

Proposed Residential Development
Cropper Road, Westby with Plumpton, Fylde

BRECK HOMES/EDEN LAND AND DEVELOPMENT

Transport Statement
August 2021





REPORT

Document: Transport Statement

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons has been instructed by Breck Homes/Eden Land and Development to prepare a Transport Statement which accompanies full planning applications that seek permission for the erection of 65 new affordable residential dwellings and associated commercial development on land at the Garden Place garden centre and associated café/retail use to the west of Cropper Road in the Westby with Plumpton area of Fylde.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.

1.2 Scope of Report

1.2.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.2.2 Section 4 discusses the traffic impact of the proposed development. Section 5 presents an analysis of road safety. Finally, Section 6 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located within the Westby with Plumpton area of Fylde Borough in Lancashire. The site is currently occupied by 'The Garden Place' garden centre Garden Place garden centre and associated café/retail use on land to the west of Cropper Road.

2.1.2 The location of the site is shown on **Plan 1**.

2.1.3 The site is bordered to the east by Cropper Road, to the south and west by currently undeveloped land and to the north by Cropper Lodge. The site is currently surrounded on the southern, western and northern sides by the currently allocated HSS5 site which will be covered later in this section.

2.2 Local Highway Network

2.2.1 Cropper Road forms the eastern site boundary and connects the Cropper Road North/A5230 Progress Way/Jenny Lane/Cropper Road priority controlled roundabout in the north with the Cropper Road/B5410 Lytham St Annes Way/Whitehill Road/B5410 Wild Lane/School Road priority controlled roundabout in the south. The carriageway is subject to a 30mph speed limit.

2.2.2 The A5230 Progress Way is located to the north of the site and is a primary route that connects the south of Blackpool with the M55 to the north-east of the site. In the vicinity of the site, the A5230 Progress Way is a two lane carriageway in each direction and is subject a 40mph speed limit.



- 2.2.3 School Road is subject to the national speed limit in the vicinity of the site. School Road links the B5261 Common Edge Road/School Road/Jepson Way signalised junction, to the west, with the Cropper Road/B5410 Lytham St Annes Way/Whitehill Road/B5410 Wild Lane/School Road priority controlled roundabout to the east.

2.3 Development Proposals

- 2.3.1 The proposals will consist of 65 new affordable residential dwellings (70% rent and 30% shared ownership) and associated commercial development which will include the following mix of uses at this stage:

- Two Retail units of 1,000 square feet (93 sqm) each.
- Convenience Store of 4,200 square feet (390 sqm).

- 2.3.2 In terms of the residential element of the development, each house will be provided with off-street car parking to accord with current LCC standards.

- 2.3.3 Car parking at the commercial element is proposed with 28 car parking spaces which accords with the latest Fylde Council car parking standards.

- 2.3.4 The current guidance are based on maximum standards and these are listed below for the three relevant land uses proposed:

- A1 Food Retail – one space per 14 square metres of gross floor area.
- A1 Non-Food Retail - one space per 20 square metres of gross floor area.



- 2.3.5 This would allow for a maximum of 28 food retail car parking spaces and 9 non-food retail spaces. As the total proposed is 28, this accords with the current standards for car parking.
- 2.3.6 Cycle parking will also meet with current Fylde Council guidance which is as follows:
- A1 Food Retail – one space per 140 square metres of gross floor area (3 spaces).
 - A1 Non-Food Retail - one space per 200 square metres of gross floor area (min of 2).
- 2.3.7 This would require 7 cycle parking spaces which are included as part of the proposed development.
- 2.3.8 A number of links are shown on the masterplan to Cropper Road and the surrounding HSS5 site to ensure that connectivity is provided to the wider masterplanned area on foot and by cycle.
- 2.3.9 The proposed site layout is shown in **Plan 2** with a swept path analysis shown on **Plan 3** demonstrating that a standard Fylde refuse vehicle can access the residential element and a rigid HGV can access the commercial element.



2.4 Vehicular Access

2.4.1 The main vehicular access to the site is located off Cropper Road. The access will be located in a similar position to the existing Garden Centre access. It will consist of typical geometric parameters for an adopted residential access road, as follows:

- 5.5 metre wide road.
- 2 metre wide footways on both sides.
- 6 metre radii.
- Visibility splays of 2.4 metres by 43 metres.

