



Great Birchwood Country
Park, Lytham St Annes
Transport Statement

*For Bellair Scotland Ltd on behalf of Fylde
Care Village*

Date: 20 December 2021

Doc ref: 21156-HYD-XX-XX-RP-TP-4001-P1.1

DOCUMENT CONTROL SHEET

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Client	Bellair Scotland Ltd on behalf of Fylde Care Village	
Project name	Great Birchwood Country Park, Lytham St Annes	
Title	Transport Statement	
Doc ref	21156-HYD-XX-XX-RP-TP-4001-P1.1	
Project no.	21156	
Status	Planning Submission	
Date	20/12/2021	

Document Production Record		
Issue Number	P2	Name
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Document Revision Record			
Issue Number	Status	Date	Revision Details
P1	Draft	06/12/2021	Draft issue for comment
P2	Final	20/12/2021	Issue for Planning

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1. INTRODUCTION

1.1 Overview

1.1.1 Hydrock have been instructed by Bellair Scotland Ltd on behalf of Fylde Care Village to prepare a Transport Statement [TS] relating to proposals for a residential development of 62 dwellings at Great Birchwood Country Park, Lytham Road, Lytham St Annes.

1.1.2 This report will consider the impact of the proposed development on the local highway network.

1.2 Scoping

1.2.1 Scoping correspondence has been undertaken with Lancashire County Council's Highways department. The scoping response is detailed with **Appendix A**.

1.3 Site Location and Background

1.3.1 The site is located for the west of Warton in Fylde Lancashire and to the east of Lytham. The site is bounded by Lytham Road to the south, farm land to the north and west, and Lytham Golf Academy Driving range to the east.

1.3.2 The location of the site is presented in **Figure 1.1**.

Figure 1.1 Site Location



1.3.3 This report has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document.

1.3.4 It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.3.5 The report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.4 Structure of the Report

1.4.1 This report is comprised of seven sections, including this introduction:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the national and local transport policy;
- **Section 4** assesses the sustainable accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** summarises the impact of the development; and
- **Section 7** sets out the summary and conclusions.

2. EXISTING CONDITIONS

2.1 Site Location and Description

2.1.1 As shown in the aforementioned **Figure 1.1**, the site is located to the east of Warton and the west of Lytham. A detailed location plan of the site and the surrounding area is illustrated in **Figure 2.1**.

Figure 2.1 Local Highway Network



2.2 Highway Network

2.2.1 The following subsections offer a full description of the local highway network, including infrastructure characteristics and local highway traffic conditions.

2.3 A584 Lytham Road

2.3.1 The A584 Lytham Road is a primary route leading from the A583 Blackpool Road through Warton into Lytham St Annes. Access to the site is achieved through a designated right turn lane from the east.

2.3.2 A 2.0m footway is present on the southern side of Lytham Road, whilst a shared footway and cycleway is present on the northern side of the carriageway.

2.3.3 Lytham Road is presented in **Figure 2.2**.

Figure 2.2 A584 Lytham Road



2.4 Collision Data Analysis

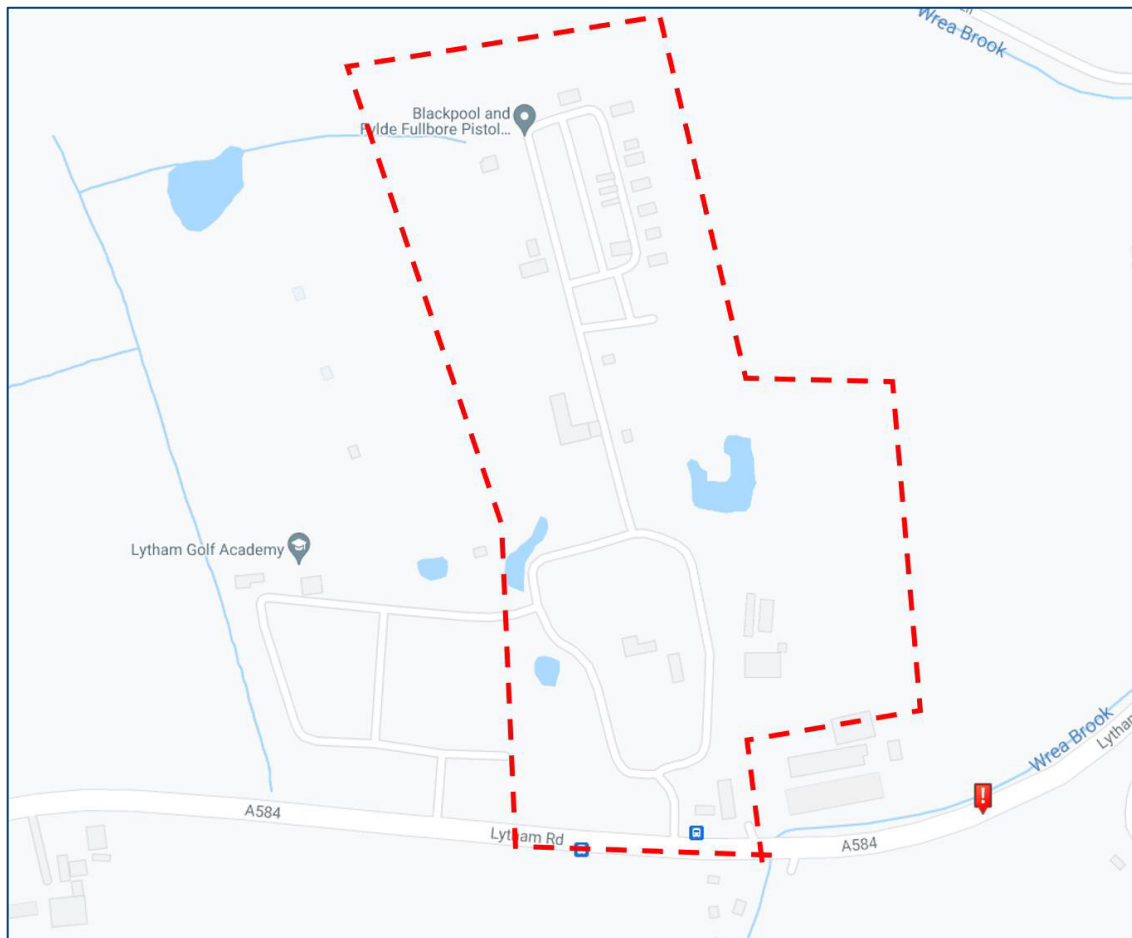
2.4.1 The DfT Document "Guidance on Transport Assessments" states that:

"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

2.4.2 This subsection considers the accident record within the local study network to establish if there are any specific highway safety issues that need to be considered.

2.4.3 A review of the Personal Injury Accidents [PIAs] recorded within the study are within the most recently available five-year period (1st January 2016 - 31st December 2020) available from the DfT. Examination of the PIA data revealed that no accidents have occurred within the study area during the five-year period **Figure 2.4** illustrates that accident plot for the study area for the most recent five-year period, as obtained from Crashmap.

Figure 2.3 Collision Data



2.4.4 One accident has been recorded within proximity to the proposed site. The yearly summary is presented in **Table 2.1**.

Table 2.1 Accident Analysis

Severity	2016	2017	2018	2019	2020
Slight	0	0	0	0	0
Serious	0	1	0	0	0
Fatal	0	0	0	0	0
TOTAL	0	1	0	0	0

2.4.5 From the above it is evident that the accident record within the vicinity of the site is minor with only once accident recorded in the last 5 years. There have been no fatal accidents within the study network during the analysed period and the only accident was classified as serious.

2.4.6 Whilst all accidents are unfortunate it is Hydrock's view that the accidents can be attributed to random fluctuations, circumstantial factors and driver behaviour, and not as a result of the existing highways design. Therefore, the existing highway does not give rise to any material concern.

3. TRANSPORT POLICY CONTEXT

3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework [NPPF]

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans when determining planning applications.
- 3.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).
- 3.2.5 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.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. The TS considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

3.3.2 The advice reflects current Government policy promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.4 Manual for Streets [MfS]

3.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.4.5 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in Table 3.1:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public Transport Users
Consider Last	Specialist service vehicles (e.g. emergency services, waste etc.)
	Other motor vehicles

Source: MfS (2007)

3.5 Guidance for Providing for Journeys on Foot

3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation’s (CIHT’s) “Guidelines for Providing for Journeys on Foot”. Table 3.2 (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School/Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.6 Fylde Local Plan to 2032 (Adopted 2018)

3.6.1 The Fylde Local Plan is built upon the key principle of sustainable development and its three dimensions: social, economic and environmental.

Policy T4 - Enhancing Sustainable Transport Choice

- 3.6.2 In order to secure the long term viability of the Borough and to allow for the increased movement of people and goods as expected, the Council will work with neighbouring authorities and transport providers to improve accessibility across the Borough, improve safety and quality of life for residents and reduce the Borough's carbon footprint. Over the Local Plan period the Council will work with the Highway Authority (LCC), Highways England, Network Rail and transport providers to:
- a. Improve community health and wellbeing by providing alternative means of transport such as walking and cycling. This will be achieved through protecting and enhancing the existing public rights of way network; the provision of additional footpaths, cycleways and bridleways, where appropriate; and safeguarding land for the provision of a continuous footpath, cycleway and bridleway network along Fylde's coastline;
 - b. Reduce the environmental impact of transport through suitable mitigation and design;
 - c. Reduce transport emissions, such as carbon dioxide and other greenhouse gases, by encouraging greater usage of public transport facilities;
 - d. Reduce congestion in the Key Service Centres of Lytham, St Annes and Kirkham to promote competitiveness and enhance the tourism economy;
 - e. Prepare and actively promote travel plans for all new developments which generate significant amounts of movement, including both employment and residential;
 - f. Improve public transport between the Strategic Locations for Development and nearby town centres, employment areas, tourism developments and to the rural parts of the Borough
 - g. . Implement measures to deliver a shift to public transport, away from car use over the plan period, and where appropriate, support, promote and implement innovative public transport initiatives;
 - h. Provide a rail / bus / tram interchange on the South Fylde Line;
 - i. Support the shift towards new technologies and fuels by promoting low carbon travel choices and encouraging the development of ultra-low carbon / electric vehicles and associated infrastructure;
 - j. Provide a park and ride at Kirkham and Wesham Railway Station;
 - k. Provide improved pedestrian, disabled, cycling and public transport access to and from Kirkham and Wesham Railway Station;
 - l. Improve and upgrade the North Fylde Railway Line and the South Fylde Railway Line, including improved service frequency on the latter; and
 - m. Integrate different modes of transport, to ensure a comprehensive and coherent sustainable transport network.

- 3.6.3 All planning applications for developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, prepared in accordance with the Planning Practice Guidance. Any mitigation identified in the Transport Assessment or Transport Statement that is required to make the development acceptable must be implemented in accordance with the requirements of the Highway Authority.

Policy T5 - Parking Standards

- 3.6.4 Car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety.
- 3.6.5 A flexible approach to the level of car parking provision will be applied, dependent on the location of the development concerned.

3.7 Summary

- 3.7.1 The above policy summary review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 3.7.2 Access on foot, cycle and public transport is discussed in the following section of this report.

4. SUSTAINABLE ACCESS

4.1 Access on Foot

- 4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).
- 4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.1.3 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km).
- 4.1.4 Paragraph 2.2 of TA91/05 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'. In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.
- 4.1.5 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 4.1.6 The development is located on Lytham Road in a rural setting between Lytham and Warton. The site benefits from footways and a shared cycleway along Lytham Road.
- 4.1.7 **Figure 4.1** below provides an extract of the indicative walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full plan is provided at Figure 1 within **Appendix B**.

Figure 4.1 2km Walking Catchment



4.1.8 As demonstrated within **Figure 4.1**, there are bus stops present on Lytham Road within easy reach of the site. Lytham and Warton are both within walking distance from the site.

4.2 Access by Cycle

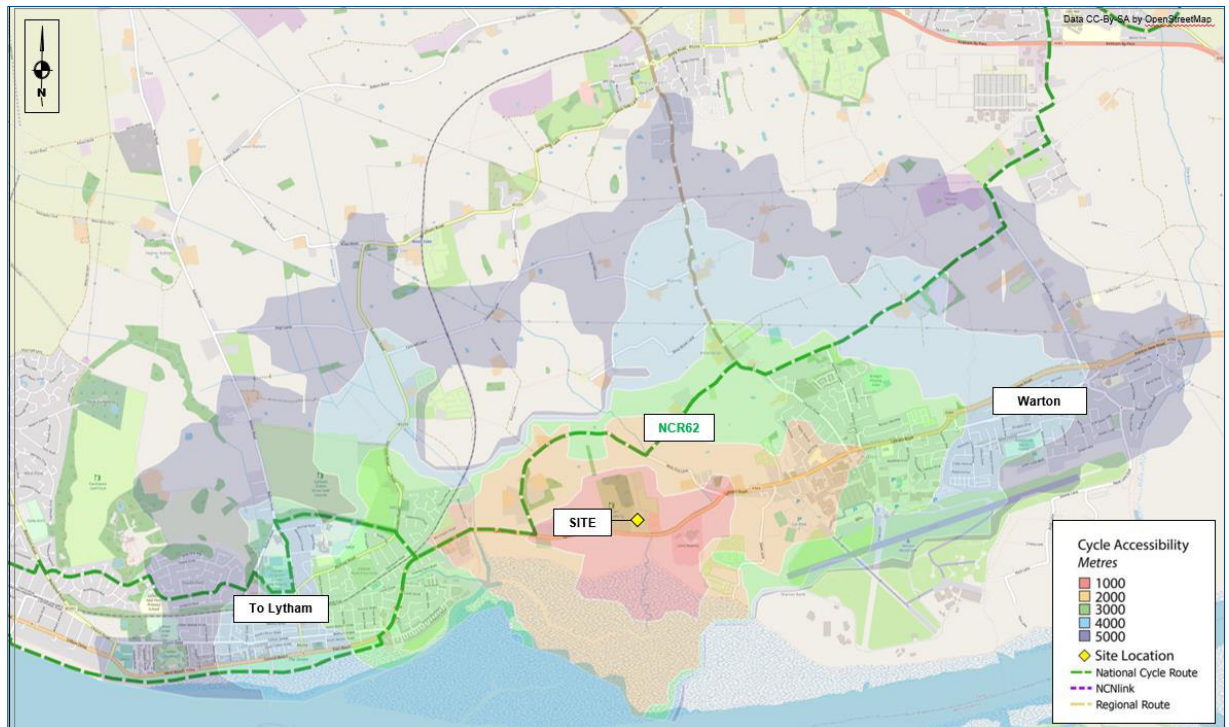
4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. With regard to cycling, TA91/05 states (paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations, including educational facilities shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'.

