICS Vehicle Trip Rates – 5-a-side Pitch – Development Peak Hour

| Weekday PM (17:00 – 18:00) | | |
|----------------------------|-----------|---------|
| Arrival | Departure | Two-Way |
| 2.432 | 1.250 | 3.682 |



- 5.9 The trip rates shown in **Table 5.2** illustrate that a typical 5-a-side pitch would generate some 4 two-way trips in the weekday peak hour. Assuming each of the two teams playing arrives with 6 players (including 1 substitute), a likely multi-occupancy rate of 3.25 players per car can be calculated, which confirms that the use of a ratio of 2 players per car for the proposed development can be considered particularly robust.
- 5.10 Applying this ratio to the number of additional players that are anticipated to travel by car and arrive during the weekday PM peak suggests that 50 players (worst-case scenario) would arrive in a maximum of 25 cars.
- 5.11 At the crossover between bookings (e.g. at 1900 and 2000 on a weekday), it would be anticipated that there would be a maximum of 25 inbound and 25 outbound additional vehicle movements, equivalent to less than one extra vehicle every minute across the peak hour.
- 5.12 Beyond the site access junction, traffic will dissipate through the local road network, such that the impact at any one off-site junction is not likely to be material. In regard to the site access junction, the uplift in trips in the worst-case scenario (Weekday PM peak) equates to less than one additional vehicle every minute. The site access junction benefits from good visibility to the right, in accordance with the 30mph speed limit, and very few accidents have been reported within the vicinity of the site access junction in the previous 5-year period.
- 5.13 Further to the above, the assessment considers the most intensive period in the Winter programme. For much of the rest of the Winter programme, and indeed in the Summer programme, the schedule is less intense and trip generation, therefore, lower.

Consented Trip Generation

- 5.14 It has already been established that the site received outline planning approval in March 2013, with a valid consent for 10 years, for the construction of 410 dwellings, 220 of which are located to the east of Seaside Way, including the site boundary for this application. Of the 220 proposed dwellings, approximately 100 have been built to date.
- 5.15 **Table 5.3** illustrates the trip generation associated with the approved planning application, for the remaining 120 dwellings which would be located within the site boundary of this application.



Table 5.3: Consented Trip Generation

| | PM | | |
|---------------------------------|---------|-----------|---------|
| | Arrival | Departure | Two Way |
| Trip Rates | 0.259 | 0.152 | 0.411 |
| Trip Generation (120 Dwellings) | 31 | 18 | 49 |

5.16 Considering the proposed trip generation and the consented trip generation for 120 dwellings, **Table 5.4** illustrates the overall net change in trip generation during the PM peak hour, which represents the worst-case scenario.

Table 5.4: Net Trip Generation

| | PM | | |
|--|-----------|------------|------------|
| | Arrival | Departure | Two Way |
| Proposed Trip Generation | 25 | 0 | 25 |
| Consented Trip Generation (120 Dwellings) | 31 | 18 | 49 |
| Net Change | -6 | -18 | -24 |

5.17 **Table 5.4** illustrates that the proposed development is expected to result in 24 fewer two-way trips in the PM peak hour when compared with the consented development proposals and its associated trip rates.

5.18 Considering the above, coupled with the scale of development flows, it is considered that the development proposals will not have a material impact on the operation of the site access junction or local highway network. As such, no further assessments have been undertaken.



6. PARKING

Introduction

- 6.1 This section of the Transport Assessment considers the proposed parking and likely car park accumulation associated with the development proposals, during the peak period of use.

Proposed Parking

- 6.2 As can be seen from the site layout provided at **Appendix A**, a total of 111 car parking spaces are proposed, which includes 10 disabled spaces.

Parking Demand

- 6.3 As previously discussed, site usage information has been provided for the proposed pitches, therefore it has been possible provide a robust assessment of parking demand, considering the busiest time during the Winter programme.
- 6.4 Based on the information in the preceding section, it is anticipated that at the busiest time, there will be a crossover between matches on a weekday evening which will see an additional 25 vehicles arrive and 25 depart as a result of the development proposals, with players arriving for the start of one match, before players of the preceding match will depart. It is likely that players will arrive between 5-10 minutes before each booking and depart between 5-10 minutes after each booking and therefore the period of cross-over and maximum demand is limited.
- 6.5 On this basis, it is possible to calculate how many vehicles are likely to be on-site at any one time and, consequently, what the demand for parking is.