2.4.2 The commercial element of the proposals will be served by a private but formal access off Cropper Road north of the junction with Paddock Close opposite. The commercial access will consist of a 10.25m metre wide road and 4.5 metre kerbed radii. Visibility splays of 2.4 metres by 43 metres can also be accommodated within the site frontage. The formal vehicular access points will replace the two that current exist to the site.

2.4.3 As part of the adjacent HSS5 site (planning ref: 17/0779) a link road through the site will substantially reduce traffic levels on the section of Cropper Road which this particular application site accesses.

2.5 Policy Background

2.5.1 The site is covered by allocation HSS5 in the Fylde Local Plan to 2032, which envisages a total of 450 houses. This includes the indicative location of a local centre which falls within the present application site.



2.5.2 The Fylde Local Plan to 2032 states at paragraph 2.30, that:

"This area includes the Blackpool Airport Corridor and Whitehills Business Park. Whilst it is located in Fylde Borough, it is adjacent to the boundary with Blackpool, which means that this area has greater connections with Blackpool in terms of character and geographical location. It is likely that existing residents and businesses within this area will continue to rely on Blackpool's infrastructure, services and facilities."

2.5.3 Policy SL2 of the Fylde Local Plan lists development sites within the Fylde-Blackpool Periphery Strategic Location for Development. The application site forms part of one of these (HSS5 – Cropper Road West, Whitehills).

2.5.4 The associated text of this policy states the following at paragraph 6.17:

"Any planning application for the development of this site will need to be accompanied by a comprehensive masterplan to be agreed by the Council, which will need to include the site for a local (retail) centre, serving Whitehills. There are surface water and wastewater issues at land at Junction 4 of the M55 and road improvements will be required to the junction. However, it is anticipated that development of housing on this site could start in 2023/24, with 250 homes being delivered within the plan period and the remaining 200 being constructed beyond the plan period."



3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.



- 3.2.2 The nearest footways are located along Cropper Road fronting the site and have a width of around 3 metres. On the north-eastern side of the road. The proposals will include a number of connections to Cropper Road for pedestrians and cyclists who can cross Cropper Road very easily. Pedestrian safety will be enhanced once the spine road through the HSS5 is in place and traffic flows have been substantially reduced along this part of Cropper Road.
- 3.2.3 These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of controlled crossing points which facilitate access to the nearby day to day amenities within the area.
- 3.2.4 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2018 that around 80% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 3.2.5 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 – IHT 'Providing for Journeys on Foot' Walk Distances



- 3.2.6 Reference to the 2,000 metres walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that ‘walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km’.
- 3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’. **Table 3.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 3.2 – Manual for Streets Walk Distances

- 3.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled ‘Home to School Travel and Transport’ statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 3.3**.



Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 3.3 – DfE Walk Distances to Schools

3.2.9 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres;
- Commuting – 2, 400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

3.2.10 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

All Journeys	85 th Percentile Walk Distances				Overall Recommended Preferred Max
	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 3.4 – WYG Report/NTS Data Walk Distances

- 3.2.11 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 3.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.*
- 3.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in **Plan 4**.

- 3.2.16 The 2,000-metre pedestrian catchment illustrates that parts of Blackpool can be accessed, such as, Coast Riders Diner, Crossfit Blackpool, The Learning Tree Nursery, Plum Tree Farm – Dining and Carvery, Whitehills Convenience Store, Mereside Park and Mereside Primary Academy.
- 3.2.17 **Table 3.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether the amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Coast Riders Diner	125m	1,600m	YES
Crossfit Blackpool	1,160m	1,600m	YES
Mereside Park	1,330m	1,600m	YES
Whitehill's Convenience Store	1,365m	1,600m	YES
Plum Tree Farm – Dining and Carvery	1,490m	1,600m	YES
The Learning Tree Nursery	1,655m	3,200m	YES
Mereside Primary Academy	1,885m	3,200m	YES

Table 3.5 - Distance from Site to Local Facilities

- 3.2.18 As can be seen in the above table, the site is located within proximity to a number of local amenities including schools and shops. In addition, the proposals contain a small local centre within that site which will include a convenience store and other local facilities that can be accessed via residents within a very short walk of the site .



