

Proposed Residential Development
Land off Rosemount Avenue, Presall

February 2024

Transport Statement

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REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Breck Homes to advise on the traffic and transport issues relating to a planning application for a residential development on land to the east of Rosemount Avenue in Preesall.

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.

1.1.3 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, Section 4 discusses the travel plan framework.

1.1.4 Section 5 discusses the traffic impact of the proposed development, whilst Section 6 provides details of the accident data on the surrounding highway network and Section 7 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1** The site is located to the north of the centre of Preesall and to the east of Fleetwood town centre. The location of the site is shown on **Plan 1**.
- 2.1.2** The site is in a broadly rectangular shape. It is bound to the north by the residential properties of Pilling Lane, whilst to the south by the residential properties of Pinewood Avenue. It is bound to the west by a Lovell Homes site (Planning Ref: 20/00634), whilst to the east by the residential properties of Rossalyn Avenue.
- 2.1.3** It is currently unoccupied, access to which is available via an existing gated access located along Pilling Lane to the north.
- 2.1.4** Pilling Lane has a carriageway width of around 6 metres in width with footway widths of 2 metres located on both sides of the carriageway.
- 2.1.5** Pilling Lane extends in a broadly west-east direction. To the west of the site, it provides an arm of the Pilling Lane/Grasmere Road roundabout junction. From here, Grasmere Road extends towards Knott End-on-Sea. To the east, it provides access into Pilling.
- 2.1.6** Rosemount Avenue is located to the west of the site and has a carriageway width of around 5.5 metres with footways of 2 metres located on both sides of the carriageway.
- 2.1.7** Rosemount Avenue provides a minor arm of the Pilling Lane/Rosemount Avenue. To the south, Pilling Lane provides a minor arm of the B5270 Sandy Lane/Pilling Lane priority junction. To the east, the B5270 Sandy Lane provides access into Preesall, whilst to the west it changes to the B5270 Lancaster Road which provides access into Knott End-on-Sea.

2.2 Development Proposals

- 2.2.1** The proposals currently include 53 new residential dwellings which will consist of 2,3 and 4-bedroom dwellings, 16 of which are affordable.
- 2.2.2** The site will be accessed via an extension of the carriageway from the adjacent Lovell Homes site (Planning ref: 20/00634).
- 2.2.3** The vehicle access will have a carriageway width of 5.5 metres with 2 metre footways on both sides and will be offered for formal adoption.
- 2.2.4** Pedestrian access will be via footways along both sides of Rosemount Avenue and a 3 metre wide footway connecting the site with Pilling Lane.
- 2.2.5** Car parking is proposed in accordance with the Council's parking standards with the majority of properties having two spaces per dwelling.
- 2.2.6** The proposed site layout is shown in **Plan 2**. The site access arrangement is shown in **Plan 3**.
- 2.2.7** The internal layout has been designed to facilitate delivery and waste collection vehicles and allow them to enter the site, turn around and exit in a forward gear.
- 2.2.8** In order to demonstrate that the site can be adequately serviced, a swept path analysis for a standard Lancashire refuse vehicle (9.86m) has been undertaken, as shown in **Plan 4**.
- 2.2.9** The plan demonstrates that a standard Fylde refuse vehicle can enter the site, turn around and exit in a forward gear, thus ensuring there is no detrimental impact to the adjoining highway network.
- 2.2.10** The vehicular access arrangements are therefore considered to be acceptable for the purposes of these proposals.

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 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

‘Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

3.1.3 One of the core principles of the NPPF is to *‘actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.’*

3.1.4 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.

3.1.5 From 1st June 2023, Active Travel England (ATE) have become the statutory consultee on all major planning applications.

3.1.6 Within the guidance on local authority active travel capability ratings by Active Travel England, ‘Lancashire’ has been given a rating of 2 out of a possible 4.

3.1.7 The rating of 2 states that Manchester has ‘Strong local leadership, with clear plans that form the basis of an emerging network with a few elements already in place.’

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

- access on foot;
- access by cycle;
- access by bus;
- access by ferry; and
- access 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 Within the proposed residential development site, the carriageways will be 5.5 metres wide with 2 metre footways on both sides.

3.2.3 The application site, including roads and footways, will connect with the adjacent Lovell Homes development site (Planning ref: 20/00634) to the east which will be extending the existing carriageway of Rosemount Avenue. Rosemount Avenue is planned to have a 5.5 metre carriageway and 2 metre footways on both sides. The site access arrangement is shown in **Plan 3**.

3.2.4 The proposed residential development will utilise and develop the existing footpath at the north of the site which links to Pilling Lane.

3.2.5 Pilling Lane has footways along the south of the carriageway which are approximately 2 metres wide that runs for roughly 530 metres to the east. To the west Pilling Lane has footways approximately 2 metres wide just to the south of the carriageway until it become two arms on a priority roundabout with Grasmere Road then has roughly 2 metre footways on both sides of the road and carries on south towards Lancaster Road/Sandy Lane.

- 3.2.6 These connect to the existing footways on the wider pedestrian network and provide access to the surrounding areas of Knott End-on-Sea and Preesall.
- 3.2.7 There are a number of Public Right of Way (PRoW) footpaths to the north of the site (FP0203001, FP0203060, FP0203002), which connect the site to nearby coastal area and also provide access to nearby residential areas.
- 3.2.8 There are two PRoW footpaths to the south of the site (FP0203019, FP0203059), which provide quicker access to nearby residential areas and Sandy Lane along with the amenities located there.
- 3.2.9 There are a number of PRoWs to the east and west of the site which connect the site to nearby countryside areas, provide access to nearby residential areas, link with local amenities and footways towards Knott End Ferry Port.
- 3.2.10 These increase pedestrian accessibility to the retail, sports, health and employment facilities within the area and also provide access to the surrounding countryside areas for leisure purposes.
- 3.2.11 A map from the Lancashire County Council (LCC) online tool MARIO has been provided in **Appendix 1** showcasing the nearby PRoW footpaths that are within the vicinity of the site.
- 3.2.12 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.13 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 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

3.2.14 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, 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 those under two kilometres.’*

3.2.15 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’.*

3.2.16 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

3.2.17 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 the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

3.2.18 Overall, Table 5.1 of that document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.3 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.19 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.20 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.’

3.2.21 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.22 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Figure 3.1 below:

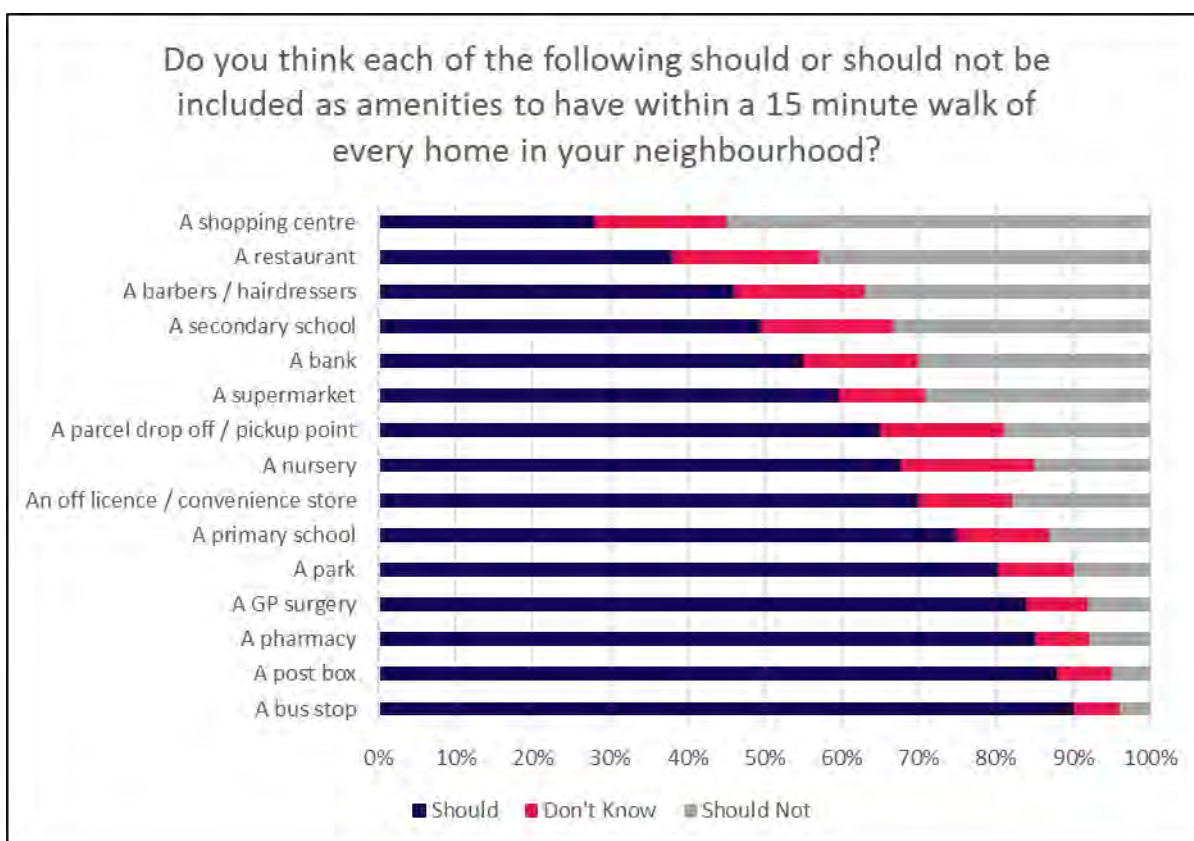


Figure 3.1 YouGov Poll Results (Source YouGov)

3.2.23 Figure 3.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

3.2.24 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5**.