4.2.2 This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states: "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking".

4.2.3 A shared cycle route is present along Lytham Road, whilst National Cycle Route [NCR] 62 runs within proximity of the proposed development site linking the coastal route to Kirkham and beyond.

4.2.4 **Figure 4.2** below presents an extract of the 5km cycling catchment from the site. A copy of the cycling catchment is provided at Figure 2 within **Appendix B**.

Figure 4.2 5Km Cycling Catchment



4.2.5 As demonstrated in **Figure 4.2**, Warton and Lytham are within easy cycling distance from the site, whilst National Cycle Route 62 runs to the north of the site.

4.3 Access by Bus

4.3.1 The closest bus stops to the site are located on Lytham Road, approximately 20m from the site.

4.3.2 The frequency of the services from the local bus stops in the surrounding area within an 800m threshold of the site are presented in **Table 4.1**; with a summary of the services, routes and frequencies. For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peaks for a weekday are 08:00-09:00 and 17:00-18:00.

Table 4.1 Local Bus Services

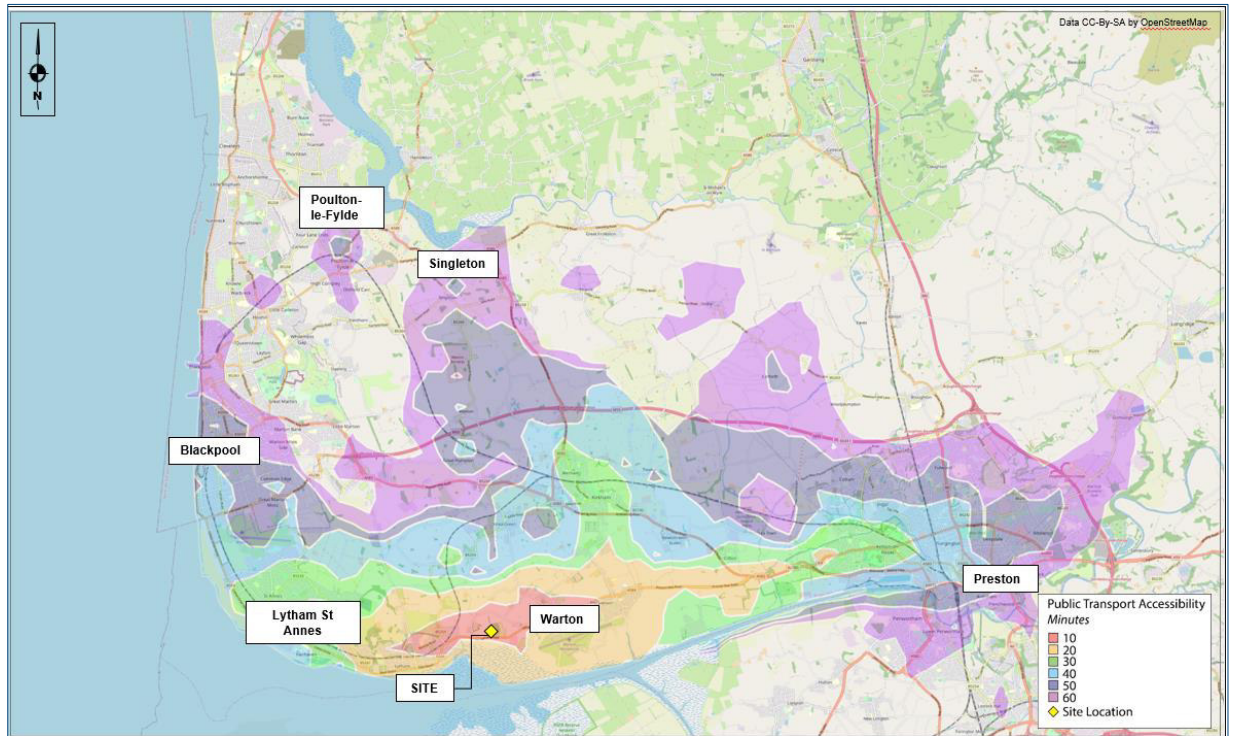
Service Number	Route	Monday - Friday				
		First	AM Peak	PM Peak	Last	Per Day
68	Preston - Blackpool	05:57	4	3	23:36	44
	Blackpool - Preston	06:33	3	4	23:16	45
76	Blackpool - St Annes	07:44	1	1	19:58	14
	St Annes- Blackpool	07:06	1	1	19:21	13
78	Great Eccleston - St Annes	07:13	1	1	19:18	13
	St Annes- Great Eccleston	06:46	1	0	20:01	14
TOTAL		-	11	10	-	143

4.3.4 As demonstrated in **Table 4.1**, the site is served by 11 services in the weekday morning and 10 services in the afternoon peak, and a total of 143 busses passing the site on a weekday. It is therefore concluded that the site benefits from excellent access by bus, offering a viable alternative to single occupancy car journeys.

4.4 Journey Times by Public Transport

- 4.4.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site.
- 4.4.2 The time includes the walk to the bus stops and railway stations and demonstrates that key areas such as Kirkham, Lytham St Annes, Blackpool and Preston are all within a 60-minute public transport journey.
- 4.4.3 **Figure 4.3** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Figure 3** of **Appendix B**.

Figure 4.3 60 Minute Public Transport Catchment



4.5 Conclusions

- 4.5.1 Having regard to the above, it is therefore concluded that the site is accessible by public transport, and prospective residents of the site will have a good range of public transport travel choices.

5. DEVELOPMENT PROPOSALS

5.1 Introduction

5.1.1 The development concerns the demolition of the existing buildings, and the erection of 62 dwellings within Great Birchwood Country Park.

5.2 Proposed Site Layout

5.2.1 The proposed site layout is presented in **Figure 5.1** and **Appendix C**.

Figure 5.1 Proposed Site Layout



5.3 Proposed Site Access

Vehicular Access

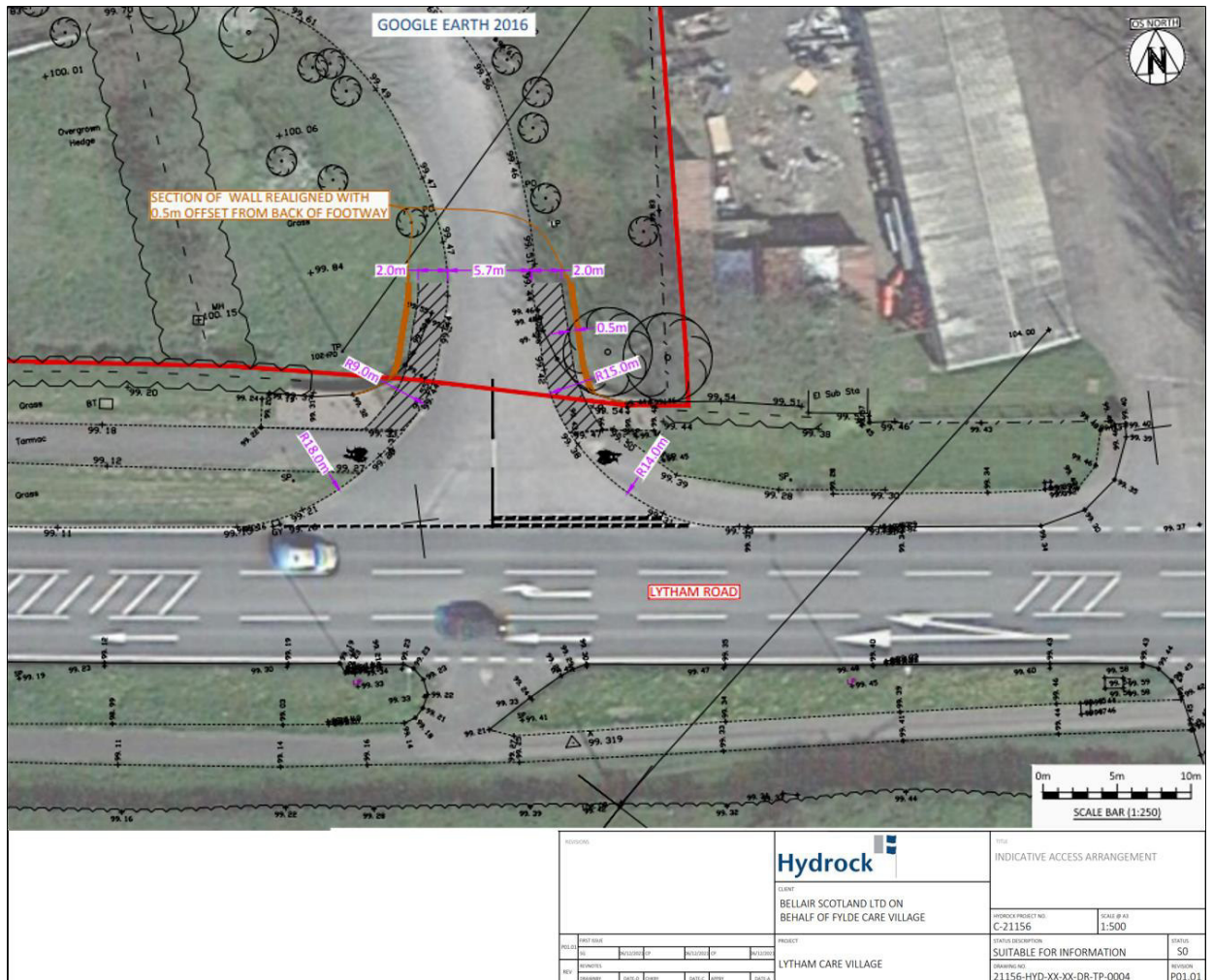
5.3.1 The site is to be accessed via the existing site access taken from Lytham Road North via a priority junction, the access to the site will remain unchanged.

Pedestrian and Cycle Access

5.3.2 Pedestrian and cycle access can be taken directly from Lytham Road, the existing footway will be extended into the site. This access provides level access onto the internal footways within the site.

5.3.3 An indicative site access arrangement is presented in Figure XX below and is also provided in Appendix D.

Figure 5.2 Indicative Site Access Arrangement



5.4 Parking

5.4.1 There will be 2 car parking spaces per dwelling, totalling a provision of 124 spaces. Car parking will be provided within the curtilage of each dwelling.

5.5 Servicing

5.5.1 Vehicle tracking for refuse vehicles and a fire tender are presented in Appendix D.

6. DEVELOPMENT TRIP GENERATION

6.1 Introduction

6.1.1 This section of the report considered the trip generation levels associated with the proposed development and the impact it will have on the local highway network.

6.1.2 The site was previously granted planning approval under Planning Reference: 16/0992 for 20 dwellings, a 75-bed care home and 10 assisted living bungalows, 54 holiday lodges and 6 acres of open space. As agreed with the Local Highway Authority, a trip generation exercise for the proposed site will be compared against the consented scheme.

6.1.3 With regards to the potential vehicle trips associated with the development, the weekday morning and weekday afternoon peak periods have been assessed.

6.2 Trip Generation -Previous Consented Use

6.2.1 The trip generation rates were agreed with Lancashire County Council in post application Technical Note for a previous application for the site. The Technical Note is presented in **Appendix E**.

6.2.2 The trip rates for the previously consented use are presented in **Table 6.1**.

Table 6.1 Extant Trip Rates

Land Use	No. of Units / Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	20	0.140	0.415	0.555	0.437	0.226	0.663
Car Home (Elderly) + Assisted Living Bungalows	85	0.131	0.047	0.178	0.044	0.072	0.116
Lodges (Holiday Let)	54	0.028	0.050	0.078	0.099	0.043	0.142

6.2.3 The above trip rates have been applied to the previously consented quanta of development. The resultant traffic generation is presented in **Table 6.2**

Table 6.2 Previously Consented Trip Generation

Land Use	No. of Units / Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	20	3	9	12	9	5	14
Car Home (Elderly) + Assisted Living Bungalows	85	11	4	15	4	6	10
Lodges (Holiday Let)	54	1	2	3	5	2	7
Total		15	15	30	18	13	31

**Note: Results subject to rounding*

6.2.4 The above tables demonstrate that the previously consented planning use of the site generated the following two-way vehicular trips:

- 30 in the AM peak; and
- 31 in the PM peak

6.3 Trip Generation - Housing

6.3.1 To determine the number of trips generated by the proposed development, a trip generation exercise has been undertaken.