- 3.2.19 Additional local amenities will be provided within the wider masterplanned area including the adjacent HSS5 site.
- 3.2.20 Notwithstanding that, all of the existing day to day amenities are within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest local facilities, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.
- 3.2.21 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

3.3 Walkable Neighbourhoods

- 3.3.1 In addition, to the walking distances referred to above, it is regarded that the proposed development presents a unique opportunity to create part of a new neighbourhood based on 20 minute walkable principles, with the wider area delivering significant benefits to the wider community. The new neighbourhood will be accessible to existing residents as well as new ones, thus enabling local people to enjoy new community facilities and green, open spaces.
- 3.3.2 The location of the site allows for integration into the wider masterplanned area, whilst providing access to local services, shops and facilities. In turn, this will encourage new residents to 'live locally' and help to encourage spend in local businesses.
- 3.3.3 It has been demonstrated that the majority of the above amenities are within around a 20 minute walk from both the western and eastern site, which accords with the 'walkable neighbourhood' principle. With that in mind, residents will be able to access most of their daily needs within a 20 minute walk.



- 3.3.4 To aid this, the development provides public access to natural settings, leading to indoor and outdoor exercise and social interactions.
- 3.3.5 These interactions mean an integrated sense of community, and therefore provides a sense of safety and security within the neighbourhood.
- 3.3.6 There is potential for existing links and connections to the wider pedestrian network to be provided as part of the proposals. Such improvements however, will be discussed and agreed with the LHA during the planning process.
- 3.3.7 It is considered that the potential improvements would have a positive impact on the surrounding pedestrian network and be of benefit not only to residents at the development, but the wider community as well.
- 3.3.8 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations

3.4 Access by Cycle

- 3.4.1 An alternative mode of travel to the site could be achieved by bicycle. A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Blackpool, South Shore, Staining and Lytham St Annes.
- 3.4.2 National cycle route 62, which starts in the centre Blackpool. It then runs south along the coast towards Lytham St Annes via South Shore. It is both an on and off-road cycle route and is located 4km away from the centre of the site.

3.4.3 As detailed earlier, additional pedestrian and cycle links are proposed between this site and adjacent HSS5 site to maximise pedestrian and cycle connectivity which will accord with the wider masterplanned area.

3.4.4 The site can therefore be considered as being accessible by cycle.

3.5 Access by Bus

3.5.1 The nearest bus stops to the site are located approximately 965 metres to the east on the B5410 Annes Way. Additional bus stops are located further along Preston New Road. All the nearest bus stops to the site are shown on **Plan 4**.

3.5.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.6** below.

Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
61	PRESTON - BLACKPOOL via Lea, Wesham, Peel Corner, Marton	1	2	2	1	2	1

Table 3.6 - Existing Bus Services

3.5.3 As can be seen from Table 3.6, the nearest bus stops to the site provides access to the number 61 service throughout the day to destinations such as Blackpool, Preston and Kirkham.

- 3.5.4 The above services operate from around 6:15am to around 23:00pm, making travel by public transport a real alternative to travelling by car for all journey purposes.
- 3.5.5 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 3.7** below.

Destination	Duration
Blackpool town centre	15 minutes
Preston city centre	46 minutes
Kirkham	16 minutes

Table 3.7 - Example Bus Journey Times from the Site

- 3.5.6 The above table demonstrates that Blackpool is an approximate 15-minute bus journey from the site and Preston is a 46-minute bus journey.
- 3.5.7 Furthermore, the new Link Road through the HSS5 site will include the potential for a bus route to be located very close to this particular application site enhancing its accessibility by non-car modes.
- 3.5.8 It is therefore concluded that the site is accessible by bus.

3.6 Accessibility by Rail

- 3.6.1 Squires Gate train station is the most accessible station to the site, even though it is located outside of the 2 kilometre catchment. It can be accessed via a 20 minute walk followed by a 17 minute bus journey on the number 18 service. This train station is managed by Northern providing 2 services per hour to destinations such as Blackpool and Preston.