- 3.2.25 **Plan 5** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 3.2.26 The 800-metre pedestrian catchment illustrates that various post-boxes, bus stops are in close proximity to the site as well as a nursery, a primary school, a park/playground, and a medical centre.
- 3.2.27 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Knott End-on-Sea, and the northern half of Preesall, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, residential, school, retail and leisure trips.
- 3.2.28 Table 3.4 below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Huckleberrys Nursery	420m	1,950m	YES
Knott End & Preesall Pre-School	550m	1,950m	YES
Preesall Park and Playground	600m	1,950m	YES
Over Wyre Medical Centre	800m	1,950m	YES
Co-op Food - Preesall - Sandy Lane	975m	1,950m	YES
Preesall Community Sports Centre	1,000m	1,950m	YES
The Fisheries	1,045m	1,950m	YES
Knott End-on-Sea Post Office	1,250m	1,950m	YES
The Squash	1,250m	1,950m	YES
Jhoots Pharmacy	1,360m	1,950m	YES

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Knott End Ferry Port	1,850m	1,950m	YES

Table 3.4 Distance from Site to Local Facilities

3.2.29 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

3.3.3 The Cycling England document ‘Integrating Cycling Into Development Proposals’ advises that *‘For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.’*

3.3.4 A distance of 8-kilometres (5-miles) 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 the entirety of Knott End-on-Sea, Preesall, Pilling, Stalmine, Fleetwood, Thornton-Cleveleys and Hambleton.

3.3.5 Further areas are accessible by cycle as part of a multimodal trip via the ferry that enables passengers along with a bicycle to cross the River Wyre. Once across the river, continuing the journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour, areas such as Fleetwood, Cleveleys, Burn Naze, Trunnah, and Thornton-Cleveleys would also be reachable. Access by ferry is discussed in greater detail later in Section 3.5 of this report.

3.3.6 National Cycle Network (NCN) Route 62 is located to the west of the site. It can be accessed from the site by cycling roughly 1.9kms for 6-minutes via the coastal PRoW footway to the Knott End ferry port. Across the river at the Fleetwood Ferry Port is where the NCN Route starts so from their it can be followed across the coast.

3.3.7 NCN Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. It is a mostly paved and traffic free route.

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

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stop to the site is located along Pilling Lane, approximately 260 metres from the centre of the proposed site access, around a 3 minute walk. This stop consists of a bus stop pole with bus service information. Additional bus stops are located further along Pilling Lane, a short distance north-eastward and on Grasmere Road, a short distance westward.

3.4.3 There is also a bus top along Lancaster Road at the bottom of Pilling Lane, which is roughly 700 metres from the centre of the site. Although this is a further distance than the other bus stops, it is only a 7-minute walk and offers the frequent 2C bus service which runs between Knott End to Blackpool via Poulton.

3.4.4 All the nearest bus stops to the site are shown on **Plan 5**.

3.4.5 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.5 below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
2C	Knott End - Blackpool via Poulton, Skippool	3 services	Every 30 mins	9 services	1 service	Every 30 mins	7 services	10 services
88/89	Knott End – Lancaster via Preesall, Cockerham, Garstang	1 service	8 services	4 services	-	9 services	4 services	6 services
529	Galgate - Garstang - Pilling - Preesall St Aidans (School Service)	-	Out: 08:04 Return: 15:14	-	-	-	-	-

Table 3.5 Existing Bus Services Operating in the Vicinity of the Site

3.4.6 As can be seen from Table 3.5, the nearest bus stops to the site provide services throughout the day to destinations such as Cockerham, Poulton-le-Fylde, Lancaster, and Blackpool.

3.4.7 It is noted that the above services provide a choice of how people travel with the bus services operating from around 6:30am to around 22:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.6 below.

Destination	Duration
Cockerham	25 minutes
Poulton-le-Fylde	50 minutes
Lancaster City Centre	56 minutes
Blackpool Town Centre	1 hour and 4 minutes

Table 3.6 Example Bus Journey Times from the Site

3.4.9 The above table demonstrates that Cockerham is just a 25-minute bus journey, Poulton-le-Fylde is a 50-minute bus journey from the site, Lancaster City Centre is a 56-minute bus journey, and Blackpool Town Centre is a 56-minute bus journey.

3.4.10 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Ferry

3.5.1 There is a ferry service that runs between Knott End-on-Sea and Fleetwood that takes less than 10 minutes. The ferry is managed by Wyre Marine Services.

3.5.2 The ferry operates between 7.45am to 5.45pm, runs every 30-minutes from Fleetwood at 15 and 45 minutes past the hour. Sailings from Knott End are approximately fifteen minutes later, so from Knott End they are on the hour and at 30 minutes past the hour.

3.5.3 This provides opportunities for commuting/leisure opportunities from the site via Ferry.

3.6 Accessibility by Rail

3.6.1 The most accessible train station located to the site is Poulton-le-Fylde. Although this is located outside of the 2-kilometre pedestrian catchment, it is accessible by a 33-minute bus journey on service 2C and a 4-minute walk.

3.6.2 This train station is managed by Northern and has 2 platforms, offering up to 9 services an hour to destinations such as Manchester Airport, Wigan North Western, York, Liverpool Lime Street and Blackpool North.

3.6.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.7 Accessibility Summary

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

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

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- The services from the bus stops on Pilling Lane, Grasmere Road, and Lancaster Road, travelling to destinations such as Cockerham, Poulton-le-Fylde, Lancaster and Blackpool shows that the proposed development can be considered as accessible by bus;
- There are opportunities to travel by ferry with Knott End Ferry Port being the most accessible to the site; and;
- It has been shown there is potential for journeys to be made by rail and bus as a multimodal trip from the nearby vicinity of the site, connecting to the train station in Poulton-le-Fylde and thus providing access to a range of destinations in and around the North West of England.

- 3.7.3** In light of the above, it is considered that the site is accessible by sustainable modes of transport and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

4.1 Introduction

4.1.1 In order to encourage resident and visitor travel to the site by non-car modes, a Travel Plan is proposed.

4.2 Travel Plan

4.2.1 A Framework Travel Plan is included at **Appendix 2**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

4.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

4.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 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.

5.2 Proposed Development

5.2.1 As previously stated, the development proposals will provide up to 53 dwellings.

5.2.2 In order to establish the vehicular trip rates for the proposed residential, the trip rates from the adjacent consented Lovell Homes site (Planning ref: 20/00634) have been utilised. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Private Housing;
- Sites of between 10 and 100 dwellings;
- Greater London and Eire sites excluded.

5.2.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in Table 5.1, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.144	0.354	8	19
	PM Peak Hour	0.312	0.154	17	8

Table 5.1 Proposed Development Trip Rates and Trips

- 5.2.4 As can be seen from the above table, the proposed development is predicted to result in 27 two-way vehicular trips during the weekday AM peak and 25 two-way trips during the weekday PM peak period.
- 5.2.5 The overall residential traffic generation will be less than one additional vehicle every 2 minutes even in the busiest periods of the day. As such, the impact of the proposals will be negligible.
- 5.2.6 It is worth noting the TRICS assessment is considered robust as the proposals are for affordable housing, whilst the more robust 'Private Housing' parameters have been used.
- 5.2.7 The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.
- 5.2.8 On this basis, it can be concluded that the proposed development would not result in an increase of 30 two-way trips at the site access junction or any junctions once dispersed on the wider network.
- 5.2.9 As such, no assessments have been undertaken of junctions on the wider network.

6 ACCIDENT ANALYSIS

6.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2018 to 2022 in the vicinity of the development site.

6.1.2 According to the data provided there have been a total of 3 recorded accidents within the study area, which in this instance comprises of Pilling Lane, Grasmere Road, Rosemount Avenue, and Lancaster Road/Sandy Lane, as shown in Figure 5.1 below. The accident data is provided at **Appendix 4**.