6.3.2 The Trip Rate Information Computer System [TRICS] version 7.8.3 has been used to derive the predicted vehicle trip generation for the proposed drive-thru unit for the weekday morning and evening peak hours.

6.3.3 The results of the TRICS interrogation for residential houses are presented in Table 6.3, whilst the TRICS outputs for the proposed development are presented in **Appendix F**.

Table 6.3 Proposed People Trip Rates

Land Use	No. of Units / Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	62	0.241	0.697	0.938	0.528	0.259	0.787

6.3.4 The above people trip rates have been applied to 62 residential dwellings to determine the potential number of people trips within the peak hours. The resultant people trips generated are presented in **Table 6.4**.

Table 6.4 Proposed Trip Generation

Land Use	No. of Units / Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	62	15	43	58	33	16	49

6.3.5 Travel to Work data taken from the 2011 Census for Fylde (007) has been used to calculate the modal split within this area. The results of the Travel to Work data are presented in **Table 6.5**.

Table 6.5 2011 Census Travel to Work Fylde (007)

Method of Travel to Work	%
Driving a car or van	70%
On foot	12%
Passenger in a car or van	6%
Bus, minibus or coach	5%
Bicycle	4%
Motorcycle, scooter or moped	1%
Train	0%
Taxi	0%
Other method of travel	0%
Underground, metro, light rail	0%
Work mainly from home	0%

6.3.6 As demonstrated within the Census, 70% of residents within this area travel to work by car. As such the people number generated in **Table 6.4** has been factored by the number of people who travel to work by car. The resultant vehicle trips are presented in **Table 6.6**.

Table 6.6 Resultant Vehicle Trips

Land Use	No. of Units / Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	62	10	30	40	23	11	34

6.3.7 The above table demonstrates that the proposed planning use of the site generates the following two-way vehicular trips:

- 40 in the weekday morning peak; and
- 34 in the weekend evening peak.

6.3.8 The above previously consented trip generation figures in **Table 6.2** have been deducted from the proposed trip generation figures, presented in **Table 6.6** to determine the 'NET' trip generation figures, the results are presented in **Table 6.7**.

Table 6.7 'NET' Trip Generation

Vehicle Trips	AM			PM		
	In	Out	Total	In	Out	Total
Previous Application	15	15	30	18	13	31
Proposed	10	30	40	23	11	34
Difference	-5	+15	+10	+5	-2	+3

6.3.9 As demonstrated in **Table 6.7**, the 'NET' trip generation associated with the development equates to the following two-way trips:

- +10 in the weekday morning peak; and
- +3 in the weekday evening peak.

6.3.10 The trip generation for the previously consented use was discussed in Section 2.3 of the Technical Note in **Appendix E**. It was agreed that a 50/50 split eastbound and westbound was appropriate.

6.3.11 Based on the 'NET' vehicle trip generation exercise, this results in 5 additional trips in each direction in the AM peak and 2 in the PM peak.

6.3.12 This equates to approximately 1 "new" vehicle trip circa every ten minutes passing through the adjacent junctions when compared to the previously consented scheme.

6.4 Summary

6.4.1 From the above it is clear that the volume of new trips, would be negligible, and that there is no traffic impact upon the existing highway network that would be considered severe.

7. SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 Hydrock have been instructed by Bellair Scotland Ltd on behalf of Fylde Care Village to prepare a TS in support of the erection of 62 dwellings at Great Birchwood Country Park, Lytham.
- 7.1.2 The sustainability assessment shows that the proposed development site benefits from proximity to high frequency bus routes and also wider amenities within Warton.
- 7.1.3 There is no accident record which gives rise to any material concern on the local highway network.
- 7.1.4 The traffic impact assessment shows that the volume of new trips associated with the development proposals would be minimal in the weekday peak periods when compared to the previous consented use.
- 7.1.5 Therefore, it is considered that the development proposals will not have a “severe” impact on the local highway network.

7.2 Conclusion

- 7.2.1 It is concluded that the development proposals are acceptable in highways and transport terms. There are no highways or transport related reasons upon which a refusal of the planning application for the proposals would be justified.

Appendix A Scoping

Chris Peachey

From: Robinson, Glenn <Glenn.Robinson@lancashire.gov.uk>
Sent: 08 October 2021 10:40
To: Chris Peachey
Cc: Sam Denby
Subject: RE: Proposed Residential Development - Great Birchwood Country Park, Lytham Road, Lytham

CAUTION: This email originated from outside of Hydrock. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Chris,

The scope for a TS is acceptable.

We would only insist on a TP at 80 dwellings and would seek a travel plan support contribution, below this it is welcomed.

The improvement works to the traffic signals is now a committed scheme and preliminary works (service diversions) have commenced on site

Regards
Glenn

Glenn Robinson
Team Lead (Development Control – Chorley, Fylde & Wyre)
Highways and Transport
Lancashire County Council

T: 01772 535214
M: 07557 030769
<http://www.lancashire.gov.uk>.

From: Chris Peachey <ChrisPeachey@hydrock.com>
Sent: 07 October 2021 11:53
To: Robinson, Glenn <Glenn.Robinson@lancashire.gov.uk>
Cc: Sam Denby <SamDenby@hydrock.com>
Subject: Proposed Residential Development - Great Birchwood Country Park, Lytham Road, Lytham

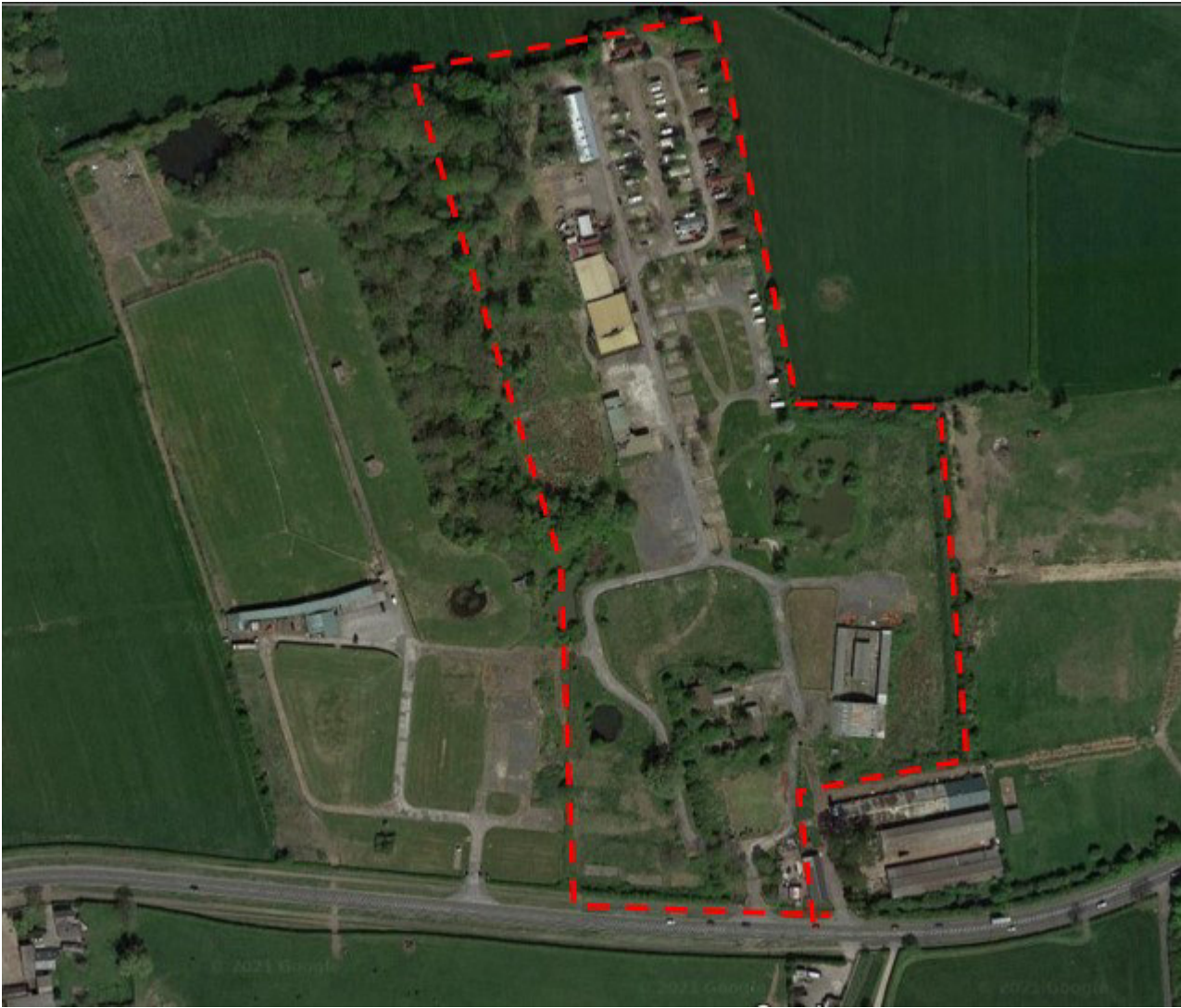
Dear Glenn,

I am writing to you regarding a proposed residential development at Great Birchwood Country Park, Lytham Road, Lytham.

Hydrock previously corresponded with yourself at Lancashire County Council Highways on this site in 2016/2017 for proposals up to 20 dwellings, a 75 bed car home and 10 assisted living bungalows, 54 holiday lodges and 6 acres of open space. The previous planning application reference is: 16/0992.

Following on from correspondence between Sam Denby (Hydrock) and Lancashire County Council in May 2017, this email is hoping to scope out a Transport Statement and Framework Travel Plan for a proposed development of approximately 70 dwellings for the same site.

Please find below the site location, at this moment in time we do not have a fixed provisional site plan to share.



The current proposed development is for approximately 70 dwellings.

The previous Trip Generation were agreed with LCC within a post application technical note and is presented below in comparison with the proposed residential use. The Technical Note is attached for reference.

The previous trip rates (as taken from Table 2.1 in the attached technical note) are presented within Table 1 below.

Table 1 – Previous Trip Rates

Land Use	No. of Units/ Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	20	0.140	0.415	0.555	0.437	0.226	0.663
Car Home (Elderly) + Assisted Living Bungalows	85	0.131	0.047	0.178	0.044	0.072	0.116
Lodges (Holiday Let)	54	0.028	0.050	0.078	0.099	0.043	0.142

The previous trip generation (as taken from Table 2.2 in the attached technical note) are presented in Table 2 below.

Table 2 – Previous Trip Generation

Land Use	No. of Units/ Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	20	3	9	12	9	5	14
Car Home (Elderly) + Assisted Living Bungalows	85	11	4	15	4	6	10
Lodges (Holiday Let)	54	1	2	3	5	2	7
Total		15	15	30	18	13	31

To determine the number of trips generated by the proposed use of the site, a trip generation exercise has been undertaken. The Trip Rate Information Computer System [TRICS] has been used to derive the people trip generation for the proposed development. The proposed trip rates are presented in Table 3 below.

Table 3 - Proposed People Trip Rates

Land Use	No. of Units/ Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	70	0.241	0.697	0.938	0.528	0.259	0.787

The above trip rates have been applied to 70 residential houses to determine the potential number of people trips within the peak hours. The resultant people trips generated are presented in Table 4.

Table 4 - People Trip Generation

Land Use	No. of Units/ Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	70	17	49	66	37	18	55

Travel to Work data taken from the 2011 Census for Fylde (007) has been used to calculate the modal split within this area. The results of the Travel to Work data is presented in Table 5 below.

Table 5 – Fylde (007) Travel to Work Census Data.

Method of Travel to Work	%
Driving a car or van	70%
On foot	12%
Passenger in a car or van	6%
Bus, minibus or coach	5%
Bicycle	4%

Motorcycle, scooter or moped	1%
Train	0%
Taxi	0%
Other method of travel	0%
Underground, metro, light rail	0%
Work mainly at or from home	0%

As demonstrated within the Census, 70% of residents within this area travel to work by car. As such the people number generated in Table 4 have been factored by the number of people who travel to work by car. The resultant vehicle trips are presented in Table 7.

Table 7 - Resultant Vehicle Trips

Land Use	No. of Units/Residents	Morning Peak			Evening Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Residential Units	70	12	34	46	26	13	39

The above proposed trip generation figures in Table 7 have been compared against the previous scheme's figures presented in Table 2 to determine the 'NET' trip generation figures, the results are presented in Table 8.

Table 8 – 'NET' Trip Generation.

Vehicle Trips	AM			PM		
	In	Out	Total	In	Out	Total
Previous Application	15	15	30	18	13	31
Proposed	12	34	46	26	13	39
Difference	-3	+19	+16	+8	0	+8

Trip Distribution

The trip distribution for the previous site was discussed in Section 2.3 of the attached technical note. It was agreed that a 50/50 split eastbound and westbound was appropriate.

Based on the NET vehicle trip generation exercise, this results in 8 additional trips in each direction in the AM peak and 4 in the PM peak. This equates to approximately 1 "new" vehicle trip circa every ten minutes passing through the adjacent junctions when compared to the previous consented scheme.

As such, based on the trip generation and distribution methodology set out above the proposed development would not impact upon any surrounding junctions and therefore there would be **no requirement** for traffic counts and junction modelling within the surrounding area.