3.7 Accessibility Summary

3.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

3.7.2 The following conclusions can be drawn from this section of the report:

- The site is accessible on foot and by cycle and these provisions will be improved as part of the works on the development site.
- A new local centre is provided within the site to serve not only this site but also the wider new community as additional housing development is completed.
- The services from the bus stops on Preston New Road which connect the site with retail, employment and leisure facilities in Blackpool, Preston and Kirkham. It can therefore be concluded that the proposed development can be accessed by bus.
- The site is accessible via rail with Squires Gate being the most accessible station to the site which is a short bus journey away.

3.7.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

4.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

4.3 Existing Garden Centre

4.3.1 The existing use of the site is a Garden Centre with an associated café and retail use. The site area is around 1.7 hectares. Whilst it is difficult to establish how busy the Garden Centre was in pre-COVID times it is clear that it has the potential to generate a reasonable level of traffic flow throughout the week.

4.3.2 This will reduce the level of net traffic impact on the local highway network.

4.4 Proposed Development

4.4.1 The proposals will consist of 65 new affordable residential dwellings and associated commercial development which will include the following mix of uses at this stage:

- Two Retail units of 1,000 square feet (93 sqm) each.

- Convenience Store of 4,200 square feet (390 sqm).

4.4.2 The TRICS database has been used to establish the traffic impact of the residential element of the proposals. The range used consisted of 'affordable housing' for all sites of less than 100 units.

4.4.3 A summary of the forecast residential trip rates and the likely level of trips that would occur as a result of the residential element of the proposed development is provided in **Table 4.1**, below with the output in full enclosed at **Appendix 1**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.136	0.243	9	16
PM Peak Hour	0.258	0.199	17	13

Table 4.1 Proposed Development Trip Rates and Trips (65 Units)

4.4.4 As can be seen, the proposed residential development is forecast to generate a total of 25 two-way trips in the Weekday AM peak and 30 two-way trips in the Weekday PM peak. This equates to an additional two-way vehicular movement every 2 minutes even during the busiest periods of the day. This will clearly be reduced by factoring in the existing Garden Centre use.

4.4.5 The commercial uses are proposed to serve the local area and in particular to accord with the surrounding masterplanned area including the remainder of the HSS5 site. The trips to and from these units are likely to be generated from a local catchment and as such will mostly be walk in trips.



- 4.4.6 Any vehicular trips generated are likely to be either very localised or carried out as part of another trip purpose already on the local highway network, such as dropping into the convenience store either on the home from or to work for example.
- 4.4.7 These uses will therefore not generate any material new levels of traffic onto the local highway network.
- 4.4.8 There will also be a substantial reduction in traffic flows on this part of Cropper Road as a result of the Link Road proposed as part of the adjacent HSS5 site as well as the implementation of the Heyhouses Link Road programmed to be open in 2023/24.
- 4.4.9 In light of such a minimal net impact, and given there are no known capacity issues in the area, no capacity assessments have been undertaken of the local road network.

4.5 Traffic Impact Summary

- 4.5.1 This section of the Report has considered the impact of the proposal in transport terms.
- 4.5.2 The above assessment has demonstrated that the proposals will not have a material impact or give rise to any highway capacity issues. It is therefore considered that the predicted level of traffic can be accommodated onto the local highway network.
- 4.5.3 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and should be deemed acceptable in highway terms.

5 ACCIDENT ANALYSIS

- 5.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken.
- 5.1.2 The information provided on the website covered the five-year period 2016 to 2020 in the vicinity of the development site.
- 5.1.3 According to the data provided there have been a total of 3 recorded accidents within the study area, which in this instance comprises Cropper Road and its roundabout junction with Lytham St Annes Way,, as shown in **Figure 5.1** below.