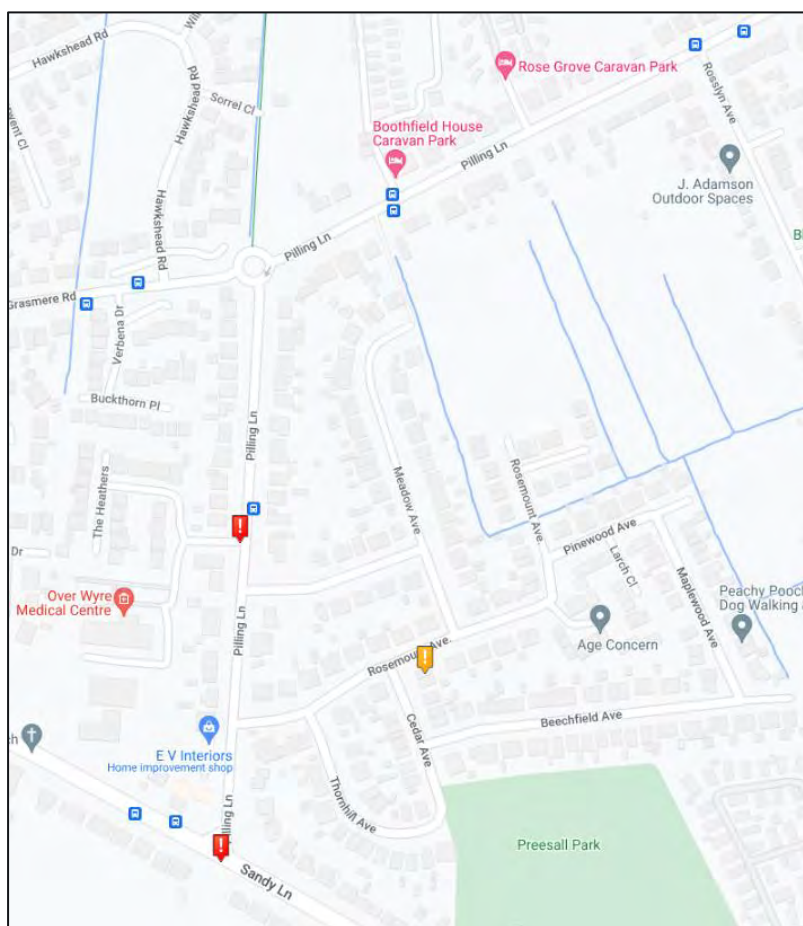


Figure 6.1 – Crash Map Accident Plot

6.1.3 Two of the three incidents resulted in serious injuries being sustained, while one was recorded as a slight accident, as detailed below in Table 6.1.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
12/02/2018	Serious	Darkness – street lit	Fine	Dry	Collision at a junction involving two cars and a taxi/private hire car
25/10/2019	Slight	Darkness – street lit	Fine	Dry	Collision involving a car and a pedal cycle as both vehicles are in the act of turning right
24/03/2021	Serious	Daylight	Fine	Dry	Collision at a T junction involving two cars

Table 6.1 – Accident Summary

- 6.1.4 The data reviewed has not identified any untypical accidents.
- 6.1.5 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 6.1.6 It is not considered that the proposals for a residential development 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.

7 CONCLUSIONS

7.1.1 Eddisons have been instructed by Breck Homes to advise on the traffic and transport issues relating to a planning application for a residential development on land to the west of Rosemount Avenue in Preesall.

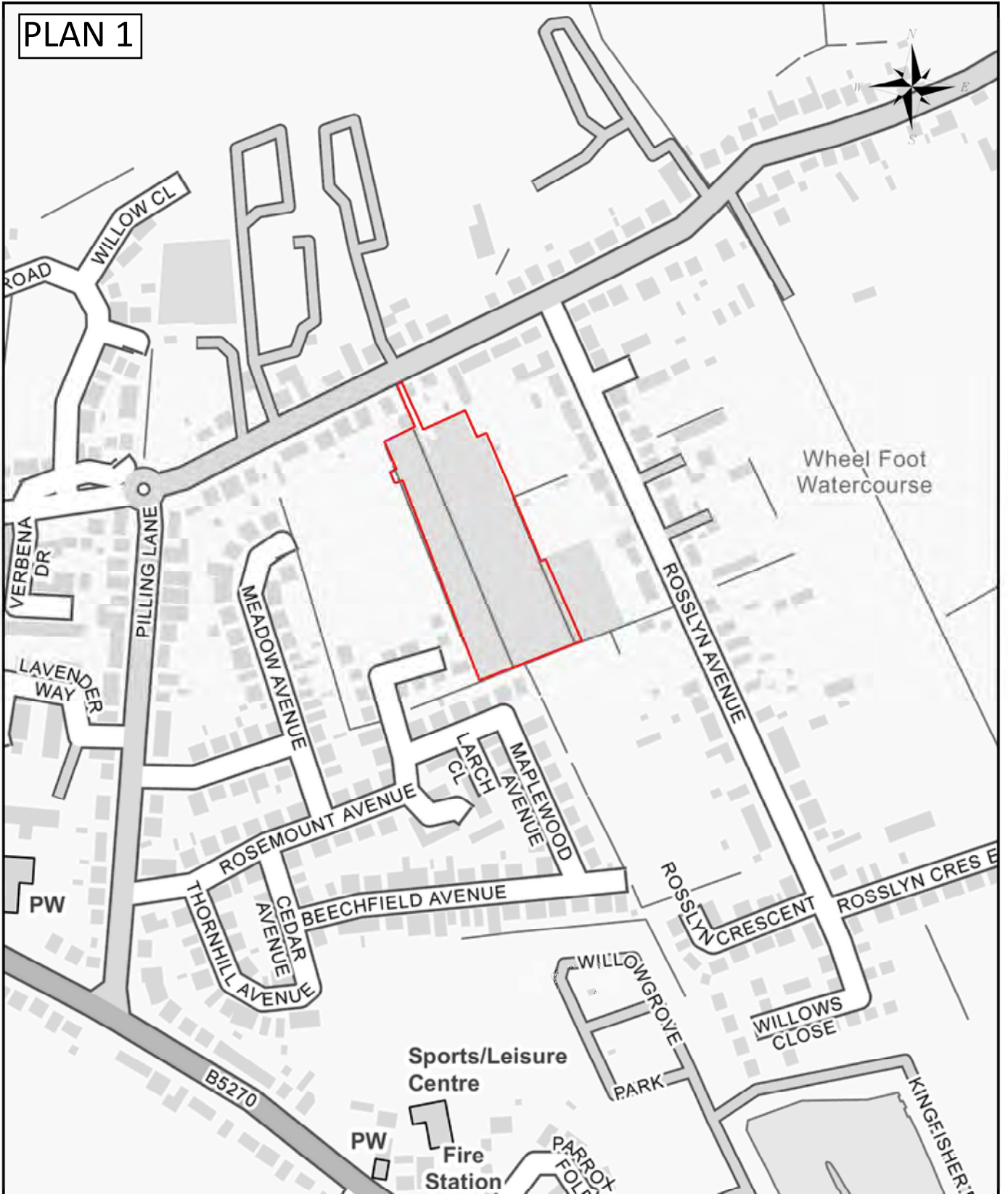
7.1.2 The following conclusions have been drawn with regard to the proposed development:

- The proposed development can be adequately accessed and serviced in a safe and efficient manner via an extension of Rosemount Avenue.
- The site is located close to a number of day-to-day amenities within the area to reduce reliance on the private car.
- The site benefits from being located in close proximity to the bus stops which provide services that are ideally placed to cater for the needs of the new residents.
- The site is accessible by rail with Poulton-le Fylde rail station located a short bus journey away.
- The impact of the proposals has been assessed using the TRICS database and the assessments undertaken have shown that the proposals will have a negligible impact and will not give rise to any highways related issues.
- The car parking provided on the site would adequately be able to accommodate the parking demand likely to be generated by the proposals.
- The highway network in the vicinity of the site does not have an unduly poor safety record and there are no reasons why this would be worsened as a result of the development proposals.

7.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS

PLAN 1



CLIENT:

TILIA HOMES

DRAWING TITLE:

**SITE LOCATION:
LAND OFF MEADOW AVENUE, PREESALL**

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:

4109-01

REVISION:

-

DRAWN:

GW

DATE:

27.11.23

CHECKED:

GM

DATE:

27.11.23

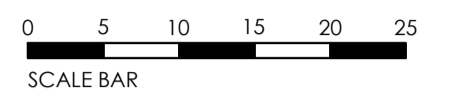
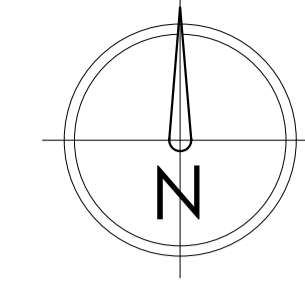
SCALES:

NTS @ A4

Eddisons

PLAN 2

Accommodation Schedule	
15No. 2b3p Bungalow	74 sq.m
14No. 2b4p House Types	68 sq.m
03No. 2b4p Corner House Types	68 sq.m
11No. 3b5p House Types	82 sq.m
10No. 4b6p House Types	100 sq.m
Total 53No. Units	
Site Area = 1.50 Hectares	



