

Proposed Residential Development
Land at Blainscough Hall | Coppull | Chorley

LEA HOUGH

Transport Assessment
December 2020





REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Lea Hough to advise on the traffic and transportation issues relating to proposals to develop a site on land at Blainscough Hall in the Coppull area of Chorley.

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

1.1.3 The Local Highway Authority (LHA) responsible for Coppull is Lancashire County Council, while Chorley Council (CC), are the Local Planning Authority (LPA).

1.1.4 Due to the location of the site close to Coppull, Standish and Chorley town centre and all their services and facilities, the proposed development will help deliver much needed housing in a sustainable location, which is well integrated and connected to local facilities and employment opportunities.

1.2 Scope of Report

1.2.1 This Transport Assessment (TA) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.

1.2.2 The scope of this Transport Assessment conforms to the guidance provided in the Ministry of Housing, Communities and Local Government (MHCLG) Planning Practice Guidance 'Transport Evidence Bases in Plan Making'.

1.2.3 The guidance covers the following issues;

- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;
- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour;
- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.3 Structure of Report

1.3.1 Following this introduction, Section 2 will provide a description of the existing site and local highway network, while Section 3 will detail the development proposals.

1.3.2 Section 4 will consider relevant national and local policy and Section 5 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.3.3 Section 6 will consider the trip generation and the traffic impact of the proposals on the local highway network, while a review of road safety and personal injury accidents in the vicinity of the site over the last 5 years will be detailed in Section 7.



1.3.4 Section 8 will draw together the Report's findings and conclusions.

2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

2.2 Existing Site

2.2.1 The site is located to the south of the centre of Coppull. The site is roughly rectangular in shape and is bordered by Coppull United Football Club to the east, by a range of small industrial units to the south, by Blainscough Lane to the west and by existing residential development to the north.

2.2.2 The location of the site in relation to the surrounding local area is presented in **Plan 1**.

2.2.3 It is approximately 3.5 kilometres to the north of Standish and around 7 kilometres to the south-west of Chorley. The village Coppull is situated directly to the north-east.

2.2.4 The site is currently undeveloped and so has no formal point of access at present, although an access for agricultural vehicles is provided off Blainscough Lane, in the south-western corner of the site.

2.3 Local Highway Network

2.3.1 In the vicinity of the site, Grange Drive (which connects to the site) has a carriageway width of approximately 5 metres, with footways of around 2.0 metres on both sides. It benefits from street lighting and is subject to a 20mph speed limit, as is the case throughout the existing estate.



- 2.3.2 To the north of the site, Grange Drive forms a mini-roundabout junction with the B5251 Spendmore Lane.
- 2.3.3 To the north of the junction Spendmore Lane extends in a north-westerly direction, serving Coppull and beyond that provides access to Chorley via a series of other local roads, as well as providing access to the M61 motorway.
- 2.3.4 To the south of the junction with Grange Drive, Spendmore Lane extends for approximately 300 metres before forming another mini-roundabout junction with the A49 Preston Road.
- 2.3.5 The A49 Preston Road links the site to the M6 motorway, Euxton, Leyland and Preston beyond that to the north, while to the south, it provides access to Standish and Wigan.
- 2.3.6 It is considered that the site is well connected to the local highway network, and also to the wider motorway network, such as the M6, M61, M65 and M56.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and servicing.

3.2 Proposed Development

3.2.1 The applicant is seeking outline planning permission to develop the site for up to 123 residential dwellings, with associated car parking, landscaping and public open space.

3.2.2 An illustrative Masterplan showing an indicative layout on how the site could be developed is provided at **Plan 2**.

3.2.3 Car parking across the site will comply with the Councils' current car parking standards.

3.2.4 The introduction of a 20mph zone within the development will be considered to promote walking and cycling and create a pedestrian friendly environment. This will often negate the need for segregated cycle facilities within residential areas.

3.3 Vehicular Access

3.3.1 Vehicular access to the site is proposed via an extension to Grange Drive to the north of the site. The adopted highway on Grange Drive abuts the site boundary at this location to allow a suitable vehicular access to be provided.

3.3.2 This arrangement will provide a suitable 5.5 metre road and two 2 metre wide footways into the site from Grange Drive. The proposed site access arrangements will also ensure that vehicular speeds are kept low and accord with the aspirations of Manual for Streets. A plan to show the proposed site access is shown in **Plan 3**.

- 3.3.3 The creation of the new access to serve the site will mean that a new priority junction will be formed, with the eastern section of Grange Drive forming the minor arm, while the western section of Grange Road will form the main route into the site.
- 3.3.4 As can be seen on the plan, visibility splays of 2.4 metres by 25 metres can be provided from the minor arm (Grange Drive), which are commensurate to roads subject to a 20mph speed limit, in line with the requirements of Manual for Streets guidance. As the junction is located on the bend in the road, the plan also demonstrates that forward visibility of 17 metres can be achieved. While slightly below the requirement in Manual for Street of 25 metres, this distance is commensurate with traffic speeds of 15mph. In reality, due to the geometry of the road as it curves round into the site, traffic speeds are likely to be equivalent to this, if not lower. On that basis, it is considered that the proposed junction design, complies with current guidance and will provide a safe point of entry/exit into the site.
- 3.3.5 The access into the application will be constructed to current adoptable standards to ensure that the access to the site is suitable and appropriate to serve the proposed development.