Car Park Accumulation

- 6.6 A car park accumulation exercise has been undertaken to illustrate that the proposed car parking provision will be sufficient to accommodate the development proposals. This focuses on the weekday evening as the busiest period. During the weekday daytime and on weekends, use of the pitches is less intensive and / or trips will be made by minibus (in the case of school groups). The assessment below therefore demonstrates the worst-case scenario in terms of parking demand.
- 6.7 **Table 6.1** summarises car park accumulation following the addition of the proposed 3G pitch for weekday evenings between 1600 and 2200 for the Winter programme.



Table 6.1: Weekday Car Park Accumulation

| Time Period | Full Size AGP | | 3x 5-a-side | | Total | | Accumulation |
|---------------|---------------|-----------|-------------|-----------|---------|-----------|--------------|
| | Arrival | Departure | Arrival | Departure | Arrival | Departure | |
| 16:00 - 17:00 | 17 | 0 | 3 | 0 | 20 | 0 | 20 |
| 17:00 - 18:00 | 17 | 0 | 8 | 0 | 25 | 0 | 45 |
| 18:00 - 19:00 | 17 | 17 | 8 | 3 | 25 | 20 | 50 |
| 19:00 - 20:00 | 17 | 17 | 8 | 8 | 25 | 25 | 50 |
| 20:00 - 21:00 | 0 | 17 | 0 | 8 | 0 | 25 | 50 |
| 21:00-22:00 | 0 | 17 | 0 | 8 | 0 | 25 | 25 |

- 6.8 **Table 6.1** indicates that the peak parking accumulation for the on-site uses will be 50 spaces. However, this assumes that all players arrive promptly (and thus arrive before any players from the preceding match have departed). As indicated previously, the proposed car parking arrangement allows for 111 car parking spaces.
- 6.9 For completeness, **Table 6.2** summarises the car park accumulation for the proposed pitches on a Saturday for the Winter programme.



Table 6.2: Saturday Car Park Accumulation

| Time Period | Full Size AGP | | 3x 5-a-side | | Total | | Accumulation |
|---------------|---------------|-----------|-------------|-----------|---------|-----------|--------------|
| | Arrival | Departure | Arrival | Departure | Arrival | Departure | |
| 09:00 - 10:00 | 17 | 0 | 8 | 0 | 25 | 0 | 25 |
| 10:00 - 11:00 | 8 | 0 | 8 | 0 | 16 | 0 | 41 |
| 11:00 - 12:00 | 8 | 17 | 8 | 8 | 16 | 25 | 32 |
| 12:00 - 13:00 | 0 | 8 | 0 | 8 | 0 | 16 | 32 |
| 13:00 - 14:00 | 0 | 8 | 0 | 8 | 0 | 16 | 16 |

6.10 **Table 6.2** indicates that the peak parking accumulation for the site on a Saturday occurs between 10:00 – 11:00 when a maximum of 41 vehicles would be parked on site, leaving a spare capacity of 70 car parking spaces.



7. CONSTRUCTION PHASE TRAFFIC IMPACTS

7.1 The following measures are recommended in order to minimise any potential impacts of construction traffic:

- The preferred routes for any heavy goods vehicles (HGVs) to and from the site are to be identified and agreed with Blackpool Council (BC) and outlined within a Construction Traffic Management Plan prior to construction;
- Any abnormal loads to be scheduled in consultation with BC and the police, and to be advertised well in advance to minimise possible disruption;
- Major HGV movements to be confined to a designated operational period within hours to be agreed with BC; and
- The introduction of measures to ensure the safety of pedestrians by means of barriers to segregate the site from pedestrian routes.



8. SUMMARY & CONCLUSIONS

Summary

8.1 This Transport Assessment has been prepared on behalf of Steve Wells Associates Ltd, to accompany a planning application for one new 91m x 55m 3G artificial grass pitch (AGP), three 5-a-side football pitches, one multi-use games area, one Cruyff court and changing pavilion on land to the north of Bloomfield Road, Blackpool. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location within Blackpool, that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, the development proposals are anticipated to generate 24 fewer two-way vehicle trips during the weekday PM peak hour when compared with the consented residential proposals and its associated trip;
- Considering the maximum uplift in two-way vehicle trips, all trips associated with the site will travel through the proposed site access junction with Sands Way as this is as it provides the only access to the site;
- Beyond the site access junction, traffic will dissipate through the local road network, such that the impact at any one off-site junction is not considered to be material. In regard to the site access junction, the uplift in trips in the worst-case scenario (Weekday PM peak hour) equates to less than one additional vehicle a minute;
- The site access junction benefits from good visibility, in accordance with the 30mph speed limit, and no accidents have been reported within the vicinity of the site access junction in the previous 5-year period;
- Further to the above, the assessment only considers the most intensive period in the Winter programme. For much of the rest of the Winter programme, and indeed in the Summer programme, the schedule is less intense and trip generation, therefore, lower; and