2b3p 74 Dormer Bungalow

2b4p 68 House Type
2b4p 68 Corner House Type

3b5p 82 House Type

4b6p 100 House Type

Site Density = 35 Units Per Hectare

Car Parking
2 Spaces for 2 & 3 Bedroom Units
3 Spaces for 4 Bedroom Units



REV	DATE	DRAWN	DESCRIPTION	APPROV	TRAC

TITLE: **PROPOSED SITE LAYOUT**

Breck Homes
 21 Scaupie Court
 Bamber Bridge
 Preston
 PR3 5AW
 Tel: 01524 587 000
 Fax: 01524 587 001
 www.breck.co.uk
 info@breck.co.uk

PROJECT: **ROSEMOUNT AVENUE, PREESALL**

DATE	SCALE	JOB REF	DRAWING NUMBER	REV
FEB 24	1:500 @ A1	-	P01 - Proposed Site Layout	-

PLAN 3

PLAN 3

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TILIA HOMES

PROJECT:
**LAND OFF MEADOW AVENUE,
PREESALL**

DRAWING TITLE:
**PROPOSED VEHICLE
ACCESS PLAN**

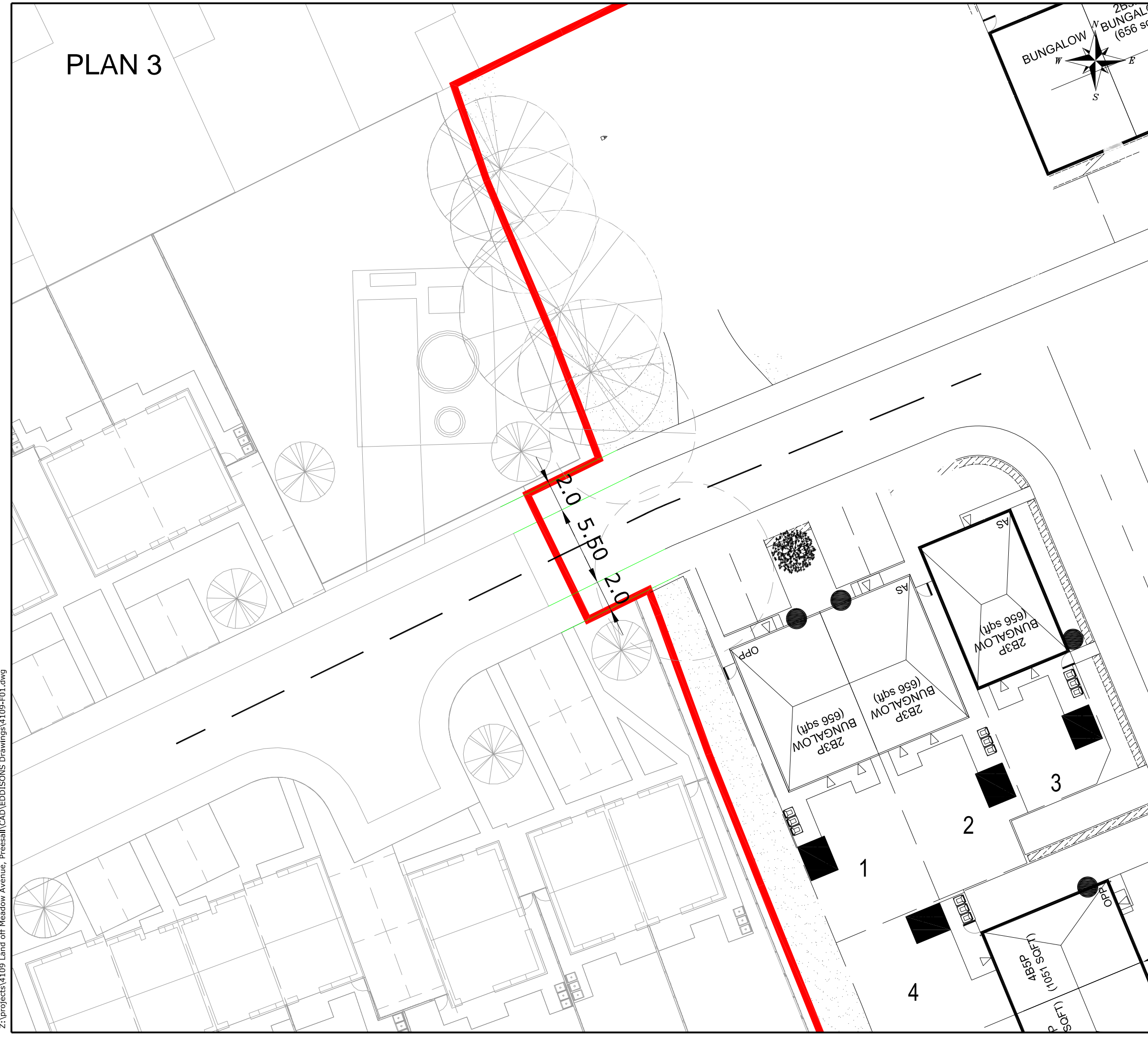
SCALES:
1:250 @ A3

DRAWN: GW	CHECKED: GM	DATE: 22.11.23
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Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER: 4109-F01	REVISION: -
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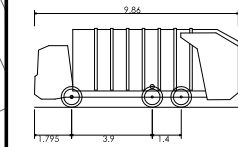


Z:\projects\4109 Land off Meadow Avenue, Preesall\CAD\EDDISONS Drawings\4109-F01.dwg

PLAN 4



NOTES



Lancashire Refuse Vehicle
 Overall Length 9.860m
 Overall Width 2.450m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
BRECK HOMES

PROJECT:
ROSEMOUNT AVENUE, PREESALL

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:500 @ A3

DRAWN: LG CHECKED: LW DATE: FEB 24

Eddisons
 340 Deansgate
 Manchester
 M3 4LY
 Email: info@croftts.co.uk
 Tel: 0161 837 7380
 Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **4293-SP01** REVISION: **B**

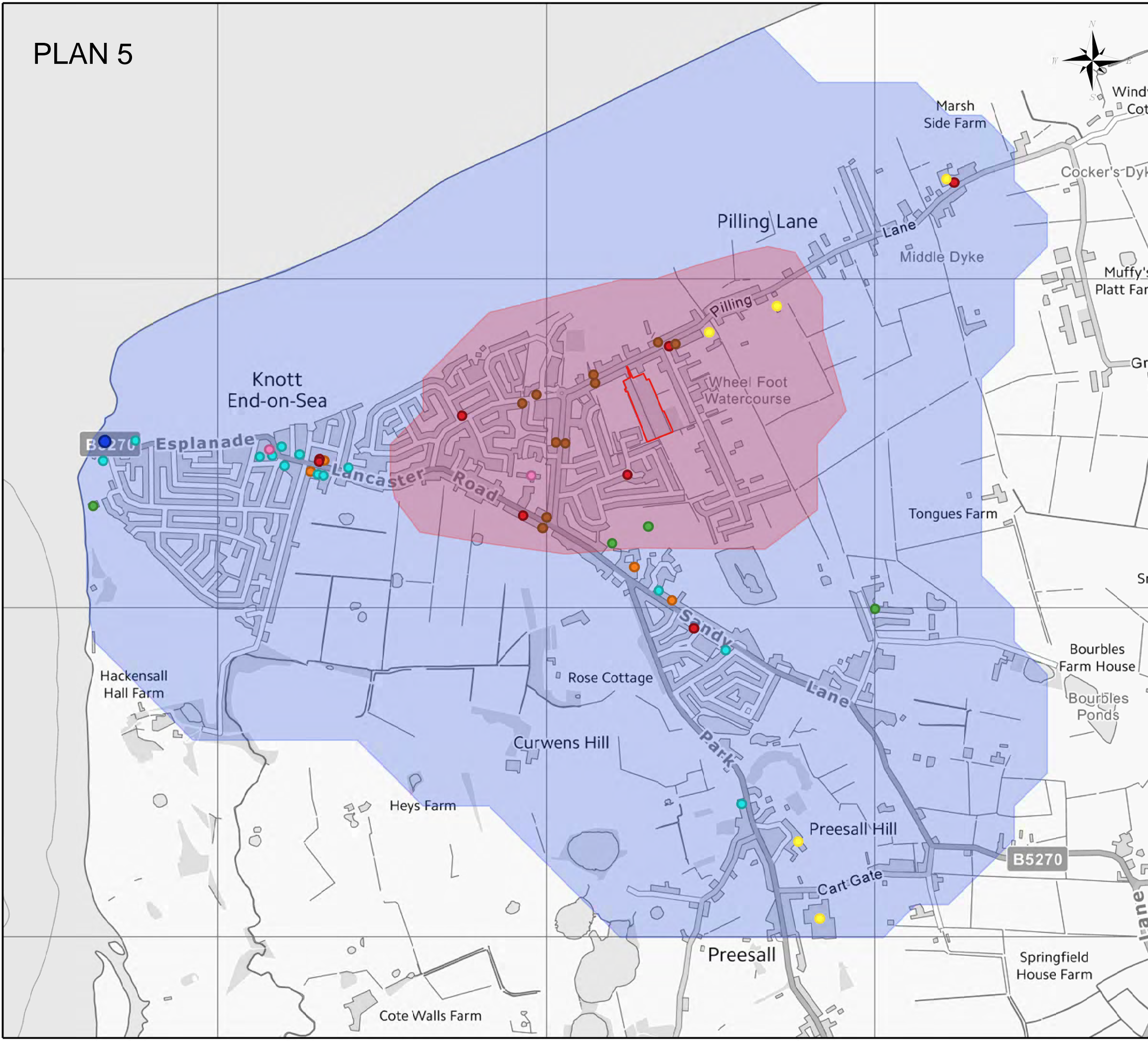


PLAN 5

PLAN 5

NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Knott End Ferry Port
- Nearest Bus Stops
- Education
- Sport/Leisure/Park
- Post Box/Post Office
- Medical/Healthcare
- Café/Takeaway/Public House
- Supermarket/Local Food Store