3.4 Waste Collection & Servicing

- 3.4.1 The internal access road will be designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.
- 3.4.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.
- 3.4.3 To demonstrate this, a swept path analysis has been undertaken for a 9.86 metre refuse vehicle, as shown in **Plan 4**.



4 RELEVANT PLANNING POLICY

4.1 Introduction

4.1.1 This section of the TA reviews the relevant national and local transport planning policy and guidance documents in the context of the proposed development.

4.1.2 It will focus on the National Planning Policy Framework (NPPF), which was first published in March 2012 and updated in February 2019, and sets out the Government's planning policies for achieving sustainable development. It will also make reference to National Planning Practice Guidance and PPG13 Good Practice Guide, issued in 1995.

4.1.3 Local transport planning policy for Coppull is taken from The Chorley Local Plan for the period 2012 to 2026 and the Third Lancashire Local Transport Plan.

4.2 National Planning Policy Framework (NPPF)

4.2.1 The Ministry of Housing, Communities and Local Government (MHCLG) updated its National Planning Policy Framework (NPPF) in February 2019. The NPPF replaces previous 2019 Planning Policy Guidance (PPG).

4.2.2 The NPPF continues to provide guidance on the same key themes for Local Authorities when preparing Development Plans and associated Policies, with a presumption in favour of sustainable development unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole.

- 4.2.3 However, the three key objectives in the updated NPPF include:
- *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
 - *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;*
 - *to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land.*
- 4.2.4 The revised NPPF provides more guidance on how Local Authorities should form Development Plans, policies and the decision-making process. Greater emphasis is placed on early consultation and the addressing of location, provision and design issues during the planning stages in order to ensure high-quality sustainable developments are brought forward, rather than applying numerous planning conditions to planning decisions.
- 4.2.5 Local authorities are expected to grant permission, for proposals that accord with an up-to-date development plan without delay.
- 4.2.6 Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.2.7 At the heart of NPPF is 'a presumption in favour of sustainable development' (Paragraph 11).

4.2.8 With regard to sustainable transport the NPPF states in paragraph 103 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

4.2.9 The NPPF goes on to consider parking provision, stating in paragraph 106 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.'

4.2.10 In determining planning proposals, paragraph 108 of the NPPF states:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree’.*

4.2.11 The NPPF states in paragraph 34:

‘Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.’

4.2.12 Paragraph 59 goes on to state:

‘To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.’

4.2.13 Paragraph 109 of the NPPF states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

- 4.2.14 Developments are required to provide and promote pedestrian and cyclist movements as a priority, facilitate access to public transport services and maximise the catchment areas for bus and other public transport services.
- 4.2.15 It is demonstrated in the subsequent sections of this TA that the site is located close to good pedestrian links and public transport networks and is therefore ideally situated to encourage trips by sustainable modes of travel.
- 4.2.16 Therefore, developments should be located and designed where practical to;
- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

4.2.17 The location of the proposed development close to a number of local amenities (as described in Section 5 of this TA), in accordance with the guidance contained within paragraph 20, which states that:

'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) community facilities (such as health, education and cultural infrastructure); and*
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation'.*

4.2.18 It is therefore concluded that as the development is located a short distance from a range of local amenities, is accessible by public transport and has been designed in accordance with the guidance contained within Manual for Streets, it is considered that the proposed development accords with the aims and objectives of the Framework.

4.2.19 Paragraph 111 of the NPPF states:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed'.

4.2.20 This report demonstrates that the proposals will not have a material impact on the adjoining highway network.

4.2.21 It is therefore clear from the NPPF that development:

- Should be assessed with a presumption in favour of approval.
- Should be capable of being accessed satisfactorily with safe and suitable access provided for all.
- Should be sustainable, with preference given to accessibility by sustainable modes of transport.

4.3 National Planning Practice Guidance

4.3.1 The National Planning Practice Guidance (NPPG) web-based resource was published on 6 March 2014 by the Department for Communities and Local Government, now MHCLG. This resource collates relevant planning practice guidance and provides links between the NPPF and relevant legislation and guidance.

4.3.2 In terms of transportation, the guidance on 'Travel Plans, Transport Assessments and Statements in Decision-Taking' is relevant to the proposals.

4.3.3 It essentially replaces the DFT's 'Guidance on Transport Assessment' (2007) and states in Paragraph 005 that:

'Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required).'

The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.'

'Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be grounds for refusal, in accordance with the National Planning Policy Framework'.

4.3.4 Paragraph 014 provides guidance on establishing the need and scope of a Transport Assessment or Statements.

4.3.5 It states that *'The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may positively influence the overall nature or the detailed design of the development.'*

4.3.6 Paragraph 014 goes on to state that the key issues to consider at the start of preparing a Transport Assessment are as follows:

- The planning context of the development proposal;
- Appropriate study parameters (i.e. area, scope and duration of study);
- Assessment of public transport capacity, walking/cycling capacity and road network capacity;
- Road trip generation and trip distribution methodologies and/or assumptions about the development proposal;
- Measures to promote sustainable travel;

- Safety implications of development; and
- Mitigation measures (where applicable) – including scope and implementation strategy.