Therefore, our scope of assessment for the proposed application is as follows:

Transport Statement [TS]

- Comment on the background/ history of the site;
- Provide a full description of the local highway network;
- Consider local and national transport-related policy documentation;
- Consider any committed development within the area;
- Undertake accident analysis on the local highway network;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the bus, rail, cycling and pedestrian facilities surrounding the site;

- Provide details of the development proposals and undertake a trip generation analysis. Backed on the previous site use and any extant lawfully permitted and proposed land use(s), we will derive the trip generation associated with the site during the weekday morning/evening peak hours;
- A 'NET' exercise will then be performed based on the existing and proposed floorspace to determine an acute representation of the number of vehicular trips generated by the proposed development; -
- Undertake swept paths of service vehicles and demonstrate visibility splays.

Framework Travel Plan [FTP]

- Consider the national and local transport-related policy documentation;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of bus, cycling and pedestrian facilities surrounding the site;
- Provide details of the development proposals;
- Identify a range of initiatives for inclusion within the travel plan, to encourage travel by more sustainable modes including car sharing, by public transport, bicycle and on foot, and to reduce the need to travel;
- Provide details of how the travel plan will be managed, outlining the role of the Travel Plan Coordinator and stakeholders;
- Outline the aim, objectives and targets for the travel plan;
- Provide an action plan and marketing strategy to support the implementation of the travel plan at the site; and
- Summarise all of the above within a framework travel plan report.

Based on the above, could you confirm the above approach is agreeable for the proposed development of circa 70 houses?

Thank you,

Chris.

Chris Peachey BA (Hons)
Senior Consultant | Transportation

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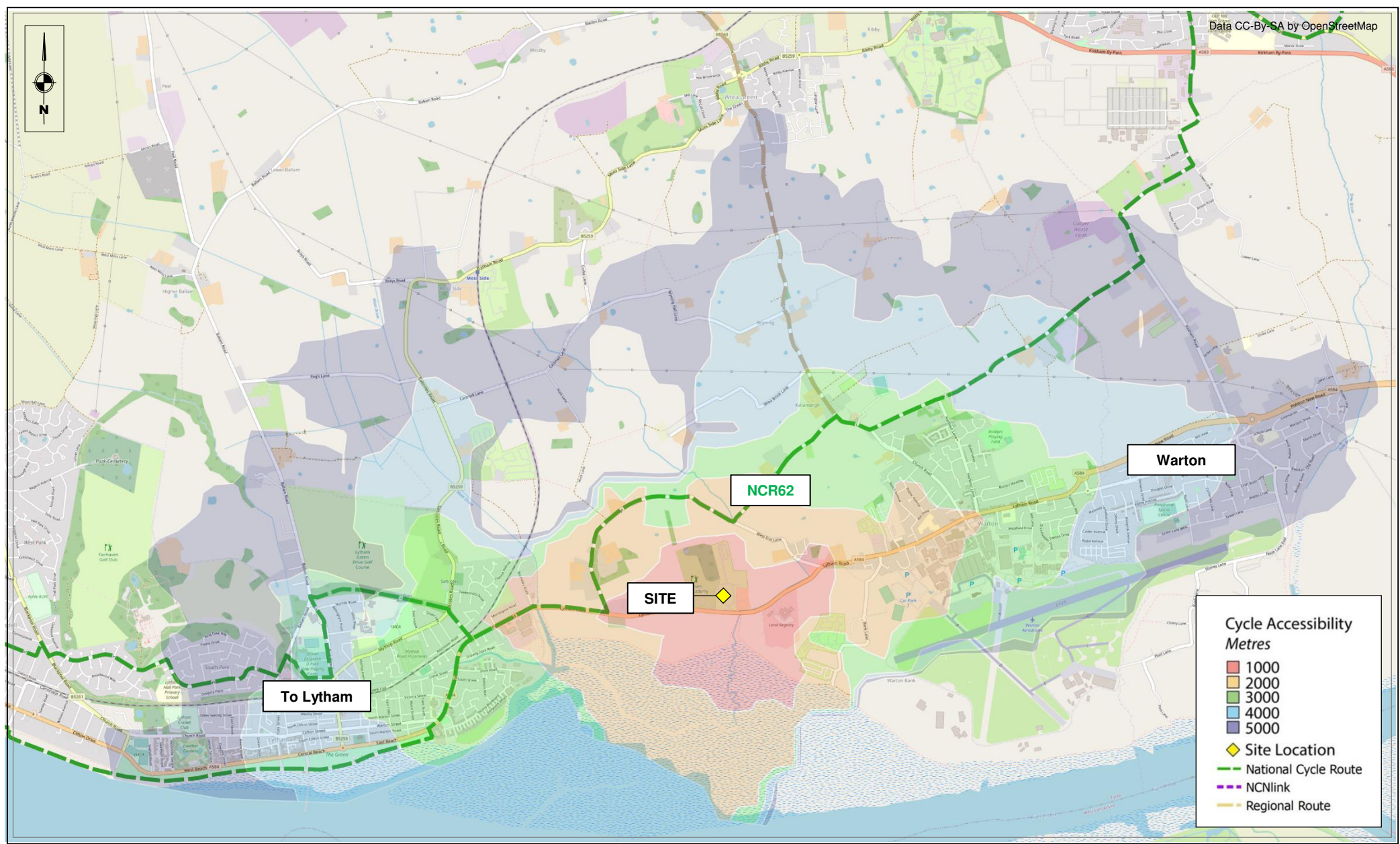
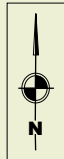
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Drawing Title	Accessibility: 2km Walking Catchment
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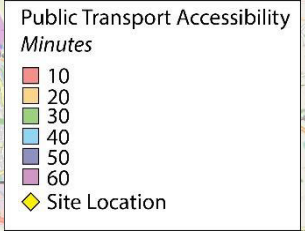
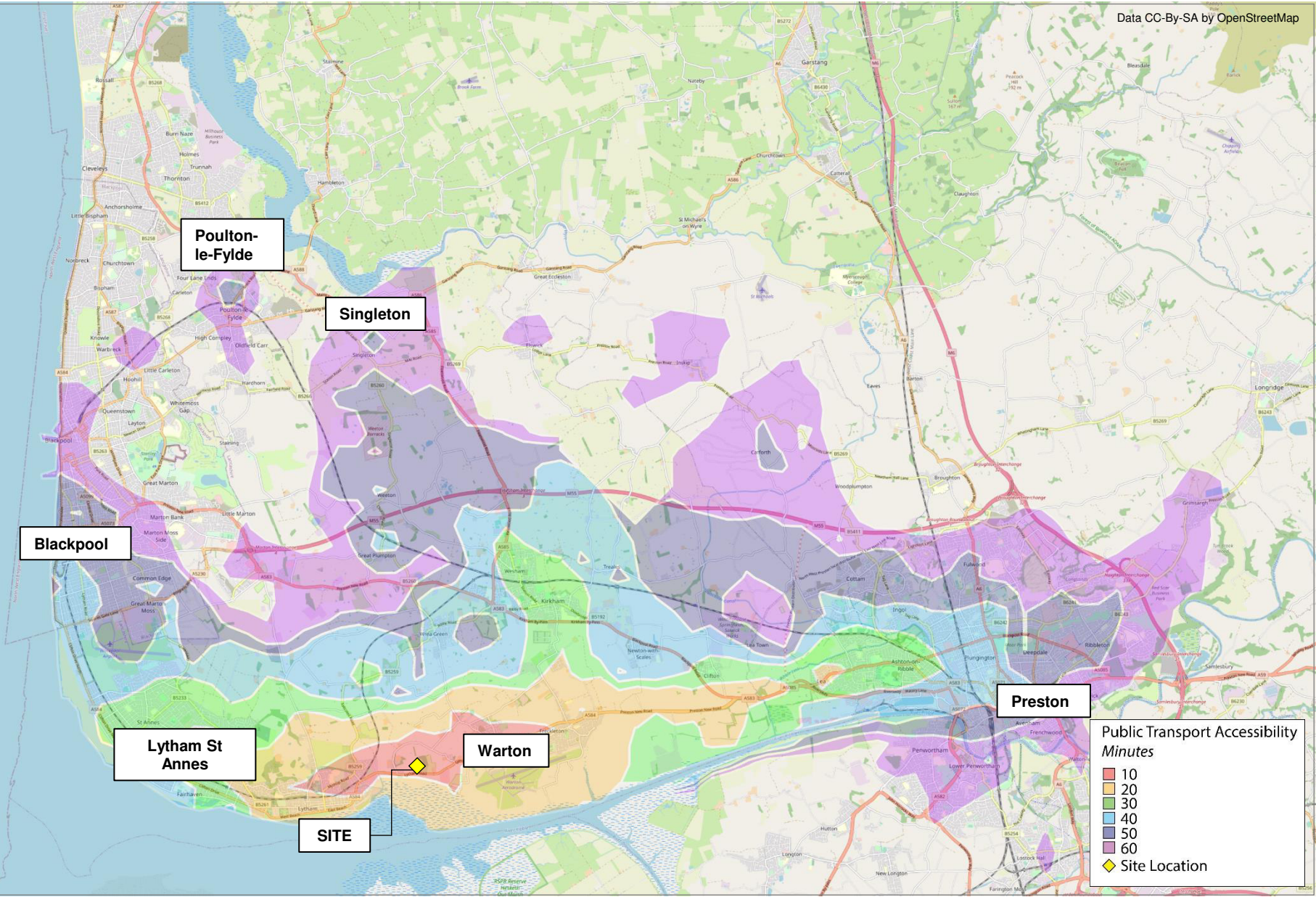
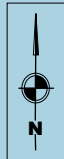
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Date	18/10/2021	Checked	SD
Scale	NTS	Status	-

Rev	Description	Date	By
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-	-	-	-
-	-	-	-

Drawing No.	APPENDIX A
Figure	1



Project Title Lytham	Drawing Title Accessibility: 5km Cycling Catchment	Job Number 21156	By CP	Rev	Description	Date	By	Drawing No. APPENDIX A
		Date 18/10/21	Checked SD	-	-	-	-	-
		Scale NTS	Status -	-	-	-	-	Figure 2



Project Title	Lytham
---------------	--------

Drawing Title	Accessibility: 60minute Public Transport Catchment
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Date	18/10/2021	Checked	SD	Rev	-
Scale	NTS	Status	-	Rev	-

Description	Date	By
-	-	-
-	-	-
-	-	-

Drawing No.	APPENDIX A
Figure	3

Appendix C Proposed Site Plan



Contractors to check all dimensions on drawings.
 Any discrepancies must be reported to KTA Architects Ltd or the contract administrator before proceeding.
 Do not scale except for planning purposes, work to figured dimensions.
 This drawing must be read in conjunction with all relevant consultants drawings.
 This drawing is © KTA Architects Ltd.

Revision Schedule			
Revision Number	Revision Date	Revision Description	Issued/Authorised by
C	2.12.2021	Outline Planning Submission	AC
B	10.11.2021	Changes made from Client comments	AC
A	Sep 2021	Public Consultation	AC

INDICATIVE



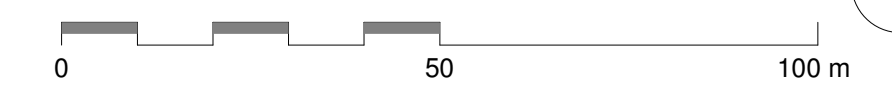
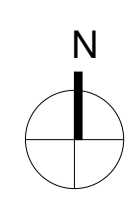
Kensington Court, Woodwater Park, Pynes Hill,
 Exeter, EX2 5TY
 Tel: 01392 360338
 Email: kt@kta.uk.com
 Web: www.kta.uk.com