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TILIA HOMES

PROJECT:
LAND OFF MEADOW AVENUE, PREESSALL

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

SCALES:
NTS @ A3

DRAWN: GW	CHECKED: GM	DATE: 27.11.23
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DRAWING NUMBER: 4109-03	REVISION: -
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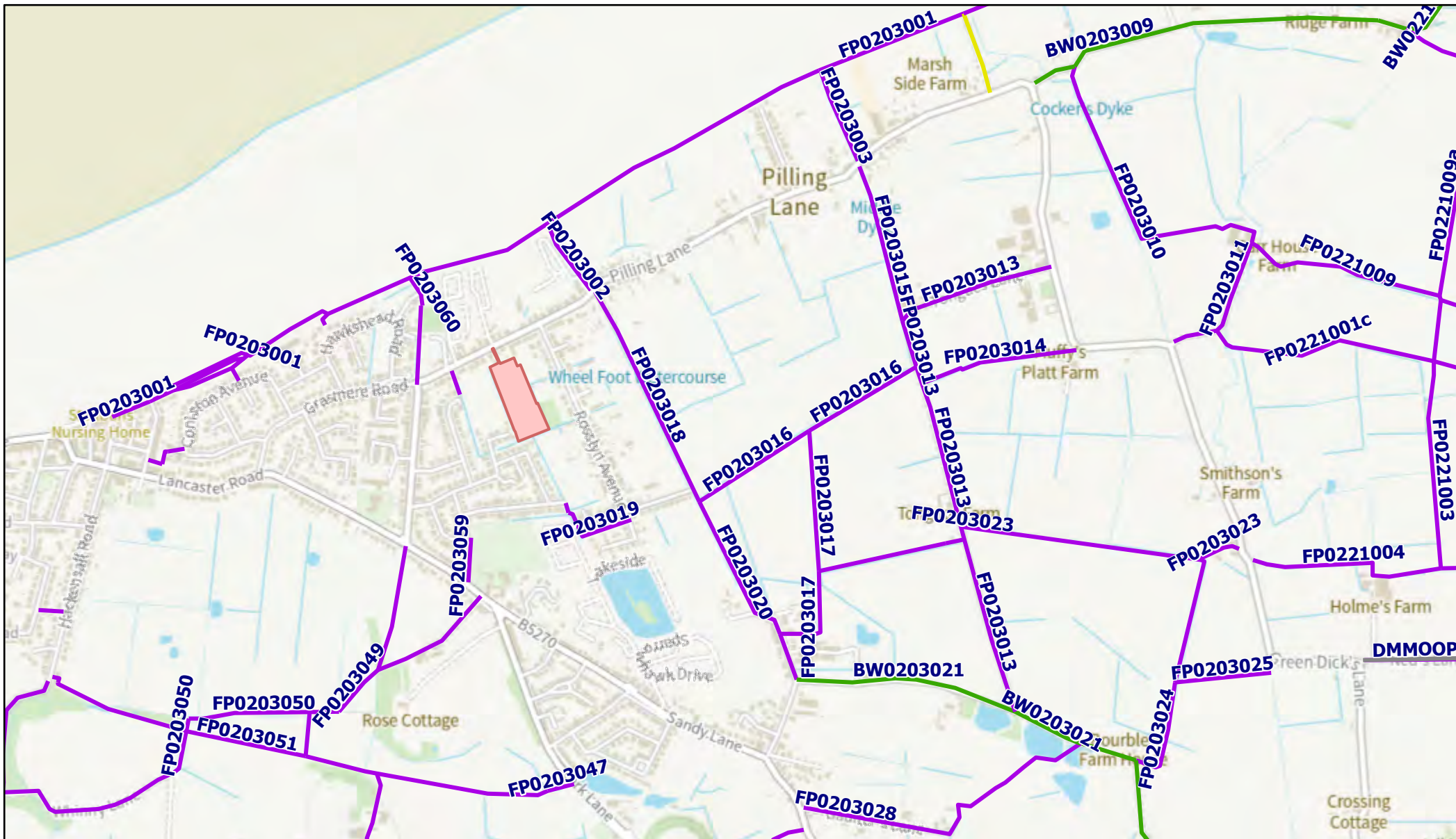
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APPENDICES

APPENDIX 1

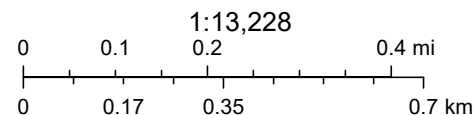
LCC MARIO Map of PRow Footpath and Bridleways

Lancashire County Council Map



27/11/2023, 10:04:22

- Public Rights of Way
- Footpath
- Bridleway
- Definitive Map Modification Order
- Byway Open to All Traffic



APPENDIX 2

Framework Travel Plan

Proposed Residential Development
Land off Rosemount Avenue, Presall

February 2024

RESIDENTIAL TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT: Residential Travel Plan

PROJECT: Proposed Residential Development, Land at Rosemount Avenue, Preesall

CLIENT: Breck Homes

JOB NUMBER: 4293

FILE ORIGIN: Z:\projects\4293 Rosemount Avenue, Preesall
(Breck)\Docs\Reports\4293.TP01.docx

DOCUMENT CHECKING:

Primary Author: GM **Initialed:** GM

Contributor GW **Initialed:** GW

Review By: PJW **Initialed:** PJW

Issue	Date	Status	Checked for Issue
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1	30-11-23	First Draft	GM
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2	22-01-2024	Revised Draft	
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3	06-02-24	Revised Draft	
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4			
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PLANS

(See Transport Assessment)

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Breck Homes to advise on the traffic and transport issues relating to a planning application for a residential development on land to the east of Rosemount Avenue in Preesall.

1.1.2 The Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development. The document will evolve into a formally agreed final Travel Plan within 6 months of the development reaching 75% occupancy.

1.2 Site Location

1.2.1 The site is located to the north of the centre of Preesall and to the east of Fleetwood town centre.

1.2.2 The site is in a broadly rectangular shape. It is bound to the north by the residential properties of Pilling Lane, whilst to the south by the residential properties of Pinewood Avenue. It is bound to the west by a Lovell Homes site (Planning Ref: 20/00634), whilst to the east by the residential properties of Rossalyn Avenue.

1.2.3 The site location is shown in **Plan 1**.

1.3 Development Proposals

1.3.1 The proposals currently include 53 new residential dwellings which will consist of 2,3 and 4-bedroom dwellings, 16 of which are affordable.

1.3.2 The site will be accessed via an extension of the carriageway from the adjacent Lovell Homes site (Planning ref: 20/00634).

1.3.3 The proposed site layout is shown in **Plan 2**.

1.4 Travel Plan Objectives

1.4.1 The Residential Travel Plan is a long-term strategy for reducing the dependence of residents on travel by private car.

1.4.2 The aims of the Travel Plans are as follows:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.4.3 This document provides an interim framework for the preparation of a final Travel Plan, which will be submitted to the Council within 6 months of the development reaching 75% occupation.

1.4.4 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote the different means of travel available to residents.

1.4.5 This document will set out the principal strategies of the Travel Plan, which will evolve into a formally agreed document once residents are occupying dwellings.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *“Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site”*.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled *‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’* sets out an overview of the process and delivery of Travel Plans and states that *“A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*

2.2.3 The DfT document entitled *“Making Residential Travel Plans Work”* states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”* and goes on to say *“Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”*.