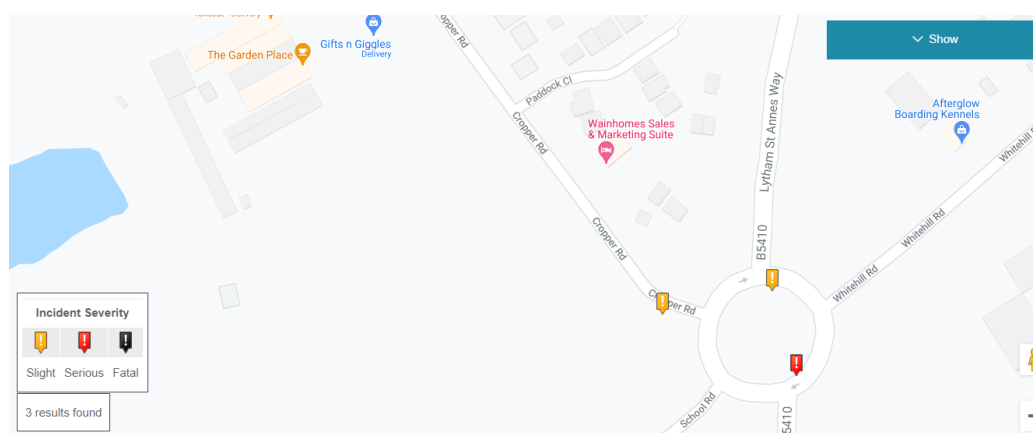


Figure 5.1 - CrashMap Accident Plot

- 5.1.4 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts. Indeed, the proposed Link Road included within the adjacent HSS5 site will reduce traffic levels on this part of Cropper Road which will inevitably improve the safety of this section of highway.



- 5.1.5 It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.
- 5.1.6 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

6 CONCLUSIONS

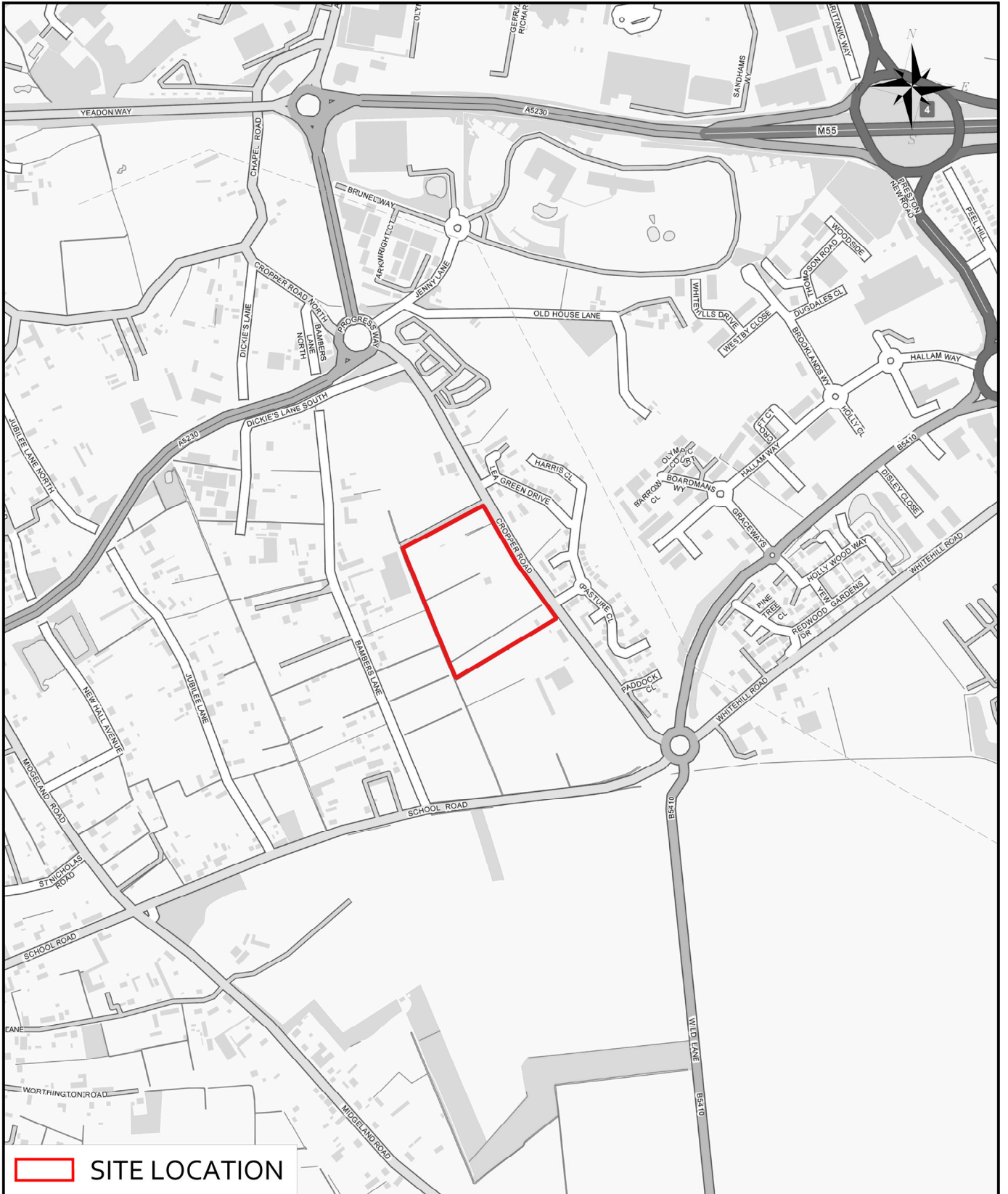
6.1.1 Eddisons has been instructed by Breck Homes/Eden Land and Development to prepare a Transport Statement which accompanies full planning applications that seek permission for the erection of 65 new affordable residential dwellings and associated commercial development on land at the Garden Place garden centre and associated café/retail use to the west of Cropper Road in the Westby with Plumpton area of Fylde.