Project
Prydis - Lytham St Annes

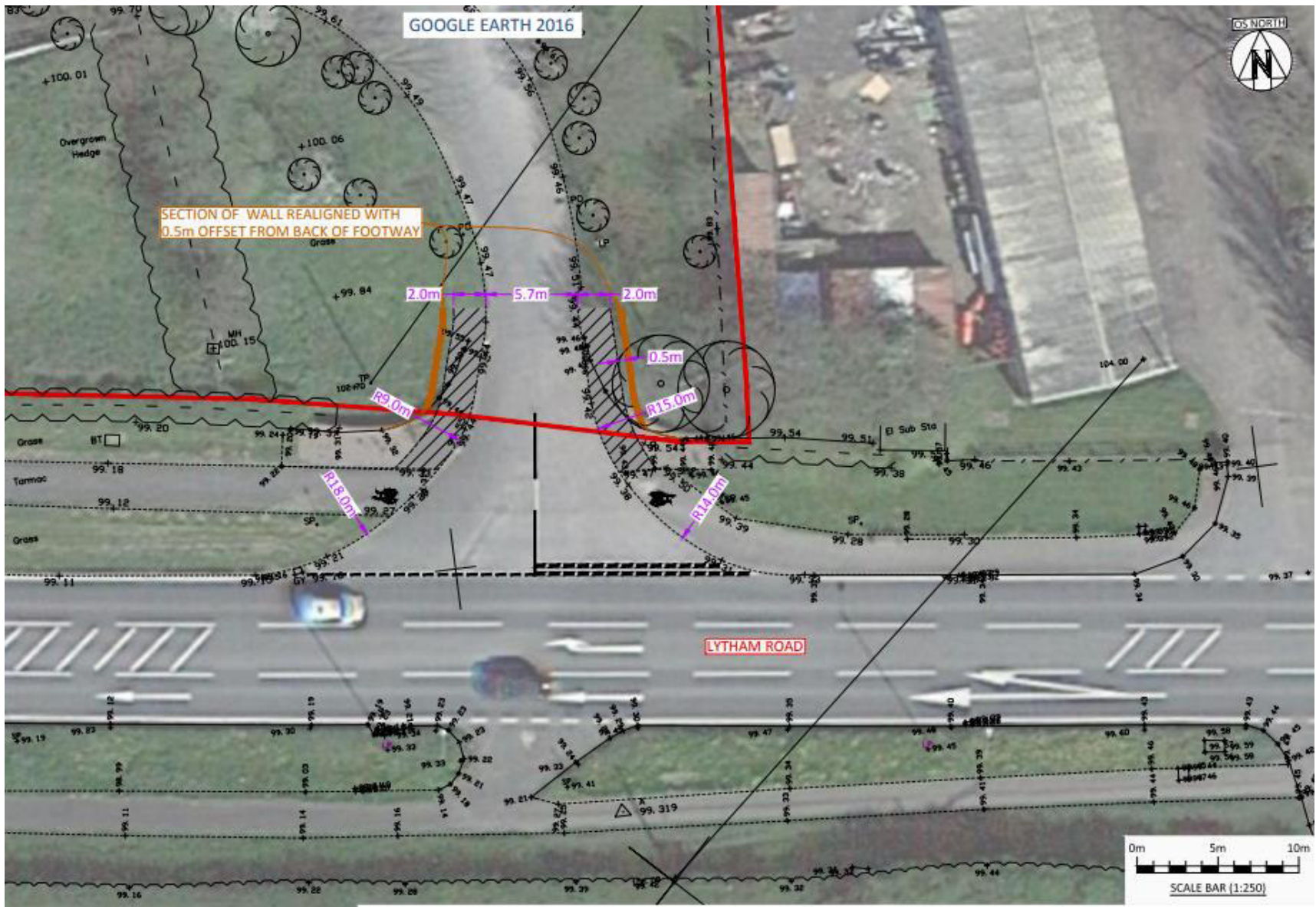
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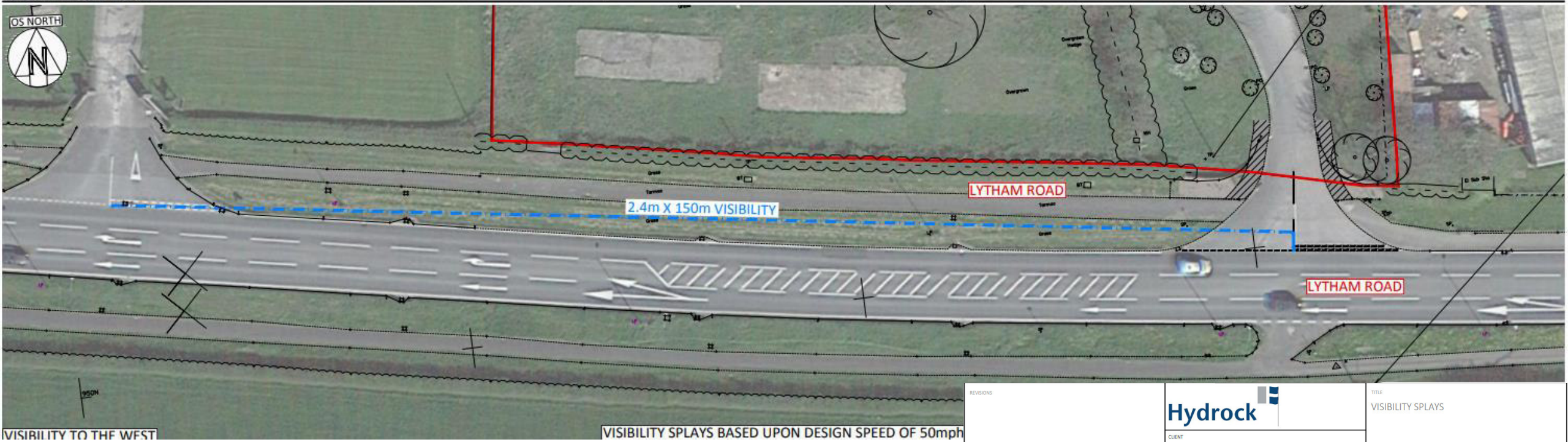
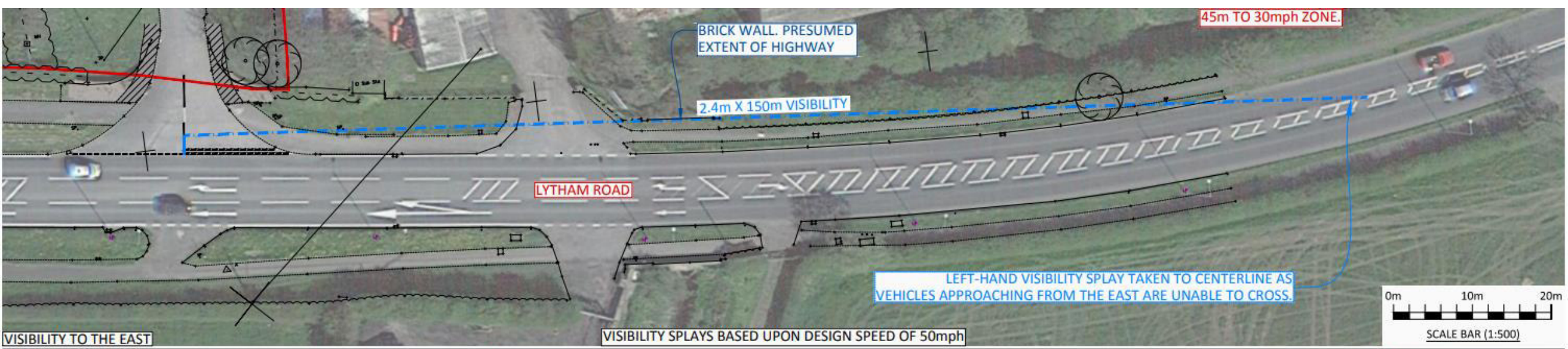
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Appendix D Site Access and Tracking



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PROJECT LYTHAM CARE VILLAGE		HYDROCK PROJECT NO. C-21156	SCALE @ A3 1:500	STATUS S0		
FIRST ISSUE 06/12/2020 CP 02/12/2020 EP 03/12/2020		STATUS DESCRIPTION SUITABLE FOR INFORMATION		REVISION P01.01		
REV	DRAWN BY	DATE-D	CHK BY	DATE-C	APPY	DATE-A



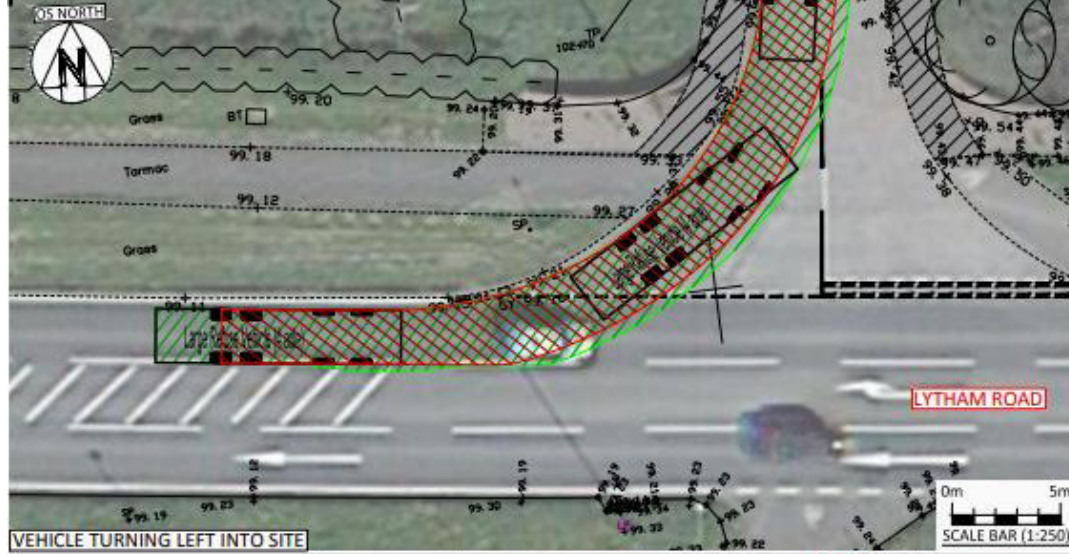
REVISIONS						
REV	DRAWN BY	DATE D	CHK BY	DATE C	APP BY	DATE A

Hydrock

CLIENT
BELLAIR SCOTLAND LTD ON BEHALF OF FYLDE CARE VILLAGE

PROJECT
LYTHAM CARE VILLAGE

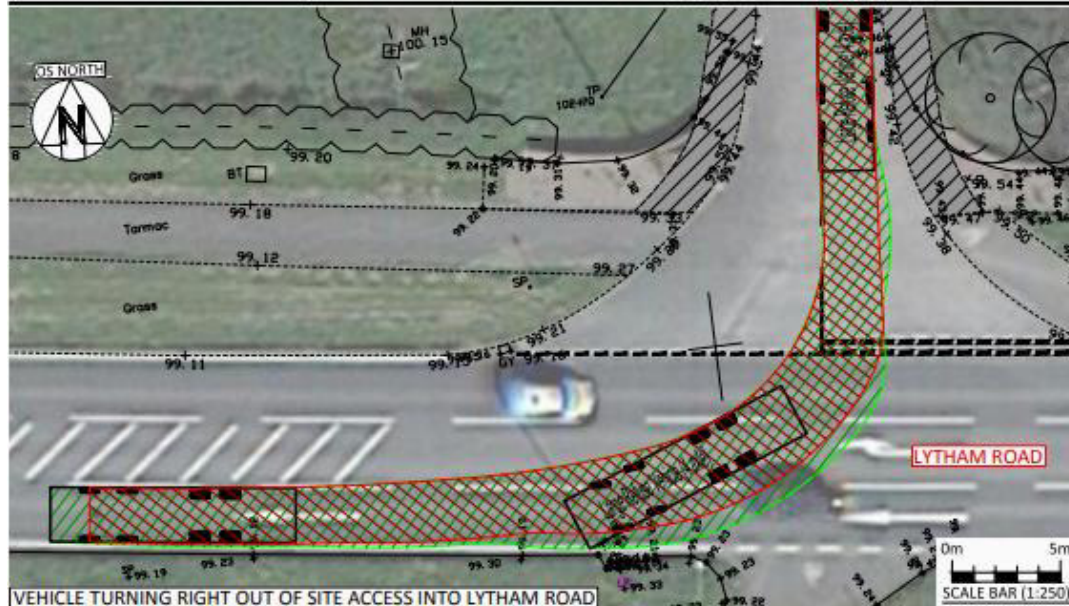
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STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS SO
DRAWING NO. 21156-HYD-XX-XX-DR-TP-0005	REVISION P01.01