2.2.4 The DfT's *'Making Residential Travel Plans Work'* also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below;

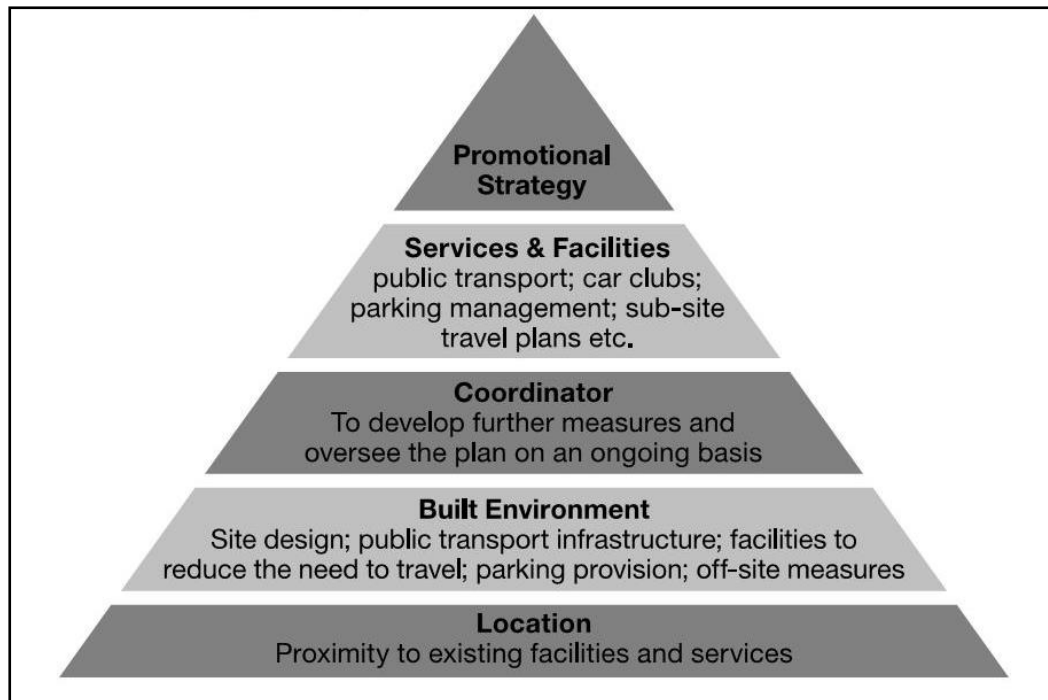


Figure 2.1 – The Travel Plan Pyramid

2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

- 2.2.8** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.9** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of Travel Plan Co-ordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Encourage Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

3.2 Appointment of Travel Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the properties being occupied. Initially this will be a person appointed by Breck Homes, as this will show a commitment to the Travel Plan from an early stage.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows;

- Liaison with the local planning and highways authority.
- Provision of a Resident's Travel Pack containing information for residents.
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes.

- Maintenance of all necessary systems, data, and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to Wigan Council.

3.2.6 Details of the nominated TPC will be submitted to Wigan Council and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of nearby public transport services will encourage choice of public transport as a primary means of travel for the development.

3.3.3 However, in order to build on these locational advantages, it is recommended that a Resident's Travel Pack is provided for the occupants of each new dwelling.

3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.3.1 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.2 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions, and other local amenities.
- Information on the most recently published public transport information.
- Details of web sites, mobile apps and other sources of information which can be accessed, such as:
 - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk
 - Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
 - Cycling - Link to the UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk
 - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.3 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.4 The first issue of the Resident's Travel Pack will be the responsibility of Breck Homes.

3.4 Travel Awareness and Information

3.4.1 Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com.

3.6 Encouraging Walking/Cycling

3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

3.6.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator

3.7 Encourage Home Working and Delivery Services

3.7.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet. Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.

3.7.2 A number of telecommunication providers serve the area enabling residents to search for potential liftshare opportunities, as well as complete online shopping. Broadband will also enable residents to work from home thus, complying with goals highlighted within national and local policy.

3.8 Encouraging Travel by Public Transport

3.8.1 The TPC will liaise with the local bus operators to promote the use of public transport services and ensure that up to date timetable information is readily available to residents.

3.8.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.9 Marketing and Promotion

3.9.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.

3.9.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 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.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

‘Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

4.1.3 One of the core principles of the NPPF is to *‘actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.’*

4.1.4 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.

4.1.5 From 1st June 2023, Active Travel England (ATE) have become the statutory consultee on all major planning applications.

4.1.6 Within the guidance on local authority active travel capability ratings by Active Travel England, ‘Lancashire’ has been given a rating of 2 out of a possible 4.

4.1.7 The rating of 2 states that Manchester has ‘Strong local leadership, with clear plans that form the basis of an emerging network with a few elements already in place.’

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

- access on foot;
- access by cycle;
- access by bus;
- access by ferry; and
- access by rail.

4.2 Access on Foot

4.2.1 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.

4.2.2 Within the proposed residential development site, the carriageways will be 5.5 metres wide with 2 metre footways on both sides.

4.2.3 The application site, including roads and footways, will connect with the adjacent Lovell Homes development site (Planning ref: 20/00634) to the east which will be extending the existing carriageway of Rosemount Avenue. Rosemount Avenue is planned to have a 5.5 metre carriageway and 2 metre footways on both sides. The site access arrangement is shown in **Plan 3**.

4.2.4 The proposed residential development will utilise and develop the existing footpath at the north of the site which links to Pilling Lane.

- 4.2.5 Pilling Lane has footways along the south of the carriageway which are approximately 2 metres wide that runs for roughly 530 metres to the east. To the west Pilling Lane has footways approximately 2 metres wide just to the south of the carriageway until it become two arms on a priority roundabout with Grasmere Road then has roughly 2 metre footways on both sides of the road and carries on south towards Lancaster Road/Sandy Lane.
- 4.2.6 These connect to the existing footways on the wider pedestrian network and provide access to the surrounding areas of Knott End-on-Sea and Preesall.
- 4.2.7 There are a number of Public Right of Way (PRoW) footpaths to the north of the site (FP0203001, FP0203060, FP0203002), which connect the site to nearby coastal area and also provide access to nearby residential areas.
- 4.2.8 There are two PRoW footpaths to the south of the site (FP0203019, FP0203059), which provide quicker access to nearby residential areas and Sandy Lane along with the amenities located there.
- 4.2.9 There are a number of PRoWs to the east and west of the site which connect the site to nearby countryside areas, provide access to nearby residential areas, link with local amenities and footways towards Knott End Ferry Port.
- 4.2.10 These increase pedestrian accessibility to the retail, sports, health and employment facilities within the area and also provide access to the surrounding countryside areas for leisure purposes.
- 4.2.11 A map from the Lancashire County Council (LCC) online tool MARIO has been provided in **Appendix 1** showcasing the nearby PRoW footpaths that are within the vicinity of the site.
- 4.2.12 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 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 4.1.

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

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.13 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, 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 those under two kilometres.'*
- 4.2.14 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'.*
- 4.2.15 Table 4.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.16 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 the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

4.2.17 Overall, Table 5.1 of that document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 4.3 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.18 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.19 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.'

4.2.20 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.21 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Figure 4.1 below:

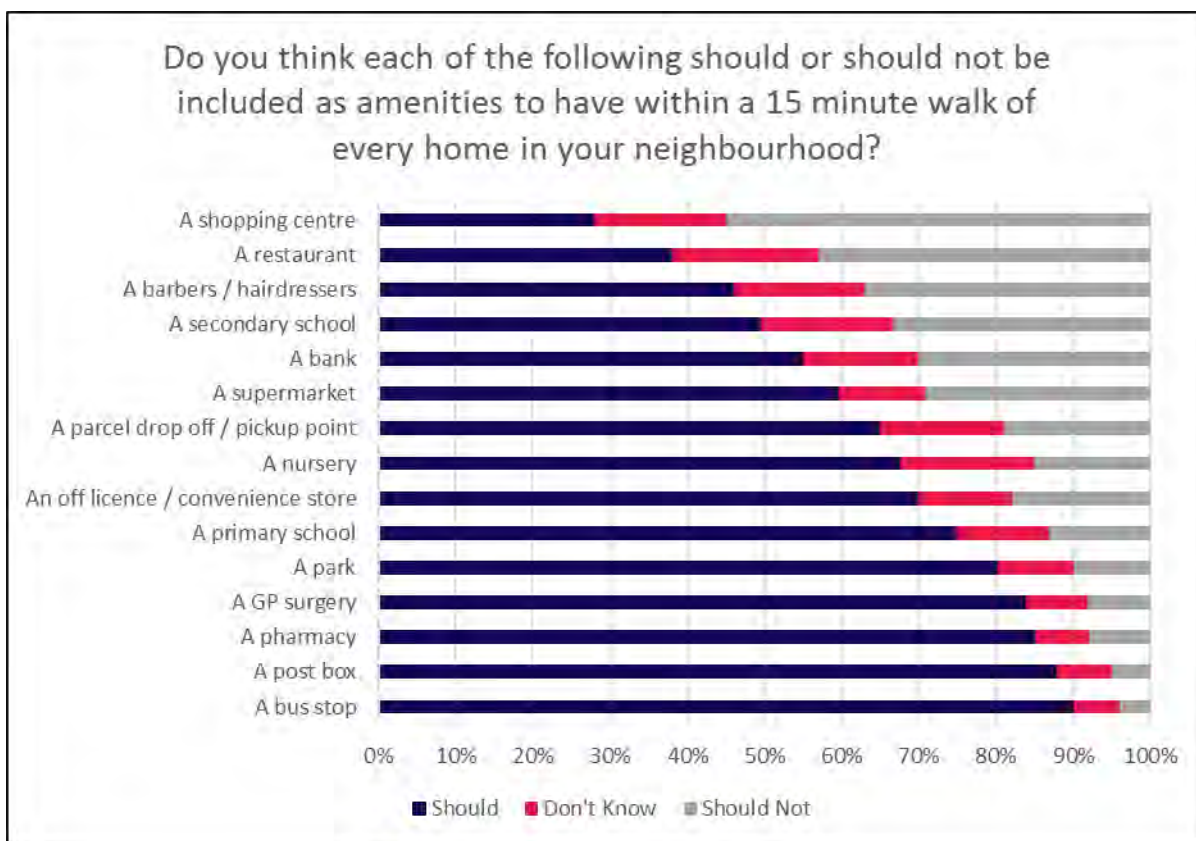


Figure 4.1 YouGov Poll Results (Source YouGov)

4.2.22 Figure 4.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily

accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.23 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5**.