4.3.7 Regarding treatment of cumulative impact of development, the NPPG also states in Paragraph 014 that *'It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated, where there is a reasonable degree of certainty will proceed within the next three years).'*

'At the decision-taking stage, this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations, which have the potential to impact on the same sections of transport network, as well as other relevant local sites benefitting from as yet unimplemented planning approval.'

4.3.8 The scope for preparing this TA is in line with current guidance and conforms to the principles outlined in the NPPG.

4.4 PPG13: A Guide to Better Practice

4.4.1 Whilst the Planning Policy Framework replaces a number of planning policy guidance documents, including PPG13 'Transport', the PPG13 Good Practice Guide, issued in 1995. However, this document has since been superseded.

4.4.2 The guidance provided in the document continues to provide a widely accepted guide to best practice and as such, is generally considered to continue to be relevant.

4.4.3 With regards to pedestrians, paragraph 6.24 states that *'journeys on foot accounted for 29 per cent of journeys and 81 per cent of journeys under 1 mile (1.6 km). Journeys under 1 mile (1.6 km) accounted for 30 per cent of all journeys by all means of travel.'*

- 4.4.4 Regarding cycling, paragraph 6.38 advises that *'cycling is economical and efficient for local journeys, environmentally friendly and healthy.'*

About half the journeys in the country are under 5 miles (8km). The bicycle is an ideal mode of transport for such trips.'

- 4.4.5 On the matter of public transport, paragraph 6.78 confirms that *'for trips over 3 miles (5km), public transport is the main alternative mode of transport to the private car. New developments should ideally be sited at locations with good public transport accessibility.'*

4.5 Local Policy

Chorley Local Plan (2012-2026)

- 4.5.1 The Chorley Local Plan for the period 2012 to 2026 was amended in accordance with Inspector's Partial Report on 6th November 2013.

- 4.5.2 Core Strategy Objectives SO₃ and SO₄ concern sustainable development and state:

'SO₃: To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network.'

SO₄: To enable easier journeys into and out of Preston City Centre and east/west trips across South Ribble, improve movement around Chorley, as well as safeguard rural accessibility, especially for mobility impaired people.'

- 4.5.3 Policy ST1 'New Provision or Improvement of Footpaths, Cycleways, Bridleways and their associated facilities in existing networks and new development' confirms that *'new development and highway and traffic management schemes will not be permitted unless they include appropriate facilities for pedestrians, cycle parking facilities, and/or cycle routes.'*



The Third Lancashire Local Transport Plan 'A Strategy for Lancashire'

4.5.4 The Third Lancashire Local Transport Plan 'A Strategy for Lancashire' covers the 10 year period between 2011 and 2021. The plan seeks to accommodate economic growth in the most sustainable way by focusing investment in the areas where it can have the greatest impact on peak period movements, in particular key centres, schools and major employers/employment sites, and where it can aid regeneration.

4.5.5 The LTP₃ goals for the 2011-2021 are listed below:

Goal 1: Support the Economy

'We will enable the borough to attract new jobs, tackle the 'productivity gap' and secure a strong economic future by making transport and travel more efficient.'

Objectives

1. *Maintain and improve the condition and attractiveness of the transport infrastructure.*
2. *Reduce congestion and delay.*
3. *Ensure good accessibility and effective travel plans for new development.*
4. *Develop transport access to employment.*
5. *Work with partners to develop economic growth and bring forward new development.*

Goal 2: Tackle Climate Change

'We will reduce carbon emissions from transport to help achieve a low-carbon and resilient transport system.'

Objectives:

1. *Develop and maintain an efficient and sustainable transport system.*
2. *Increase use of public transport.*
3. *Encourage people to adopt active travel.*
4. *Promote the use of more efficient vehicles and vehicle operation.*
5. *Adapt the transport system to withstand the impacts of extreme weather.*

Goal 3: Increase safety and security

We will tackle the negative impacts of mobility, by reducing accidents and improving personal security, to enable people to travel safely and reach the services they need to help them succeed.

Objectives:

1. *Implement measures across the highway network to reduce the number and severity of casualties.*
2. *Change the behaviour of road users through education, engineering and enforcement to reduce casualties.*
3. *Implement projects to reduce child casualties and casualties in areas of deprivation.*
4. *Reduce crime and antisocial behaviour on public transport and in the public realm.*

Goal 4: Promote equality of opportunity

We will improve life chances, build strong communities and achieve a fairer society by improving access to key services and opportunities.