- It has been demonstrated through a parking accumulation assessment, based on site usage information provided by Steve Wells Associates, in addition to assumptions discussed within this report, that the proposed parking provision at the development is considered to be sufficient to cater for the forecast demand associated with the development proposals.

Conclusion

- 8.2 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Indicative Site Layout



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Dwg. Purpose **Feasibility**

| No. | Revision / Issue | Date |
|-----|---|----------|
| C | AGP goal recesses amended | 15.03.21 |
| B | Basketball court position moved and site adjusted accordingly | 02.03.21 |
| A | Car park amended to improve green bank to north | 02.03.21 |

Project
Proposed AGP and Associated Pitches and Pavilion at Blackpool F.C. Community Trust Seaside Way Blackpool FY1 6JJ

Client
Blackpool F.C. Community Trust

Dwg. Title
**Proposed Site Plan
 Option 2 - South Car Park**



Churchill House, Mill Hill, Pontefract, West Yorkshire,
 WF8 4HY t: 01977 797258 e: mail@stevewells-associates.com

| Dwg. No. | Rev. |
|-----------------------------|-----------------------------|
| 205-068-0003 | C |
| Scale 1:1250 @ A3 | Date January 2021 |
| Drawn by JLR | Checked DKW |



Appendix B

Timetable Information

Blackpool FC Community Trust – Proposed User Numbers

| | Main AGP | 5-side Court 1 | 5-side Court 2 | 5-side Court 3 | Cruyff Court |
|-------------|--|---|---|---|--|
| | <p>Midweek Day time use: BFC School and Sport College – children already at the site attending Sports College Local primary schools - these users will walk to the site to use the new 3G facilities</p> | | | | Free recreational facility open to public. Users walk to site |
| 9am-12 noon | | | | | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |
| 12pm – 1pm | BFC School and College Lunch Period | BFC School and College Lunch Period | BFC School and College Lunch Period | BFC School and College Lunch Period | Community Trust Programmes (Kicks, Disability) or open access |
| 1pm – 2pm | BFC School Enrichment 32 students | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Community Trust Programmes (Kicks, Disability) or open access |
| 2pm – 3pm | BFC School Enrichment 32 students | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Community Trust Programmes (Kicks, Disability) or open access |
| 3pm – 4pm | BFC Sports College Enrichment 120 students | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Community Trust Programmes (Kicks, Disability) or open access |
| 4pm – 5pm | BFC Sports College Enrichment 120 students | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Local Primary Schools Usage (Revoe / Gateway) | Community Trust Programmes (Kicks, Disability) or open access |
| 5pm – 6pm | Junior Football Clubs Usage or BFC Academy, 60 junior players per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | | | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |
| 6pm – 7pm | Junior Football Clubs Usage or BFC Academy, 60 junior players per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |
| 7pm – 8pm | Junior Football Clubs Usage or BFC Academy, 60 junior players per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |
| 8pm – 9pm | Junior Football Clubs Usage or BFC Academy, 60 junior players per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Adult 5 aside League or Walking Football Sessions 10 adults per hour | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |
| Saturday | Junior Football League Matches 10 – 1pm 5v5 7v7 game formats 60 junior players 10 – 11am 30 junior players 11 – 12 noon 30 junior players 12 – 1pm | Junior football coaching 4 – 10 years 10am - noon 10 children p/hour | Junior football coaching 4 – 10 years 10am - noon 10 children p/hour | Junior football coaching 4 – 10 years 10am - noon 10 children p/hour | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |
| Sunday | Junior Football League Matches 10 – 2 pm 9v9 11v11 games 2 hours 20 junior players 10 – 12 noon 24 junior players 12 – 2pm | 5-a-side recreational football Average 10 adults p/hour 2 – 5 pm | | | Community Trust Programmes (Kicks, Disability etc) or open access free to use. |

TPS Project Number: P1637
TPS Project Name: Blackpool FC Community Trust
Date: April 2021