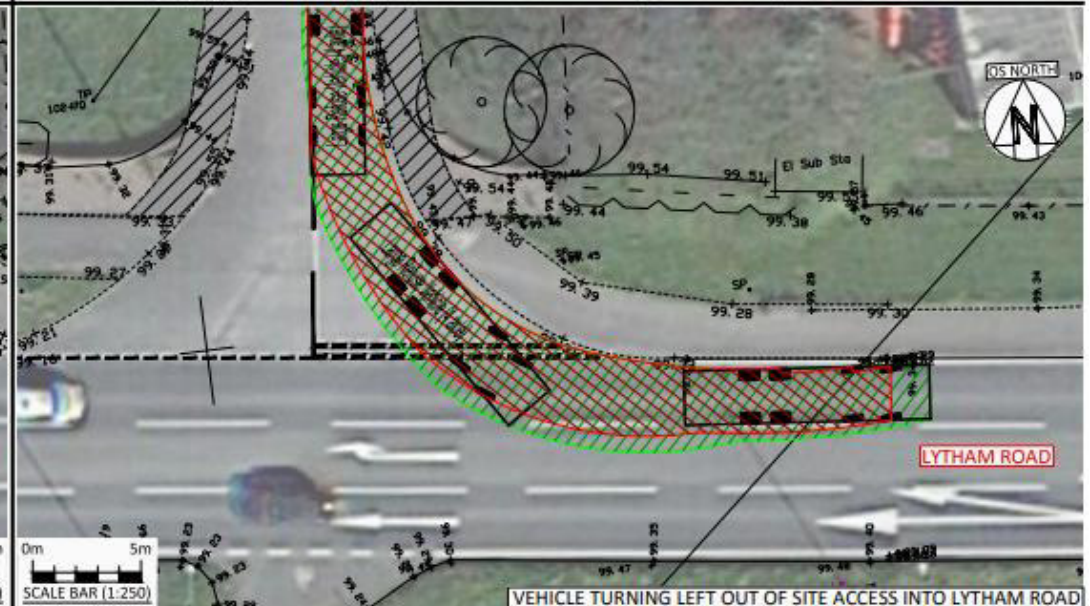
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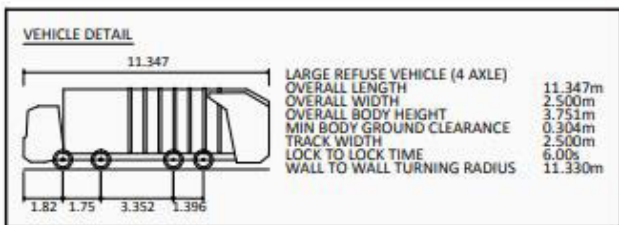
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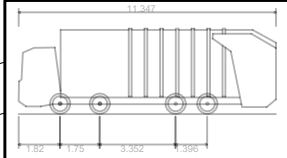
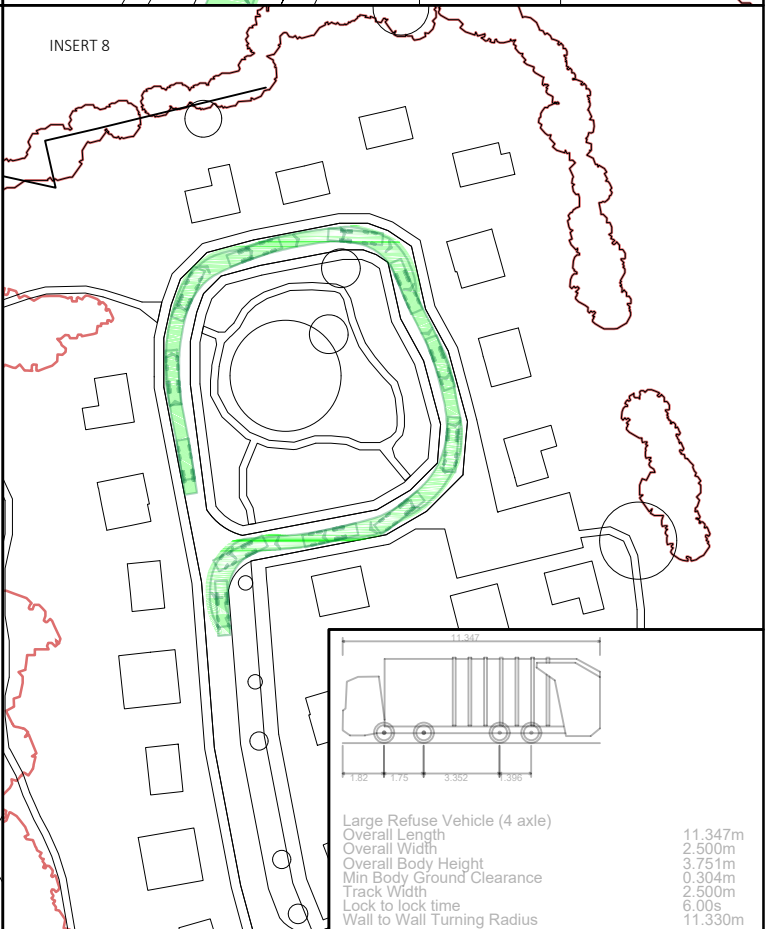
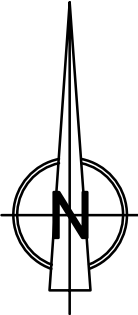
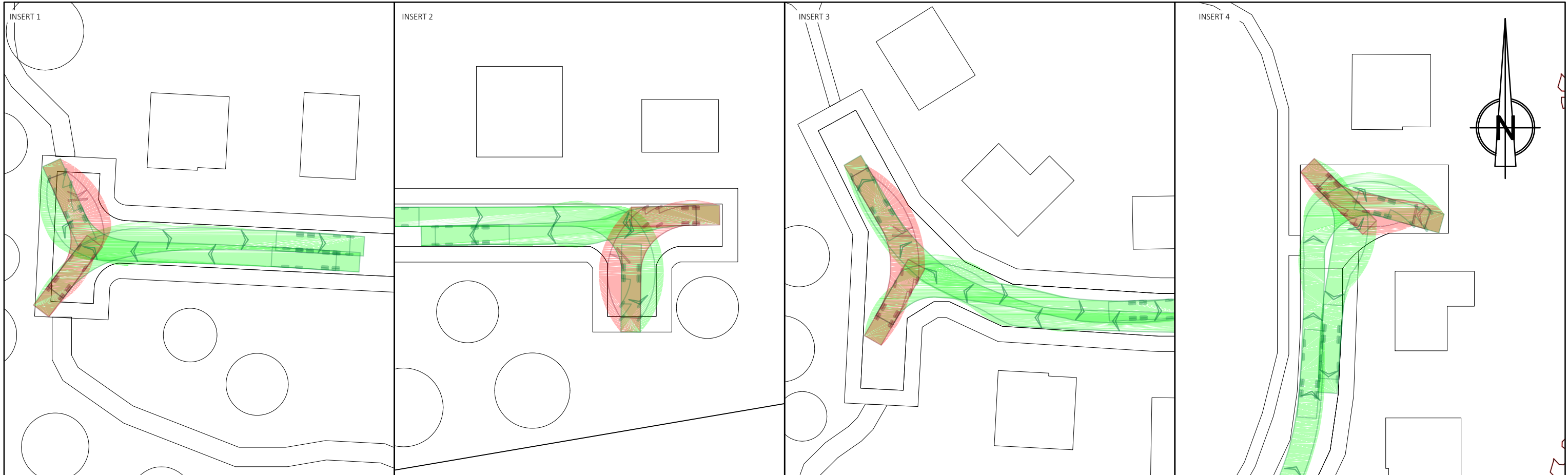
VEHICLE TURNING RIGHT OUT OF SITE ACCESS INTO LYTHAM ROAD



VEHICLE TURNING LEFT OUT OF SITE ACCESS INTO LYTHAM ROAD



REVISIONS			TITLE	
			Access Tracking	
		CLIENT	HYDROCK PROJECT NO.	
		BELLAIR SCOTLAND LTD ON BEHALF OF FYLDE CARE VILLAGE	C-21156	
		PROJECT	SCALE @ A3	
		LYTHAM CARE VILLAGE	1:500	
FIRST ISSUE		STATUS DESCRIPTION		STATUS
P01.01	SG 06/12/2022 CP 06/12/2022 CP 06/12/2022	SUITABLE FOR INFORMATION		SO
REVNOTES		DRAWING NO.		REVISION
DRAWNBY DATE-D CHKBY DATE-C APPBY DATE-A		21156-HYD-XX-XX-DR-TP-0005		P01.01



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

KEY PLAN

■	VEHICLE BODY IN FORWARD GEAR
■	VEHICLE BODY IN REVERSE GEAR
—	VEHICLE CHASSIS IN FORWARD GEAR
—	VEHICLE CHASSIS IN REVERSE GEAR

NOTES

- 1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
- 2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK SUCH AS A ROAD SAFETY AUDIT AND DETAILED DESIGN
- 3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

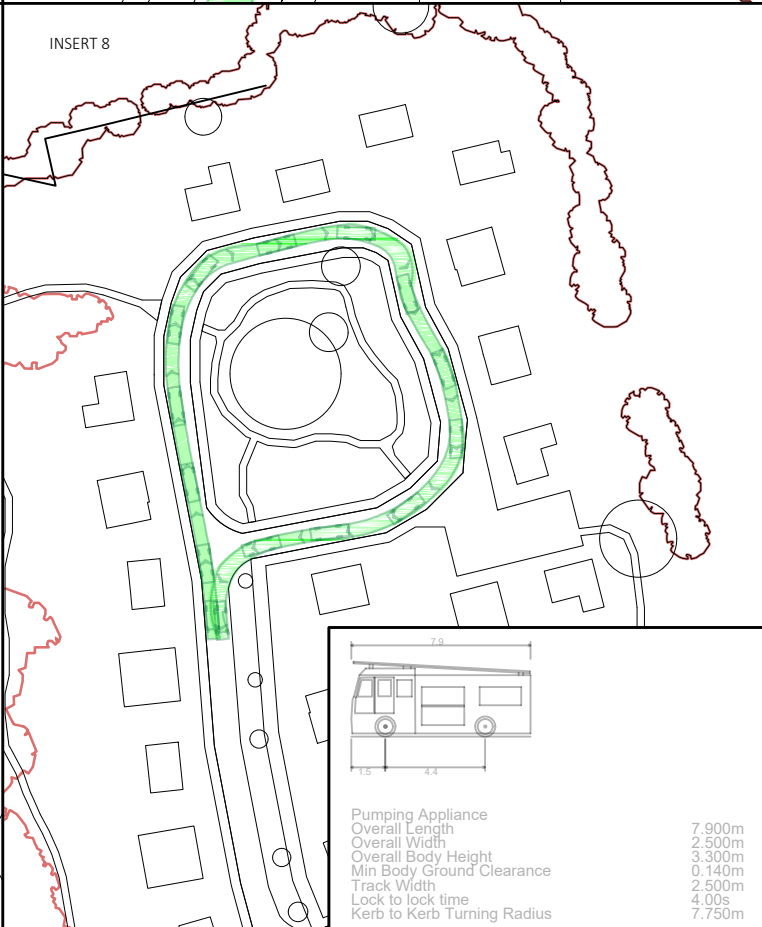
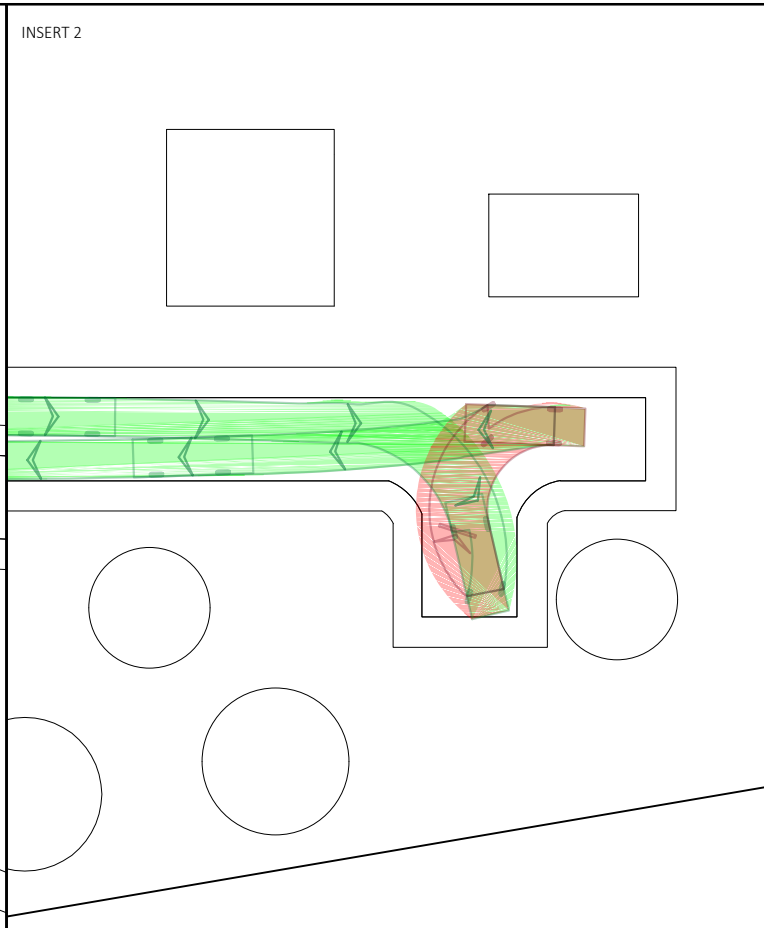
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BELLAIR SCOTLAND LTD ON BEHALF OF FYLDE CARE VILLAGE

PROJECT
LYTHAM CARE VILLAGE

TITLE SWEEP PATH ANALYSIS - LARGE 4-AXLE REFUSE VEHICLE	
HYDROCK PROJECT NO. C-21156	SCALE @ A3 1:500
STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS SO
DRAWING NO. 21156-HYD-XX-XX-DR-TP-0002	REVISION PO1.01



KEY PLAN

■	VEHICLE BODY IN FORWARD GEAR
■	VEHICLE BODY IN REVERSE GEAR
—	VEHICLE CHASSIS IN FORWARD GEAR
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NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

REV	DATE	BY	DATE	APPBY	DATE
P01.01	36/12/2021	SG	36/12/2021	CP	36/12/2021
REVNOTES					
DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

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BELLAIR SCOTLAND LTD ON BEHALF OF FYLDE CARE VILLAGE

PROJECT
LYTHAM CARE VILLAGE

TITLE
SWEEP PATH ANALYSIS - 7.9M PUMPING APPLIANCE

HYDROCK PROJECT NO. C-21156	SCALE @ A3 1:500
STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS SO
DRAWING NO. 21156-HYD-XX-XX-DR-TP-0001	REVISION P01.01

Appendix E Trip Generation Technical Note

Project: Great Birchwood, Warton

Job no.: C161447.T005

Client: Britmax Developments Ltd.

Subject: Highways Response

Prepared by: Michael Chau

Approved by: Sam Denby

Revision: Final

Date: 25th May 2017

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 The purpose of this technical note is to provide a response to the correspondence from Lancashire County Council [LCC] highways authority with regards to the Great Birchwood development located on land off the A584 Lytham Road, in Warton (application ref: 16/0992).
- 1.1.2 This note refers to the Transport Statement [TS] (C161447.T004) that was previously submitted as part of the application for the development throughout.
- 1.1.3 The development proposals at the site are for the following:
- 3 C3 residential / up to 20 dwellings;
 - C2 care which equates to a 75 bed care home and 10 assisted living bungalows;
 - Leisure use equating to circa 54 lodges; and
 - 6 acres of open space.
- 1.1.4 The site is located to the west of Warton in Fylde in Lancashire. The site is circa 6 miles (9.7 km) west of Preston and 8 miles (13 km) south-east of Blackpool.
- 1.1.5 It is currently our understanding that the highways team at LCC has concerns regarding the potential impact of developments at the Lytham Road / Church Road / Highgate Lane signal junction to the east of the site in Warton, located circa 1.6km away. **Appendix A** provides the correspondence from LCC regarding the proposed development.
- 1.1.6 This note demonstrates that the proposed development at Great Birchwood will have an insignificant impact at the Lytham Road / Church Road / Highgate Lane signal junction, when set in the context of the alternative development distribution, trip rates and subsequent trip generations as suggested by LCC.