Objectives:

- 1. Ensure that people can get the transport information they need and help make transport easier to use.*
- 2. Improve access to employment opportunities.*
- 3. Work with the health sector to make sure that people can connect with the health provision they need.*
- 4. Support people living in isolated and rural communities to make sure that they do not miss out on life chances.*
- 5. Work in partnership with those providing education, learning and training, to make sure that those who need it can connect with appropriate opportunities.*
- 6. Make sure that the needs of older people are properly addressed so that they are able to continue to take full part in society.*
- 7. Given that different social groups have particular problems in connecting with things they need, whether through disability or other factors, the Council will work to break down these barriers.*

Goal 5: Promote quality of life, health and the natural environment

We will create more liveable communities, promote physical activity and respect our natural environment by making transport less intrusive and more sustainable.

Objectives:

- 1. Maintain and improve infrastructure to promote better quality of life and sustainable and active travel.*
- 2. Promote sustainable travel as an alternative to the car.*
- 3. Promote walking and cycling trips to local destinations and for leisure.*

4. *Manage traffic to reduce its impact, including noise and air pollution, on people's wellbeing.*
5. *Manage traffic to reduce its impact on cohesion and social inclusion within the community.*
6. *Manage traffic to reduce its impact on biodiversity, the historic and natural environment.*
7. *Develop land use and transport policies to ensure transport infrastructure and modes of travel complement and enhance the distinctiveness and quality of the built environment.*

4.6 Planning Policy Summary

- 4.6.1 Reference to national guidance contained within NPPF has helped to establish that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.
- 4.6.2 The NPPF seeks to ensure access to all road users including pedestrians and cyclists, as well as delivering a scheme, which allows the promotion of travel by public transport to result in an encompassing strategy to provide a high-quality development whilst not compromising a high level of sustainability.
- 4.6.3 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. Locations which offer alternatives to the use of the private car should be encouraged.
- 4.6.4 The site is ideally located to assist in delivering these aims and aspirations and has potential to deliver a highly sustainable development in transport terms.



- 4.6.5 It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

5.1.1 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.

5.1.2 New proposals should 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.

5.1.3 The accessibility of the site has been considered briefly by the following modes of transport:

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

5.2 Accessibility on Foot

5.2.1 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.

5.2.2 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.



- 5.2.3 Existing pedestrian footways of around 2 metres in width are located to the north of the site on Grange Drive which run north directly towards the centre of Coppull. Additional potential pedestrian routes could be provided onto Blainscough Lane to the south which travels west towards the A49 Preston Road. Whilst no formal footways exist on Blainscough Lane it is very lightly trafficked and serves mainly as the vehicular access to the small employment site to the south of this site.
- 5.2.4 These routes connect to the existing footway network within Coppull to ensure a direct and safe connection to the day to day amenities for pedestrians.
- 5.2.5 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 5.2.6 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

Town Centre	Elsewhere
800m	1,200m

Table 5.1 – IHT 'Providing for Journeys on Foot' Walk Distances

- 5.2.7 Reference to the 2,000 metre walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.



5.2.8 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'.*

5.2.9 **Table 5.2** below summarises this guidance in tabular form.

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

Table 5.2 – Manual for Streets Walk Distances

5.2.10 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, that the 85th percentile walk distance for:

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



5.2.11 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.3** 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 5.3 – WYG Report/NTS Data Walk Distances

5.2.12 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

5.2.13 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'.

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

5.2.15 In light of the above, a brief review of the proximity of local facilities has been undertaken.

5.2.16 **Table 5.4** below, shows the approximate walking distance from the centre of the site to a range of, but not all, local amenities in the 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?
Bus Stops on A49 Preston Road	350m	1,950m	YES
Bus Stops on Spendmore Lane	400m	1,950m	YES
Singleton's Fish and Chips	400m	1,950m	YES
Nellie & Marl's Neighbourhood Kitchen	450m	1,950m	YES
Coppull Off Licence	450m	1,950m	YES
St Oswald's Catholic Primary School	450m	3,200m	YES
The Springfield PH	700m	1,950m	YES
Coppull Library	700m	1,950m	YES
Lloyd's Pharmacy	750m	1,950m	YES
Coppull Primary and Nursery School	800m	3,200m	YES
Co-op Convenience Store	800m	1,950m	YES
Coppull Leisure Centre	800m	1,950m	YES
Coppull Medical Centre	1,000m	1,950m	YES

Table 5.4 - Distance from Site to Local Facilities

- 5.2.17 As can be seen in the above table, the site is located within close proximity to a number of local amenities including shops, schools and community facilities.
- 5.2.18 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed most including the nearest schools, shops, pharmacy and bus stops are within a 10 minute walk of the site.



- 5.2.19 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

5.3 Access by Cycle

- 5.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 5.3.3 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass areas such as all of Coppull, Chorley and Standish.
- 5.3.4 The site can therefore be considered as being accessible by cycle.

5.4 Access by Bus

- 5.4.1 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.
- 5.4.2 The nearest bus stops are located to the west of the site on the A49 Preston Road and on Spendmore Lane within the centre of the village. The nearest bus stops along each of these corridors are within a 5 minute walk of the centre of the site.
- 5.4.3 A summary of the services available from the nearby bus stops from the site is provided in **Table 5.5** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
362	Wigan – Chorley Town Centre	3	4	3	1	4	2

Table 5.5 - Existing Bus Services

- 5.4.4 As can be seen from Table 5.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Wigan and Chorley.
- 5.4.5 The above services operate from around 6:00am to around 23:10pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 5.4.6 As can be seen from Table 5.5, the nearby bus stops to the site provide access to up to 4 buses per hour travelling between Wigan and Chorley.
- 5.4.7 It is noted that the above services provide a choice of how people travel with bus service 362 operating from around 6.30am to 11.30pm, making travel by public transport a real alternative to travelling by car for all journey purposes.
- 5.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.6** below.