4.2.24 **Plan 5** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.25 The 800-metre pedestrian catchment illustrates that various post-boxes, bus stops are in close proximity to the site as well as a nursery, a primary school, a park/playground, and a medical centre.

4.2.26 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Knott End-on-Sea, and the northern half of Preesall, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, residential, school, retail and leisure trips.

4.2.27 Table 4.4 below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Huckleberrys Nursery	420m	1,950m	YES
Knott End & Preesall Pre-School	550m	1,950m	YES
Preesall Park and Playground	600m	1,950m	YES
Over Wyre Medical Centre	800m	1,950m	YES
Co-op Food - Preesall - Sandy Lane	975m	1,950m	YES
Preesall Community Sports Centre	1,000m	1,950m	YES

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
The Fisheries	1,045m	1,950m	YES
Knott End-on-Sea Post Office	1,250m	1,950m	YES
The Squash	1,250m	1,950m	YES
Jhoots Pharmacy	1,360m	1,950m	YES
Knott End Ferry Port	1,850m	1,950m	YES

Table 4.4 Distance from Site to Local Facilities

4.2.28 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

4.3.3 The Cycling England document ‘Integrating Cycling Into Development Proposals’ advises that *‘For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.’*

- 4.3.4** A distance of 8-kilometres (5-miles) 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 the entirety of Knott End-on-Sea, Preesall, Pilling, Stalmine, Fleetwood, Thornton-Cleveleys and Hambleton.
- 4.3.5** Further areas are accessible by cycle as part of a multimodal trip via the ferry that enables passengers along with a bicycle to cross the River Wyre. Once across the river, continuing the journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour, areas such as Fleetwood, Cleveleys, Burn Naze, Trunnah, and Thornton-Cleveleys would also be reachable. Access by ferry is discussed in greater detail later in Section 4.5 of this report.
- 4.3.6** National Cycle Network (NCN) Route 62 is located to the west of the site. It can be accessed from the site by cycling roughly 1.9kms for 6-minutes via the coastal PRow footway to the Knott End ferry port. Across the river at the Fleetwood Ferry Port is where the NCN Route starts so from their it can be followed across the coast.
- 4.3.7** NCN Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. It is a mostly paved and traffic free route.
- 4.3.8** The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1** An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

- 4.4.2** The nearest bus stop to the site is located along Pilling Lane, approximately 260 metres from the centre of the proposed site access, around a 3 minute walk. This stop consists of a bus stop pole with bus service information. Additional bus stops are located further along Pilling Lane, a short distance north-eastward and on Grasmere Road, a short distance westward.
- 4.4.3** There is also a bus top along Lancaster Road at the bottom of Pilling Lane, which is roughly 700 metres from the centre of the site. Although this is a further distance then the other bus stops, it is only a 7-minute walk and offers the frequent 2C bus service which runs between Knott End to Blackpool via Poulton.
- 4.4.4** All the nearest bus stops to the site are shown on **Plan 5**.
- 4.4.5** A summary of the services available from the nearest bus stops from the development site is provided in Table 4.5 below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
2C	Knott End - Blackpool via Poulton, Skippool	3 services	Every 30 mins	9 services	1 service	Every 30 mins	7 services	10 services
88/89	Knott End – Lancaster via Preesall, Cockerham, Garstang	1 service	8 services	4 services	-	9 services	4 services	6 services
529	Galgate - Garstang - Pilling - Preesall St Aidans (School Service)	-	Out: 08:04 Return: 15:14	-	-	-	-	-

Table 4.5 Existing Bus Services Operating in the Vicinity of the Site

4.4.6 As can be seen from Table 4.5, the nearest bus stops to the site provide services throughout the day to destinations such as Cockerham, Poulton-le-Fylde, Lancaster, and Blackpool.

4.4.7 It is noted that the above services provide a choice of how people travel with the bus services operating from around 6:30am to around 22:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 4.6 below.

Destination	Duration
Cockerham	25 minutes
Poulton-le-Fylde	50 minutes
Lancaster City Centre	56 minutes
Blackpool Town Centre	1 hour and 4 minutes

Table 4.6 Example Bus Journey Times from the Site

4.4.9 The above table demonstrates that Cockerham is just a 25-minute bus journey, Poulton-le-Fylde is a 50-minute bus journey from the site, Lancaster City Centre is a 56-minute bus journey, and Blackpool Town Centre is a 56-minute bus journey.

4.4.10 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Access by Ferry

4.5.1 There is a ferry service that runs between Knott End-on-Sea and Fleetwood that takes less than 10 minutes. The ferry is managed by Wyre Marine Services.

4.5.2 The ferry operates between 7.45am to 5.45pm, runs every 30-minutes from Fleetwood at 15 and 45 minutes past the hour. Sailings from Knott End are approximately fifteen minutes later, so from Knott End they are on the hour and at 30 minutes past the hour.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via Ferry.

4.6 Accessibility by Rail

4.6.1 The most accessible train station located to the site is Poulton-le-Fylde. Although this is located outside of the 2-kilometre pedestrian catchment, it is accessible by a 33-minute bus journey on service 2C and a 4-minute walk.

4.6.2 This train station is managed by Northern and has 2 platforms, offering up to 9 services an hour to destinations such as Manchester Airport, Wigan North Western, York, Liverpool Lime Street and Blackpool North.

4.6.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.7 Accessibility Summary

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

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

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- The services from the bus stops on Pilling Lane, Grasmere Road, and Lancaster Road, travelling to destinations such as Cockerham, Poulton-le-Fylde, Lancaster and Blackpool shows that the proposed development can be considered as accessible by bus;

- There are opportunities to travel by ferry with Knott End Ferry Port being the most accessible to the site; and;
- It has been shown there is potential for journeys to be made by rail and bus as a multimodal trip from the nearby vicinity of the site, connecting to the train station in Poulton-le-Fylde and thus providing access to a range of destinations in and around the North West of England.

4.7.3 In light of the above, it is considered that the site is accessible by sustainable modes of transport and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 OBJECTIVES AND TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g. through a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Resident's Travel Survey which will be undertaken within three months of the development being 75% occupied.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.2.3 Whilst it is considered that the Travel Plan targets should be high-reaching, it is essential that they are also realistic and achievable.

5.2.4 Experience suggests that a Travel Plan containing only marketing and promotional initiatives is unlikely to achieve a shift in the mode of travel used, whereas one also incorporating car sharing and cycle measures may achieve a 3% - 5% reduction in single occupancy car-based commuting.

5.2.5 Further shifts to public transport, walking and cycling away from private car use may be achieved through the above measures being supplemented by other initiatives. It is clear, therefore, that in making a meaningful contribution to the achievement of the above targets, the Travel Plan must incorporate a range of initiatives that go beyond marketing and promotion.

6 TRAVEL PLAN MONITORING

6.1 Introduction

6.1.1 As set out in DfT guidance, a key tool to the success of a Travel Plan is the monitoring strategy that is in place. This allows assessment of the success or otherwise of the Travel Plan and to allow appropriate mitigation/initiatives to be introduced

6.1.2 It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice;

- A full Residents' travel survey: A travel survey will be distributed to all residents via the Residents Travel Pack. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.
- Snap Shot Residents travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

6.2 Frequency of Monitoring

6.2.1 The full residential travel survey will be conducted once every two years for at least 5 years and the snap-shot survey will be undertaken annually, with the results reported to the Council in the form of a monitoring statement. The initial survey will be undertaken within 3 months of the development reaching 75% occupancy.

6.2.2 The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

6.3 Monitoring Reporting and Review

- 6.3.1** Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.
- 6.3.2** Future strategies for further delivering plan objectives can be considered in partnership with the Council.
- 6.3.3** The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.
- 6.3.4** This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.
- 6.3.5** The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development.
- 6.3.6** Actions will include:
- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
 - Monitor the take-up of the lift share scheme; and
 - Record comments received from residents relating to the operation and implications of the Plan.
- 6.3.7** Information gathered through the monitoring process will be recorded for the input to the Annual Review, outlined below. The information will be sent to the planning authority at regular intervals.