2.0 REVISED DEVELOPMENT DISTRIBUTION & TRIPS

2.1 Existing Traffic

2.1.1 The flows for the existing, observed use of the site had been deduced from the traffic count survey laid down in November 2016, and shows that there was 4 two-way trips in the morning peak (08:00-09:00), and 8 two-way trips in the evening peak (16:00-17:00).

2.2 Trip Generation

2.2.1 Following dialogue with LCC as there is no suitable land use category within the TRICS database for the leisure / open space aspect of the developments, the proposed leisure aspect of the development (54 lodges) had been assessed as "Residential" and therefore the calculated trip generation of the site can be regarded as overly robust. In reality this leisure type use will generate fewer trips than that which had been predicted.

2.2.2 **Tables 2.1 & 2.2** shows the advised trips rates and generations, as suggested by LCC, for the proposed development at Great Birchwood.

Table 2.1: LCC Development Trip Rates

Land Use	No. of Units / Residents	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Residential Units	20	0.140	0.415	0.555	0.437	0.226	0.663
Care Home (Elderly) + Assisted Living Bungalows	85	0.131	0.047	0.178	0.044	0.072	0.116
Lodges (Holiday Let)	54	0.028	0.050	0.078	0.099	0.043	0.142



Table 2.2: LCC Development Trip Generations

Land Use	No. of Units / Residents	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Residential / Lodges	20	3	9	12	9	5	14
Care Home (Elderly) + Assisted Living Bungalows	85	11	4	15	4	6	10
Lodges (Holiday Let)	54	1	2	3	5	2	7
Total		15	15	30	18	13	31

2.2.3 As can be seen in the table above, the reassessed development trips would suggest 30 two-way trips in the morning peak, and 31 two-way trips in the evening peak. This equates to approximately 1 “new” vehicle every 3 minutes travelling in one direction, on the local highway network, in both weekday peaks respectively.

2.2.4 Considering the existing, observed flows for the site which shows that there is 4 two-way trips in the morning peak (08:00-09:00), and 8 two-way trips in the evening peak (16:00-17:00). It can be deduced that there would be a proposed net increase of 26 “new” vehicle trips in the morning peak, and a net increase of 23 trips in the evening peak on the network.

2.3 Trip Distribution

2.3.1 LCC have stated that agreed distributions at recent appeals for a number of developments were roughly equally split westbound and eastbound of the developments and in this case it could be argued that the towns of Lytham St Anne's / Blackpool “*may have a stronger pull on traffic*” at the development.

2.3.2 Hydrock have reassessed the development distribution, and propose that a 50/50 split of traffic arriving and departing at the site access would be a more realistic representation. This has been reflected in the **Traffic Figures**, as found in **Appendix B**.

2.4 Development Impact – Lytham Road / Church Road Signal Junction

2.4.1 LCC have expressed concerns regarding capacity at the Lytham Road / Church Road / Highgate Lane signalised junction, and have recommended demonstrating that the proposed development would have an insignificant impact at the junction.



- 2.4.2 Using the revised development distribution and development trips, it is proposed that 7 trips will pass in each direction, through the signalised junction, in the morning peak with 5 trips travelling east and 7 west in the evening peak.
- 2.4.3 This equates to **1 “new” vehicle trip circa every 10 minutes** passing through the junction in one direction. It is clear from the above the proposed development would have an immaterial impact on the junction or wider highway network.
- 2.4.4 SCP produced a Transport Assessment (June 2012) supporting the outline application (12/0550) for:

“...RESIDENTIAL DEVELOPMENT (ACCESS APPLIED FOR WITH ALL OTHER MATTERS RESERVED) ALONG WITH FULL APPLICATION FOR THE FORMATION OF NEW ACCESS TO LYTHAM ROAD TO SERVE BAE SYSTEMS WARTON | LAND ADJ. FORMER GEC MARCONI FACTORY, WARTON AERODROME, BRYNING WITH WARTON”

- 2.4.5 The traffic flows for the above-mentioned signalised junction have been extrapolated from the Transport Assessment, for the “Redist Base 2019 + Housing Site + EZ - Ave TRs + Committed Development Traffic” scenario, and **Table 2.5** shows the impact in percentage terms of the revised development trips, with reference to the aforementioned scenario.

Table 2.5: Cumulative Junction Impact (2019)

Junction	AM Peak	PM Peak
Lytham Road / Church Road / Highgate Lane signalised junction	0.48%	0.42%

- 2.4.6 As demonstrated in **Table 2.5**, the total cumulative impact of the proposed development at the signalised junction can be classed as negligible.
- 2.4.7 NPPF (paragraph 32) highlights that:
- “development should only be prevented or refused on transport grounds where the residual cumulative impacts on development are severe.”*
- 2.4.8 The revised trip distribution, combined with the reassessed trip generation of the proposed development, clearly indicates that the overall impact of the development on the local highway network cannot be classified as severe.
- 2.4.9 Indeed the impact on the Lytham Road / Church Road / Highgate Lane signalised junction can, at best, be considered inconsequential.



3.0 SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 The purpose of this technical note is to provide a response to the correspondence from Lancashire County Council highways authority with regards to the Great Birchwood developments located on land off the A584 Lytham Road, in Warton.

3.1.2 The development proposals at the site were for the following:

- C3 residential / up to 20 dwellings;
- C2 care which equates to a 75 bed care home and 10 assisted living bungalows;
- Leisure use equating to circa 54 lodges; and
- 6 acres of open space.

3.1.3 The findings within the Technical Note can summarised by the following:

- The flows for the existing, observed use of the site had been deduced from the traffic count survey laid down in November 2016, and shows that there was 4 two-way trips in the morning peak (08:00-09:00), and 8 two-way trips in the evening peak (16:00-17:00).
- Hydrock have reassessed the development distribution, and propose that a 50/50 split of traffic arriving and departing at the site access would be a more realistic representation.
- As there is no suitable land use category within the TRICS database for the leisure / open space aspect of the developments, the proposed leisure aspect of the development (54 lodges) had been assessed as "Residential" and therefore the calculated trip generation of the site can be regarded as overly robust. In reality this leisure type use will generate fewer trips than that which had been predicted.
- Using the revised development distribution and development trips, it is proposed that 7 trips will pass in each direction, through the signalised junction, in the morning peak with 5 trips travelling east and 7 west in the evening peak.
- This equates to **1 "new" vehicle trip circa every 10 minutes** passing through the junction in one direction. It is clear from the above the proposed development would have an immaterial impact on the junction or wider highway network.

3.2 Conclusion

3.2.1 The revised trip distribution, combined with the reassessed trip generation of the proposed development, clearly indicates that the overall impact of the development on the local highway network cannot be classified as severe.

3.2.2 Indeed the impact on the Lytham Road / Church Road / Highgate Lane signalised junction can, at best, be considered inconsequential.

APPENDICES

APPENDIX A – LCC Highways Correspondence

From: Robinson, Glenn
To: [Sam Denby](#)
Subject: RE: Gt Birchwood Country Park - App 16-0992
Date: 03 May 2017 11:56:08
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.jpg](#)
[image009.jpg](#)
[image010.jpg](#)

Sam,

Please accept my apologies for the delay in dealing with this.

In allowing the 2 major developments in the Warton area the Secretary of State agreed with the Planning Inspector's recommendations and has led to the following condition.

- No more than 15% of the development hereby approved shall be occupied until the completion and bringing into use of:-**

 - a) The Preston Western Distributor Road
 - b) The relocation of BAE Systems gate from Mill Road to the road known variously as Liberator Way, Typhoon Way and Thunderbolt Avenue
 - c) The works at the junction of Church Road, Lytham Road and Highgate Lane required by conditions 16 and 17 of appeal decision APP/M2325/A/14/2217060

This condition is the reason for LCC's concern where development generates traffic on the local highway network. If 15% of traffic from the now approved developments is the limiting factor then any development that generates new traffic movements has to be resisted.

Traffic Conditions. The baseline traffic levels have been based on the information provided in the SCP TA Addendum dated November 2012. This Addendum was submitted in support of a planning application for the proposed residential development at the BAe site off Lytham Road for 230 residential dwellings. Whilst traffic growth has been added to this baseline it could be questioned as to whether or not actual traffic flows have followed the growth predictions. A review of this may lead to spare capacity.

Warton EZ. The EZ has been very slow to take off and robust trip rates were used. A re-evaluation of trip rate may be considered appropriate to see if the trip rates would be appropriate based on data in the TRICS database.

Preston Western Distributor. The PWD is yet to receive a planning permission and as such the timing for when this provides relief is too distant.

BAE. The relocation of the gate to the easterly access is linked to development in the EZ happening.

Church Road / Lytham Road upgrade. The developer at Blackfield End Farm has submitted details relating to the development – so there could be some movement with this development in the not too distant future.

With regards to the TS you've provided there are a few points that should be reviewed.

Existing use – the traffic count gives existing site flows for November 2016, however, the SCP TA uses earlier data from 2012 - was the site more active at this time? If so the existing use should be upped.

Proposed use – consider using the following:-

	AM (8-9)		PM (5-6)		AM (8-9)		PM (5-6)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
20 Residential units	0.140	0.415	0.437	0.226	3	9	9	5
85 bed Care Home	0.131	0.047	0.044	0.074	11	4	4	6
54 Lodges (holiday	0.028	0.050	0.099	0.043	1	2	5	2

let)									
				TOTAL	15	15	18	13	
Existing observed					1	3	6	8	
				Net increase	14	12	12	5	

The residential trip rate is that used and agreed with all developments in the Warton area and is considered to be very robust.

Care Home trip rate is our quick check and is a little higher than those in the TA

Lodges trip rate is based on holiday let – which we consider to be more appropriate than residential.

Trip distribution. The agreed distribution at the appeals was roughly equally split east / west / north (through Wrea Green), here it could be argued that Lytham St Anne's, Blackpool, etc may have a stronger pull on traffic so the distribution should be reviewed.

The major issue on development in Warton arises from the Inspector's / SoS's wording in the condition. Our interpretation is that unless it is clearly demonstrated that there is nil impact or at worst no greater than background traffic growth.

Feel free to give me a call to discuss further.

Regards

Glenn

Glenn Robinson
Development Support
Community Services
Lancashire County Council

T: 01772 535214

M: 07557 030769

www.lancashire.gov.uk.

From: Sam Denby [mailto:SamDenby@hydrock.com]

Sent: 24 April 2017 11:47

To: Robinson, Glenn <Glenn.Robinson@lancashire.gov.uk>

Cc: amy.james@indigoplanning.com; Hannah Baker <hannah.baker@indigoplanning.com>; James Warrington <james.warrington@indigoplanning.com>

Subject: RE: Gt Birchwood Country Park - App 16-0992

Importance: High

Good morning Glenn,

Its fast coming up to 2 months since we discussed the issue highways raised regarding the above development proposal.

As discussed the flows you identified at the Lytham Road / Church Road signal junction are vital for us to move this project forward.

Are you able to advise when you may be able to get these over to us.

Many thanks.

Kind regards

Sam Denby
BA (Hons) MSc CMLT
Associate Transport Planner

Hydrock
3 Hardman Square, Spinningfields, Manchester, M3 3EB
Office: (0161) 914 9760

Mobile: 07584 081 586
Email: SamDenby@hydrock.com
www.hydrock.com

From: Sam Denby
Sent: 03 April 2017 21:07
To: 'Glenn.Robinson@lancashire.gov.uk' <Glenn.Robinson@lancashire.gov.uk>
Cc: 'amy.james@indigoplanning.com' <amy.james@indigoplanning.com>; 'Hannah Baker' <hannah.baker@indigoplanning.com>; 'James Warrington' <james.warrington@indigoplanning.com>
Subject: RE: Gt Birchwood Country Park - App 16-0992

Sorry to chase Glenn. Can you provide an update please?

Kind regards

Sam Denby
BA (Hons) MSc CMILT
Associate Transport Planner

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3 Hardman Square, Spinningfields, Manchester, M3 3EB
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From: Sam Denby
Sent: 20 March 2017 09:55
To: Glenn.Robinson@lancashire.gov.uk
Cc: amy.james@indigoplanning.com; Hannah Baker <hannah.baker@indigoplanning.com>; James Warrington <james.warrington@indigoplanning.com>
Subject: RE: Gt Birchwood Country Park - App 16-0992

Hi Glenn,

Sorry to be a pain but have you had an opportunity to review the flows at the Lytham Road / Church Road signal junction?

As discussed on the phone a few weeks ago this data is vital to allow us to review our development's impact and move the project forward.

Many thanks.

Kind regards,

Sam Denby
BA (Hons) MSc CMILT
Transportation Associate

Hydrock
3 Hardman Square, Spinningfields, Manchester, M3 3EB
Office: (0161) 914 9760
Mobile: 07584 081 586

From: Sam Denby
Sent: 13 March 2017 10:57
To: 'Glenn.Robinson@lancashire.gov.uk' <Glenn.Robinson@lancashire.gov.uk>
Cc: 'amy.james@indigoplanning.com' <amy.james@indigoplanning.com>; 'Hannah Baker' <hannah.baker@indigoplanning.com>; 'James Warrington' <james.warrington@indigoplanning.com>

Subject: RE: Gt Birchwood Country Park - App 16-0992

Hi Glenn,

I was just wondering if you have had a chance to review my email sent last week?

Many thanks.