Destination	Duration
Chorley town centre	17 minutes
Wigan town centre	23 minutes

Table 5.6 - Example Bus Journey Times from the Site

5.4.9 The above table demonstrates that Chorley town centre is just a 17 minute bus journey from the site and Wigan town centre is a 23 minute bus journey away.

5.4.10 It is therefore concluded that the site is accessible by bus.

5.5 Accessibility by Rail

5.5.1 The most accessible train stations to the site are either Chorley or Wigan North Western. These are both accessible via bus service 362, with a journey time of around 17 and 23 minutes respectively.

5.5.2 From Chorley station, Manchester city centre is around a 37 minute train journey (around 3 trains per peak hour) and Preston is around a 15 minute train journey (around 2 trains per peak hour). From Wigan North Western there are a substantial number of services to Manchester, Birmingham and London with the station being on the West Coast mainline.

5.5.3 This provides opportunities to travel to and from the site by rail.

5.6 Accessibility Summary

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



5.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these provisions can be improved as part of the works at the potential development site with new connections to Grange Drive and Blainscough Lane.
- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the site and the surrounding area.
- It has been demonstrated that the site is accessible by cycle.
- The services from the nearby bus stops travelling to Wigan, Chorley and Standish demonstrate that the site is accessible by bus.
- The site is accessible via rail with Chorley and Wigan North Western train stations both being less than a 25 minute bus journey from the site, offering numerous local and regional services per hour.

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

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 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.

6.2 Assessment Criteria

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

6.3 Traffic Survey Data

6.3.1 It has not been possible to conduct traffic surveys which could be regarded as representative of 'typical' traffic conditions due to the effects of Covid-19 on commuting in particular and general travel. Furthermore, it has not been possible to source any historical data, hence it has only been possible to provide an impact assessment based upon forecast trip generation.

6.4 Committed Development

6.4.1 During the preparation of this TA, consideration has been given to any committed developments in the area that would need to be included. It is considered that there is one committed development to take into account, that being App Ref no. 16/00656/FULMAJ 'Land West of Coppull Enterprise Centre, Mill Street, Coppull'.

6.4.2 This application refers to a detailed planning consent for the erection of 75 dwellings with associated access arrangements at land adjacent to Coppull Enterprise Centre, Chorley. It was granted planning permission in May 2018. It is understood that a Section 73 application and discharge of conditions application have since been submitted suggesting the scheme will be brought forward. This development is located approximately 2 kilometres to the north-east of the site, on the northern edge of Coppull.

6.5 Trip Distribution

6.5.1 The directional distribution of the traffic associated with the proposals would normally be assigned to the local highway network in line with observed turning movements.

6.5.2 However, as it has not been possible to undertake any surveys, the distribution has been based on three assumed journey to work destinations, which is considered to present a reasonable approach.

6.5.3 The destinations and split of traffic is as follows:

- Manchester via M61 - 33%
- Preston via A49 Preston Road (n) - 34%
- Wigan via A49 Preston Road (s) - 33%

6.5.4 The distribution detailed above for the AM peak period is shown in **Figure 1** whilst the assigned PM peak traffic is shown in **Figure 2**.

6.6 Proposed Development

6.6.1 The development proposals are likely to consist of up to 123 new residential dwellings.

- 6.6.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites.
- 6.6.3 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:
- Range between 0 and 300 dwellings
 - Monday to Friday surveys
 - Sites in Greater London and Eire excluded.
- 6.6.4 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development comprising 123 units is included in **Table 6.1**, below, with the TRICS output being provided at **Appendix 1**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.129	0.329	15	40
PM Peak Hour	0.297	0.156	37	19

Table 6.1 Proposed Development Trip Rates and Trips (123 Units)

- 6.6.5 As can be seen, the proposed residential development is forecast to generate a total of 55 two-way trips in the Weekday AM peak and 56 two-way trips in the Weekday PM peak.
- 6.6.6 The resulting traffic flows based on the distribution shown in Figures 1 and 2 are shown in **Figure 3** for the AM peak and **Figure 4** for the PM peak traffic.



6.7 Traffic Impact

6.7.1 Notwithstanding the above, and for robustness, a further consideration to the potential traffic impact of the proposals has been undertaken.

6.7.2 Due to there not being any traffic survey data available within the study area, as already mentioned, an assessment of the hourly two-way development traffic flows at each of the junctions within the study area has been carried out.

6.7.3 The study area comprises the following junctions;

- Spendmore Lane/Grange Drive; and
- A49 Preston Road/Spendmore Lane.

6.7.4 **Table 6.2** below summarises two-way peak hour flows at the above junctions.