6.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements from Cropper Road.
- The report has demonstrated that the proposed development would be accessible by non-car travel modes of such as walking, cycling and public transport.
- The report has demonstrated that the site will complement the wider masterplanned proposals including the development of the adjacent HSS5 site.
- The report has demonstrated the development proposals will provide adequate parking provision.
- The development proposals will provide adequate servicing accessibility for the commercial element.
- The net traffic impact of the proposals would be minimal.
- The report has demonstrated that there are no road safety issues in the area.

6.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



SITE LOCATION

CLIENT:

BRECK HOMES

DRAWING TITLE:

**CROPPER ROAD, BLACKPOOL
SITE LOCATION**

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3459-01

REVISION:

-

DRAWN:

LG

DATE:

22.07.21

CHECKED:

PJW

DATE:

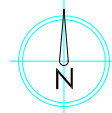
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SCALES:

NTS @ A4

Eddisons | Incorporating
Croft

Cropper Lodge



Housing Accommodation Schedule
06No. 1b2p Apartments (58)
06No. 2b3p Apartments (65)
07No. 3b4p Aspect House Type (80)
21No. 2b4p House Types (68)
25No. 3b5p House Types (82)
Total 65No. Units

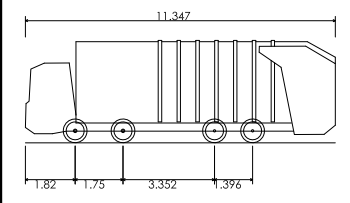
Site Area = 1.63 Hectares



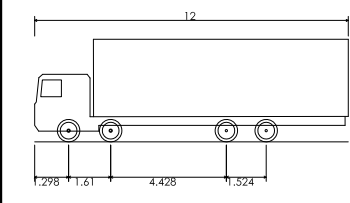
REV	DATE	DESCRIPTION
A	20.07.21	Red edge amended.
TITLE		
PROPOSED SITE LAYOUT		
PROJECT		
CROPPER ROAD, BLACKPOOL		
DRAWING NUMBER	DATE	SCALE
CROPPER ROAD - P01	JULY.21	1:500 @ A1
REV		
A		