Kind regards,

Sam Denby

BA (Hons) MSc CMILT
Transportation Associate

Hydrock

3 Hardman Square, Spinningfields, Manchester, M3 3EB
Office: (0161) 914 9760
Mobile: 07584 081 586

From: Sam Denby

Sent: 06 March 2017 13:34

To: 'Glenn.Robinson@lancashire.gov.uk' <Glenn.Robinson@lancashire.gov.uk>

Cc: 'amy.james@indigoplanning.com' <amy.james@indigoplanning.com>; Hannah Baker <hannah.baker@indigoplanning.com>; James Warrington <james.warrington@indigoplanning.com>

Subject: Gt Birchwood Country Park - App 16-0992

Afternoon Glenn,

Thank you for your time earlier.

I found it a useful discussion and your approach to understanding the growth levels of Lytham Road / Church Road signal junction is noted.

In the first instance for us to understand what, if any growth, has taken place at this location we would need sight of any historic traffic turning or link counts in this location.

Currently we have no data therefore if you are able to provide reference to recent planning applications and/or links to survey counts we can begin to look at the traffic growth trends, whilst mindful our site would have been generating more traffic in the past than it is currently.

Thank you once again for your assistance.

Kind regards,

Sam Denby

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Transportation Associate

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APPENDIX B – Traffic Figures

Figure 3 - Development Traffic - New Trips Only

AM Peak

13	Arrivals
13	Departures

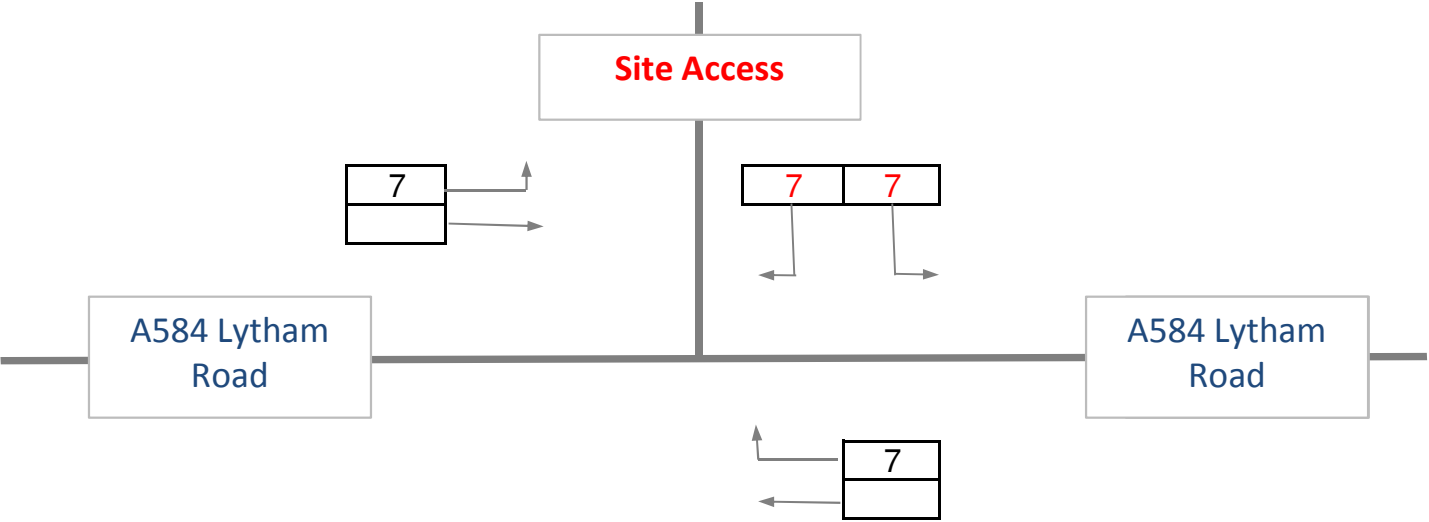


Figure 4 - Development Traffic - New Trips Only

PM Peak

13	Arrivals
10	Departures

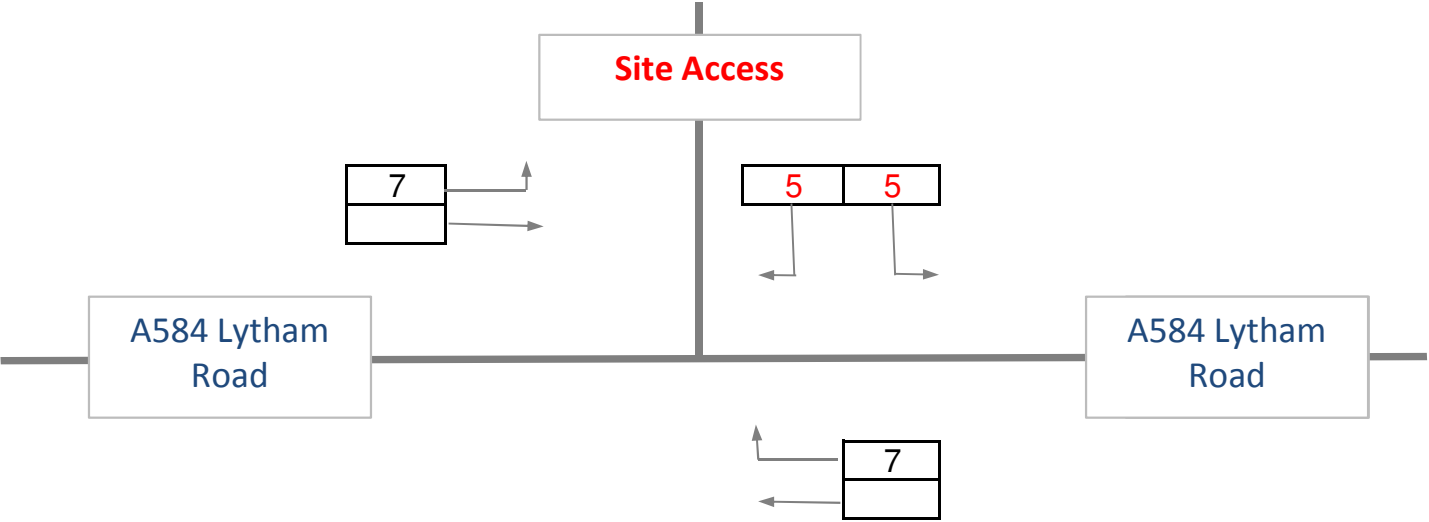


Figure 5 - 2016 Base + Development Flows

AM Peak

PCUs

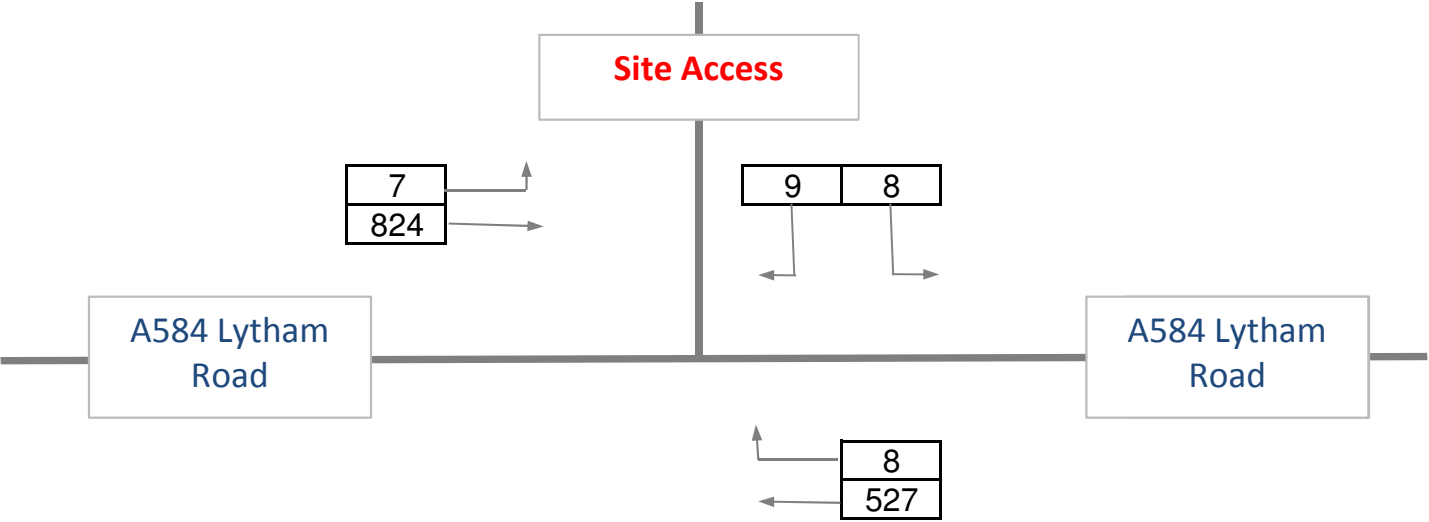
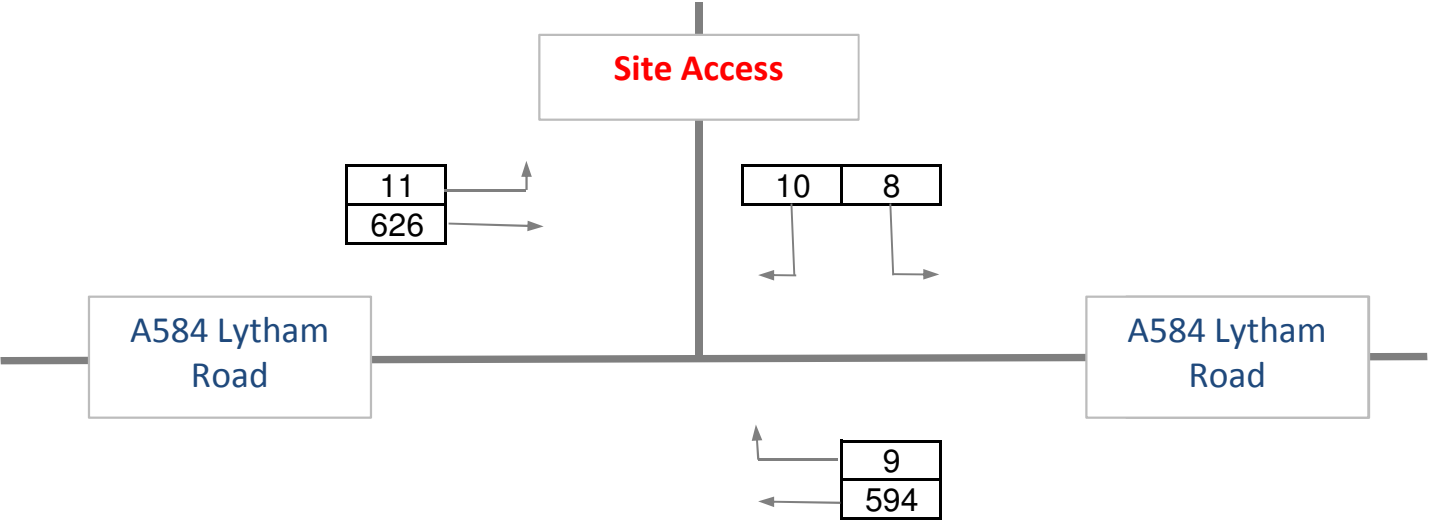


Figure 6 - 2016 Base + Development Flows

PM Peak

PCUs



Appendix F TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 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 99 (units:)
 Range Selected by User: 6 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 08/06/21

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	3 days
Tuesday	4 days
Wednesday	7 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	22 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.

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	21
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	22 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	6 days
10,001 to 15,000	6 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	18 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:

Yes	7 days
No	15 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	22 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14		Survey Type: MANUAL
2	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19		Survey Type: MANUAL
3	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14		Survey Type: MANUAL
4	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
5	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
6	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
7	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	TERRACED HOUSES 8 08/06/21	HERTFORDSHIRE Survey Type: MANUAL
9	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 10 16/09/15	NORFOLK Survey Type: MANUAL
10	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 70 18/09/19	NORFOLK Survey Type: MANUAL
11	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES 40 19/09/19	NORFOLK Survey Type: MANUAL
12	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	HOUSES AND FLATS 71 17/09/13	NORTH YORKSHIRE Survey Type: MANUAL
13	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town No Sub Category Total No of Dwellings: Survey date: TUESDAY	PRIVATE HOUSING 23 18/09/13	NORTH YORKSHIRE Survey Type: MANUAL
14	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED & TERRACED 71 23/01/14	SURREY Survey Type: MANUAL
15	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 18 09/09/15	SUFFOLK Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	22	41	0.092	22	41	0.331	22	41	0.423
08:00 - 09:00	22	41	0.147	22	41	0.360	22	41	0.507
09:00 - 10:00	22	41	0.158	22	41	0.192	22	41	0.350
10:00 - 11:00	22	41	0.154	22	41	0.186	22	41	0.340
11:00 - 12:00	22	41	0.168	22	41	0.193	22	41	0.361
12:00 - 13:00	22	41	0.166	22	41	0.176	22	41	0.342
13:00 - 14:00	22	41	0.189	22	41	0.182	22	41	0.371
14:00 - 15:00	22	41	0.171	22	41	0.187	22	41	0.358
15:00 - 16:00	22	41	0.292	22	41	0.200	22	41	0.492
16:00 - 17:00	22	41	0.294	22	41	0.168	22	41	0.462
17:00 - 18:00	22	41	0.323	22	41	0.153	22	41	0.476
18:00 - 19:00	22	41	0.268	22	41	0.145	22	41	0.413
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.422			2.473			4.895

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 - 99 (units:)
 Survey date range: 01/01/13 - 08/06/21
 Number of weekdays (Monday-Friday): 22
 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.