Junction	Impact	
	AM Peak	PM Peak
Spendmore Lane/Grange Drive	55	56
A49 Preston Road//Spendmore Road	37	38

Table 6.2 – Forecast Development Traffic Impact

6.7.5 As can be seen above, the proposed development flows are forecast to add approximately 55 and 56 two-way trips at the Spendmore Lane/Grange Drive junction during the AM and PM peak hours respectively. The potential impact at the A49 Preston Road/Spendmore Lane junction equates to approximately 37 two-way trips in the AM peak and around 38 two-way trips in the PM peak.

- 6.7.6 Both of the junctions considered are mini-roundabouts and benefit from good junction visibility in all directions.
- 6.7.7 There are no known capacity issues at either of the junctions and as such it is considered that the additional traffic will not have a detrimental impact on its operation or on road safety.
- 6.7.8 It is considered that such increases are within the normal variation of daily traffic flows and will not result in a material change to traffic conditions.

6.8 Traffic Impact Summary

- 6.8.1 This section of the Report has considered the cumulative impact of the proposals in transport terms.
- 6.8.2 The trip generation assessment based on private housing can be considered to be robust, as it is likely that a proportion of dwellings will be affordable, which tend to have a lower traffic generation.
- 6.8.3 The assessment undertaken has demonstrated that overall, the proposals will not have a material impact or give rise to any highway capacity issues.
- 6.8.4 It is therefore considered that the predicted level of traffic can be accommodated onto the local highway network.
- 6.8.5 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out within the third bullet point of paragraph 109 of the NPPF.

7 ACCIDENT ANALYSIS

- 7.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken.
- 7.1.2 The information provided on the website covered the five-year period 2015 to 2019 in the vicinity of the development site.
- 7.1.3 According to the data provided there have been a total of 4 recorded accidents within the study area, which in this instance comprises the A49 Preston Road, Blainscough Lane and Spendmore Lane, as shown in **Figure 7.1** below. The corresponding accident data is provided at **Appendix 2**.



Figure 7.1 - CrashMap Accident Plot

- 7.1.4 All recorded accidents identified in the data resulted in slight injuries, as detailed below in **Table 7.1**.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
17/10/2016	Slight	Daylight	Rain	Wet/Damp	Collision
13/11/2017	Slight	Daylight	Fine	Dry	Collision
04/12/2017	Slight	Daylight	Fine	Dry	Shunt
03/09/2019	Slight	Daylight	Rain	Wet/Damp	Shunt

Table 7.1 - Accident Summary

- 7.1.5 The data reviewed has not identified any untypical accidents.
- 7.1.6 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 7.1.7 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.
- 7.1.8 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

8 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

8.1 Introduction

8.1.1 In order to manage the travel by residents at the new development, the applicant wishes to offer a Travel Plan to encourage travel to the site by non-car modes.

8.1.2 It includes a range of measures and incentives to reduce and mitigate impact and enhance the accessibility of the site by non-car modes.

8.2 Travel Planning Guidance

8.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' was published in August 2009.

8.2.2 The guidance explains how "*we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment*" and identifies that "*The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life*".

8.2.3 The document 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.*"

- 8.2.4 The Guidance states that *“Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use...”* and;

“A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”.
- 8.2.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises *“needs to address all the journeys that may be made to and from a site”.*
- 8.2.6 The guidance also specifies that *“It is important to note that Travel Planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”.*
- 8.2.7 Further guidance relating specifically to residential Travel Plans is presented in the DfT document entitled *“Making Residential Travel Plans Work”* published in June 2007.
- 8.2.8 The document 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”.*
- 8.2.9 A Residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place. A Residential Travel Plan Framework is contained within **Appendix 3**.

9 CONCLUSIONS

9.1.1 Croft have been instructed by Lea Hough to advise on the traffic and transportation issues relating to proposals to develop a site on land at Blainscough Hall in the Coppull area of Chorley for residential purposes.

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

- The existing and proposed pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the site and the local area.
- The site is located close to numerous day to day amenities within Coppull to reduce reliance on the private car.
- The site benefits from being located within a 5 minute walk of bus stops which provide services travelling to Chorley, Standish and Wigan.
- The site can be accessed by rail via a short bus journey to Chorley or Wigan North Western stations.
- The proposed development can be adequately accessed and serviced in a safe and efficient manner.
- The proposed development will have a minimal impact on the operation of the local highway network.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

9.1.3 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.