NOTES



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 11.330m

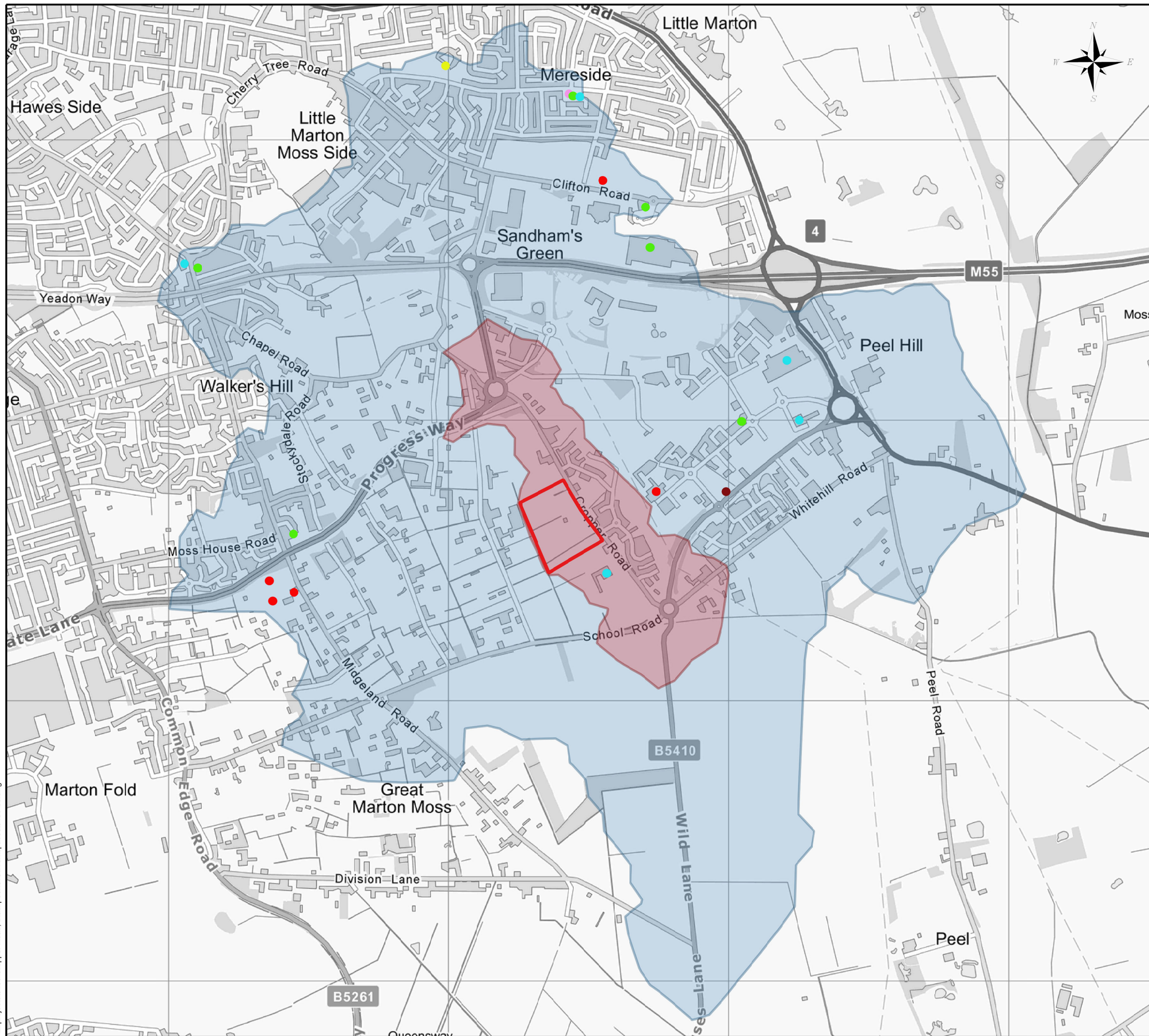


Rigid Truck
 Overall Length 12.000m
 Overall Width 2.500m
 Overall Body Height 3.928m
 Min Body Ground Clearance 0.412m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.900m



CLIENT:	BRECK HOMES		
PROJECT:	CROPPER ROAD, BLACKPOOL		
DRAWING TITLE:	SWEPT PATH ANALYSIS		
SCALES:	1:500 @ A3		
DRAWN:	LG	CHECKED:	PJW
DATE:	AUG 21		
Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning			
DRAWING NUMBER:	3459-SP04		REVISION: A

Z:\projects\3459 Cropper Road, Blackpool\CAD\Croft Drawings\3459-SP04A.dwg



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Education
- Healthcare/Medical
- Retail
- Sport/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
BRECK HOMES

PROJECT:
CROPPER ROAD, BLACKPOOL

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN: LG	CHECKED: PJW	DATE: JUL 21
-----------	--------------	--------------

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3459-03	REVISION: -
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APPENDICES

APPENDIX 1

TRICS Output - Proposed Residential Development

Calculation Reference: AUDIT-851401-210807-0826

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
13	MUNSTER	
	TI TIPPERARY	2 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 83 (units:)
Range Selected by User: 8 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/10/18

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

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre

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

Selected Location Sub Categories:

Residential Zone	14
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	16 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	5 days

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

Travel Plan:

No	16 days
----	---------

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

PTAL Rating:

No PTAL Present	16 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CH-03-B-01 WORDS WORTH CRES. CHESTER BLACON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	HOUSES & FLATS 80 17/11/14	CESHIRE	<i>Survey Type: MANUAL</i>
2	DL-03-B-02 MARIGOLD ROAD DUBLIN DARNDALE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 35 19/10/15	DUBLIN	<i>Survey Type: MANUAL</i>
3	DL-03-B-03 HOME PARK ROAD DUBLIN DRUMCONDRA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI -DETACHED & TERRACED 48 22/11/16	DUBLIN	<i>Survey Type: MANUAL</i>
4	DU-03-B-01 307-441 BALUNIE DRIVE DUNDEE DOUGLAS & ANGUS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	TERRACED BUNGALOWS 68 21/04/17	DUNDEE CITY	<i>Survey Type: MANUAL</i>
5	GM-03-B-01 NEWBOLD ROCHDALE Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 43 21/10/15	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
6	LC-03-B-02 BILLINGE STREET BLACKBURN Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI DETACHED/TERRACED 15 10/06/13	LANCASHIRE	<i>Survey Type: MANUAL</i>
7	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED 16 18/06/13	MERSEYSIDE	<i>Survey Type: MANUAL</i>
8	NF-03-B-01 NELSON ROAD NORTH GREAT YARMOUTH Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 45 13/09/17	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	TI -03-B-01 LIMERICK ROAD NENAGH	MIXED HOUSES		TIPPERARY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 43 <i>Survey date: FRIDAY 27/05/16</i>			
	<i>Survey Type: MANUAL</i>			
10	TI -03-B-02 STRADAVOHER THURLES	BUNGALOWS		TIPPERARY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 8 <i>Survey date: MONDAY 20/11/17</i>			
	<i>Survey Type: MANUAL</i>			
11	TW-03-B-01 SCEPTRE STREET NEWCASTLE UPON TYNE	TERRACED HOUSES		TYNE & WEAR
	Edge of Town Centre Residential Zone Total No of Dwellings: 83 <i>Survey date: THURSDAY 18/10/18</i>			
	<i>Survey Type: MANUAL</i>			
12	WL-03-B-01 BUTTERFIELD DRIVE AMESBURY	TERRACED HOUSES		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: TUESDAY 18/09/18</i>			
	<i>Survey Type: MANUAL</i>			
13	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES		WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 14/11/16</i>			
	<i>Survey Type: MANUAL</i>			
14	WY-03-B-02 WHITEACRE STREET HUDDERSFIELD DEIGHTON	MIXED HOUSES		WEST YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: TUESDAY 17/09/13</i>			
	<i>Survey Type: MANUAL</i>			
15	WY-03-B-03 LINCOLN GREEN ROAD LEEDS	TERRACED HOUSES		WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 29 <i>Survey date: THURSDAY 19/09/13</i>			
	<i>Survey Type: MANUAL</i>			
16	WY-03-B-04 SYKES CLOSE BATLEY	TERRACED HOUSES		WEST YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: FRIDAY 19/10/18</i>			
	<i>Survey Type: MANUAL</i>			

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	41	0.058	16	41	0.128	16	41	0.186
08:00 - 09:00	16	41	0.136	16	41	0.243	16	41	0.379
09:00 - 10:00	16	41	0.153	16	41	0.200	16	41	0.353
10:00 - 11:00	16	41	0.154	16	41	0.144	16	41	0.298
11:00 - 12:00	16	41	0.141	16	41	0.136	16	41	0.277
12:00 - 13:00	16	41	0.170	16	41	0.139	16	41	0.309
13:00 - 14:00	16	41	0.121	16	41	0.145	16	41	0.266
14:00 - 15:00	16	41	0.174	16	41	0.182	16	41	0.356
15:00 - 16:00	16	41	0.254	16	41	0.200	16	41	0.454
16:00 - 17:00	16	41	0.216	16	41	0.147	16	41	0.363
17:00 - 18:00	16	41	0.258	16	41	0.199	16	41	0.457
18:00 - 19:00	16	41	0.176	16	41	0.141	16	41	0.317
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.011			2.004			4.015

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

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

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Parameter summary

Trip rate parameter range selected: 8 - 83 (units:)
 Survey date range: 01/01/13 - 19/10/18
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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



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