6.4 Action Plan

6.4.1 **Table 6.1** below provides a Draft Action Plan to timescales for the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed at least 1 month prior to first occupation of site	Appointment of TPC by target date	Breck Homes
Production of Welcome Pack	Upon Occupation	Resident travel survey	Breck Homes/TPC
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	Within 6 months of reaching 75% occupation of development	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 6.1 Travel Plan Framework Timescales

6.4.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken. The action plan is to be agreed with the Council prior to the submission of the final Travel Plan.

7 CONCLUSIONS

7.1.1 This Travel Plan has detailed the measures which will be implemented at the Rosemount Avenue residential development in order to promote sustainable modes of travel and reduce the dependency of the private car.

7.1.2 The Travel Plan provides information and details of sustainable modes of transport which will be accessible to residents and visitors of the development.

7.1.3 The aim of the Travel Plan is:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

7.1.5 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

7.1.6 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.

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APPENDIX 3

TRICS Output – Proposed Residential Development

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	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: 10 to 99 (units:)
Range Selected by User: 10 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: 01/01/12 to 19/11/19

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	16 days
Tuesday	13 days
Wednesday	15 days
Thursday	13 days
Friday	7 days

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

Selected survey types:

Manual count	64 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	7
Suburban Area (PPS6 Out of Centre)	24
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	9
Free Standing (PPS6 Out of Town)	1

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	55
Village	6
Out of Town	1
No Sub Category	2

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 64 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	17 days
10,001 to 15,000	14 days
15,001 to 20,000	11 days
20,001 to 25,000	4 days
25,001 to 50,000	10 days
50,001 to 100,000	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	7 days
25,001 to 50,000	6 days
50,001 to 75,000	9 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	15 days
250,001 to 500,000	12 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:

0.5 or Less	1 days
0.6 to 1.0	20 days
1.1 to 1.5	42 days
1.6 to 2.0	1 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	10 days
No	54 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	63 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
2	CB-03-A-05 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		<i>Survey Type: MANUAL</i>
3	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED	C H E S H I R E
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	C H E S H I R E
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
5	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI -DETACHED & TERRACED	C H E S H I R E
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
6	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	C H E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
7	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	D O R S E T
	Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>
8	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	D U R H A M
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings:	57	
	<i>Survey date: FRIDAY</i>	<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
10	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	<i>Survey date: WEDNESDAY</i>	<i>30/09/15</i>	<i>Survey Type: MANUAL</i>
11	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
	<i>Survey date: MONDAY</i>	<i>28/06/19</i>	<i>Survey Type: MANUAL</i>
12	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	<i>Survey date: WEDNESDAY</i>	<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
13	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI -DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	97	
	<i>Survey date: MONDAY</i>	<i>27/11/17</i>	<i>Survey Type: MANUAL</i>
14	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI -DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	<i>Survey date: THURSDAY</i>	<i>30/05/13</i>	<i>Survey Type: MANUAL</i>
15	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI -DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	37	
	<i>Survey date: MONDAY</i>	<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
16	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 40 <i>31/10/18</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
18	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES & FLATS 62 <i>19/11/19</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
19	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI-DETACHED & TERRACED 40 <i>23/03/16</i>	HIGHLAND <i>Survey Type: MANUAL</i>
20	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	DETACHED HOUSES 72 <i>25/06/19</i>	ISLE OF WIGHT <i>Survey Type: MANUAL</i>
21	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 51 <i>14/07/16</i>	KENT <i>Survey Type: MANUAL</i>
22	LC-03-A-30 WATSON ROAD BLACKPOOL Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED 24 <i>14/06/13</i>	LANCASHIRE <i>Survey Type: MANUAL</i>
23	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 32 <i>17/11/17</i>	LANCASHIRE <i>Survey Type: MANUAL</i>
24	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & OTHERS 85 <i>28/06/18</i>	LEICESTERSHIRE <i>Survey Type: MANUAL</i>
25	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED 22 <i>18/09/12</i>	LINCOLNSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

26	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI -DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 30 <i>Survey date: MONDAY 29/06/15</i>		<i>Survey Type: MANUAL</i>
27	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>		<i>Survey Type: MANUAL</i>
28	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		<i>Survey Type: MANUAL</i>
29	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>		<i>Survey Type: MANUAL</i>
30	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>		<i>Survey Type: MANUAL</i>
31	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>		<i>Survey Type: MANUAL</i>
32	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>		<i>Survey Type: MANUAL</i>
33	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>		<i>Survey Type: MANUAL</i>
34	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total No of Dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
36	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total No of Dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
37	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
		RACECOURSE LANE		
		NORTHALLERTON		
		Edge of Town Centre		
		Residential Zone		
		Total No of Dwellings:	47	
		Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
38	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
		CATTERICK ROAD		
		CATTERICK GARRISON		
		OLD HOSPITAL COMPOUND		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total No of Dwellings:	10	
		Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
39	PS-03-A-01	MIXED HOUSES		POWYS
		BRYN GLAS		
		WELSHPOOL		
		Edge of Town Centre		
		Residential Zone		
		Total No of Dwellings:	16	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
40	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total No of Dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
41	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total No of Dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
42	SF-03-A-05	DETACHED HOUSES		SUFFOLK
		VALE LANE		
		BURY ST EDMUNDS		
		Edge of Town		
		Residential Zone		
		Total No of Dwellings:	18	
		Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
44	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
45	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
46	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		
47	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		
48	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
49	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
50	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI -DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings: 17 <i>Survey date: FRIDAY 09/05/14</i>		
51	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		

LIST OF SITES relevant to selection parameters (Cont.)

52	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI DETACHED HOUSES 54 18/09/13	SOUTH YORKSHIRE <i>Survey Type: MANUAL</i>
53	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI-DETACHED 16 07/10/13	TYNE & WEAR <i>Survey Type: MANUAL</i>
54	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 33 13/11/15	TYNE & WEAR <i>Survey Type: MANUAL</i>
55	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI-DETACHED & TERRACED 12 08/05/17	VALE OF GLAMORGAN <i>Survey Type: MANUAL</i>
56	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS 17 17/10/13	WARWICKSHIRE <i>Survey Type: MANUAL</i>
57	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 25/09/19	WARWICKSHIRE <i>Survey Type: MANUAL</i>
58	WL-03-A-02 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	SEMI DETACHED 27 22/09/16	WILTSHIRE <i>Survey Type: MANUAL</i>
59	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 39 21/11/16	WEST MIDLANDS <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

60	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:		89	
	<i>Survey date: MONDAY</i>		<i>21/11/16</i>	<i>Survey Type: MANUAL</i>
61	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		48	
	<i>Survey date: WEDNESDAY</i>		<i>18/04/12</i>	<i>Survey Type: MANUAL</i>
62	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		57	
	<i>Survey date: THURSDAY</i>		<i>19/10/17</i>	<i>Survey Type: MANUAL</i>
63	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/18</i>	<i>Survey Type: MANUAL</i>
64	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/16</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/A - HOUSES PRIVATELY OWNED
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	64	42	0.076	64	42	0.284	64	42	0.360
08:00 - 09:00	64	42	0.144	64	42	0.354	64	42	0.498
09:00 - 10:00	64	42	0.152	64	42	0.177	64	42	0.329
10:00 - 11:00	64	42	0.133	64	42	0.158	64	42	0.291
11:00 - 12:00	64	42	0.148	64	42	0.167	64	42	0.315
12:00 - 13:00	64	42	0.165	64	42	0.161	64	42	0.326
13:00 - 14:00	64	42	0.168	64	42	0.168	64	42	0.336
14:00 - 15:00	64	42	0.166	64	42	0.186	64	42	0.352
15:00 - 16:00	64	42	0.241	64	42	0.179	64	42	0.420
16:00 - 17:00	64	42	0.276	64	42	0.161	64	42	0.437
17:00 - 18:00	64	42	0.312	64	42	0.154	64	42	0.466
18:00 - 19:00	64	42	0.234	64	42	0.142	64	42	0.376
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.308			2.364			4.672

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: 10 - 99 (units:)
Survey date range: 01/01/12 - 19/11/19
Number of weekdays (Monday-Friday): 64
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 4
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.

APPENDIX 4

CrashMap Accident Data Outputs



Validated Data

Crash Date: Monday, February 12, 2018 **Time of Crash:** 7:30:00 PM **Crash Reference:** 201804WD18021

Highest Injury Severity:	Serious	Road Number:	B5270	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	3
Local Authority:	Wyre Borough			OS Grid Reference:	336020 448240
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

The request failed with HTTP status 401: Unauthorized.



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Female	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Taxi/Private hire car	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)	7	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, October 25, 2019 **Time of Crash:** 7:00:00 PM **Crash Reference:** 2019040919785

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	2
Local Authority:	Wyre Borough			OS Grid Reference:	336163 448369
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

The request failed with HTTP status 401: Unauthorized.



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	23	Unknown	Unknown	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle is in the act of turning right	Offside	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, March 24, 2021 **Time of Crash:** 12:30:00 PM **Crash Reference:** 2021041032557

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	2
Local Authority:	Wyre Borough			OS Grid Reference:	336036 448461
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

The request failed with HTTP status 401: Unauthorized.



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Female	56 - 65	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire)	15	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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