FIGURES

FIGURE	DESCRIPTION	SCENARIO	CALC
FIGURE 1	TRIP DISTRIBUTION	AM PEAK	See TA
FIGURE 2	TRIP DISTRIBUTION	PM PEAK	See TA
FIGURE 3	DEVELOPMENT TRIPS	AM PEAK	See TA
FIGURE 4	DEVELOPMENT TRIPS	PM PEAK	See TA

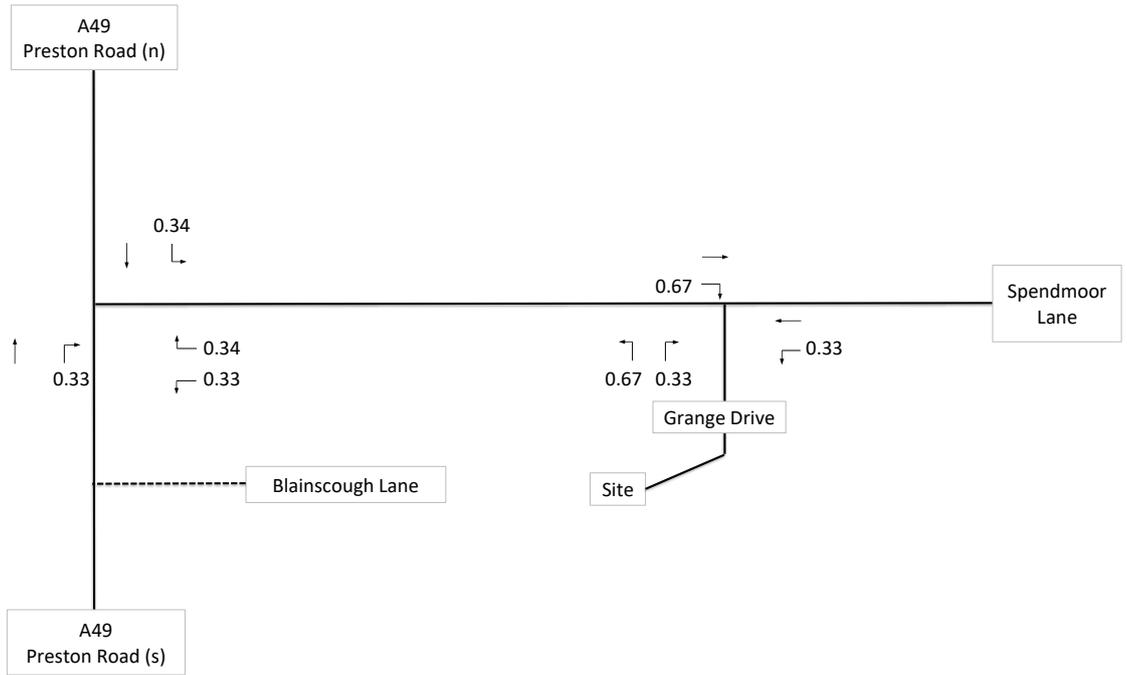


Figure 1 Trip Distribution - AM Peak (0800-0900 hours)

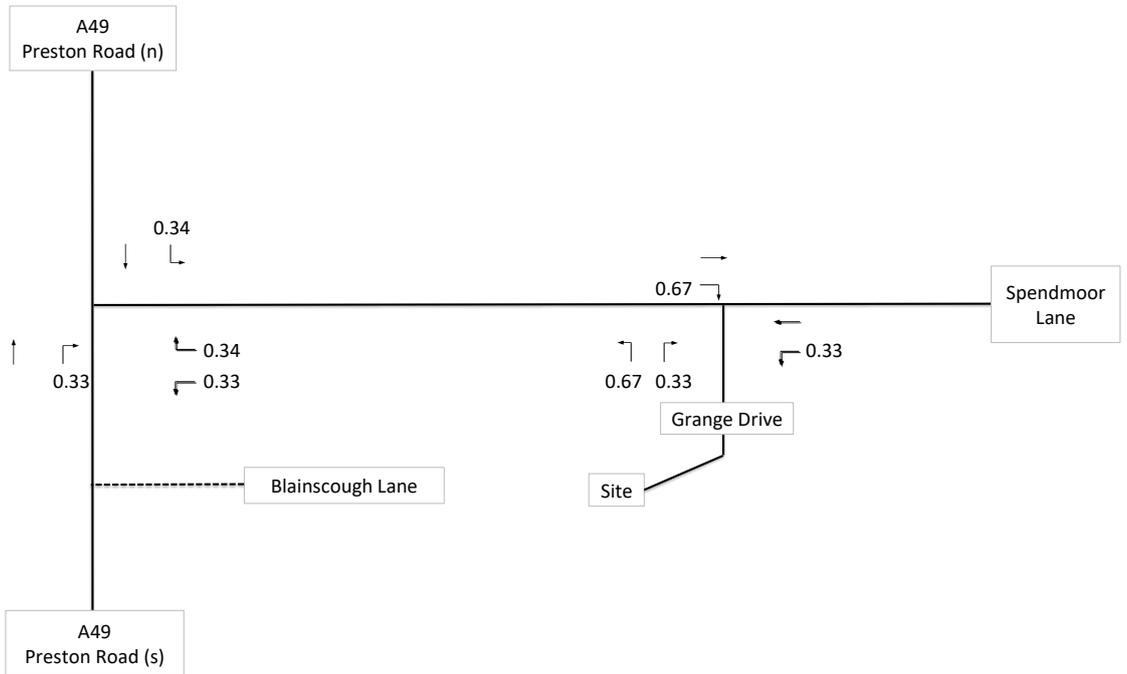


Figure 2 Trip Distribution - PM Peak (1630-1730 hours)

IN	15
OUT	40

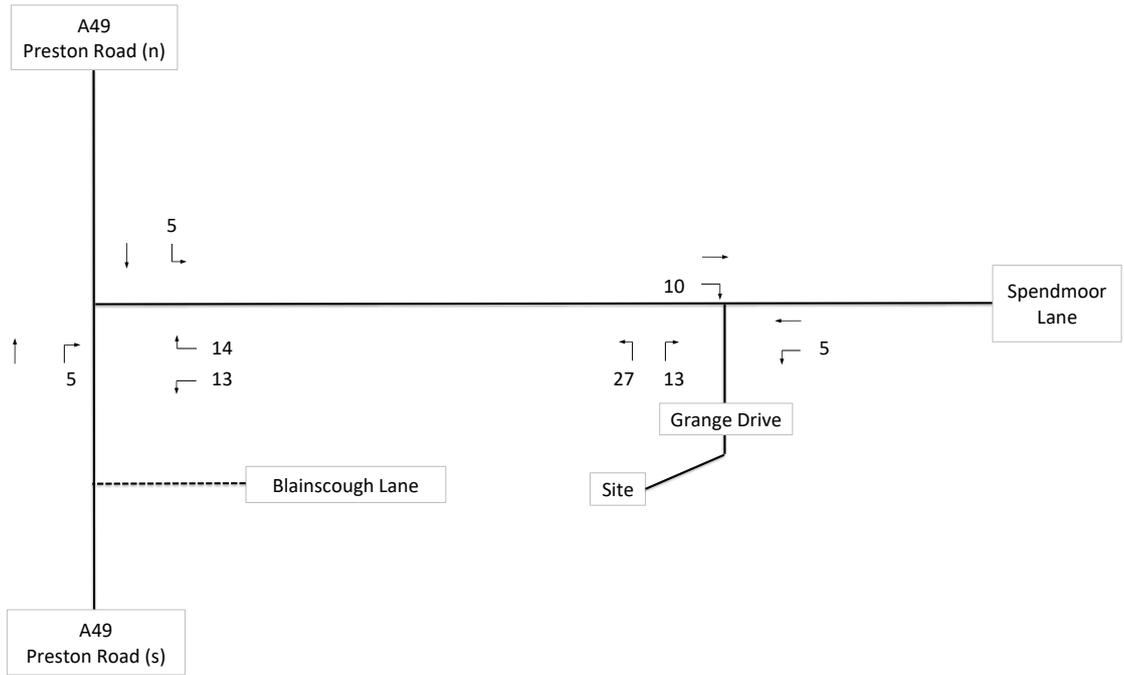


Figure 3 Development Trips - AM Peak

IN	37
OUT	19

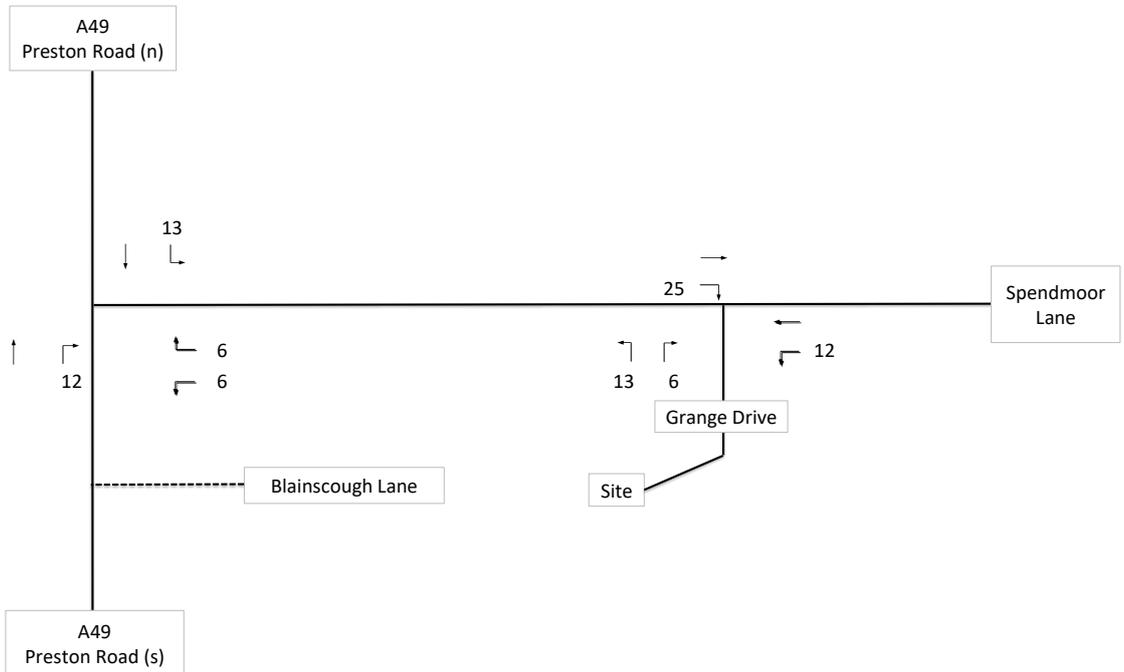
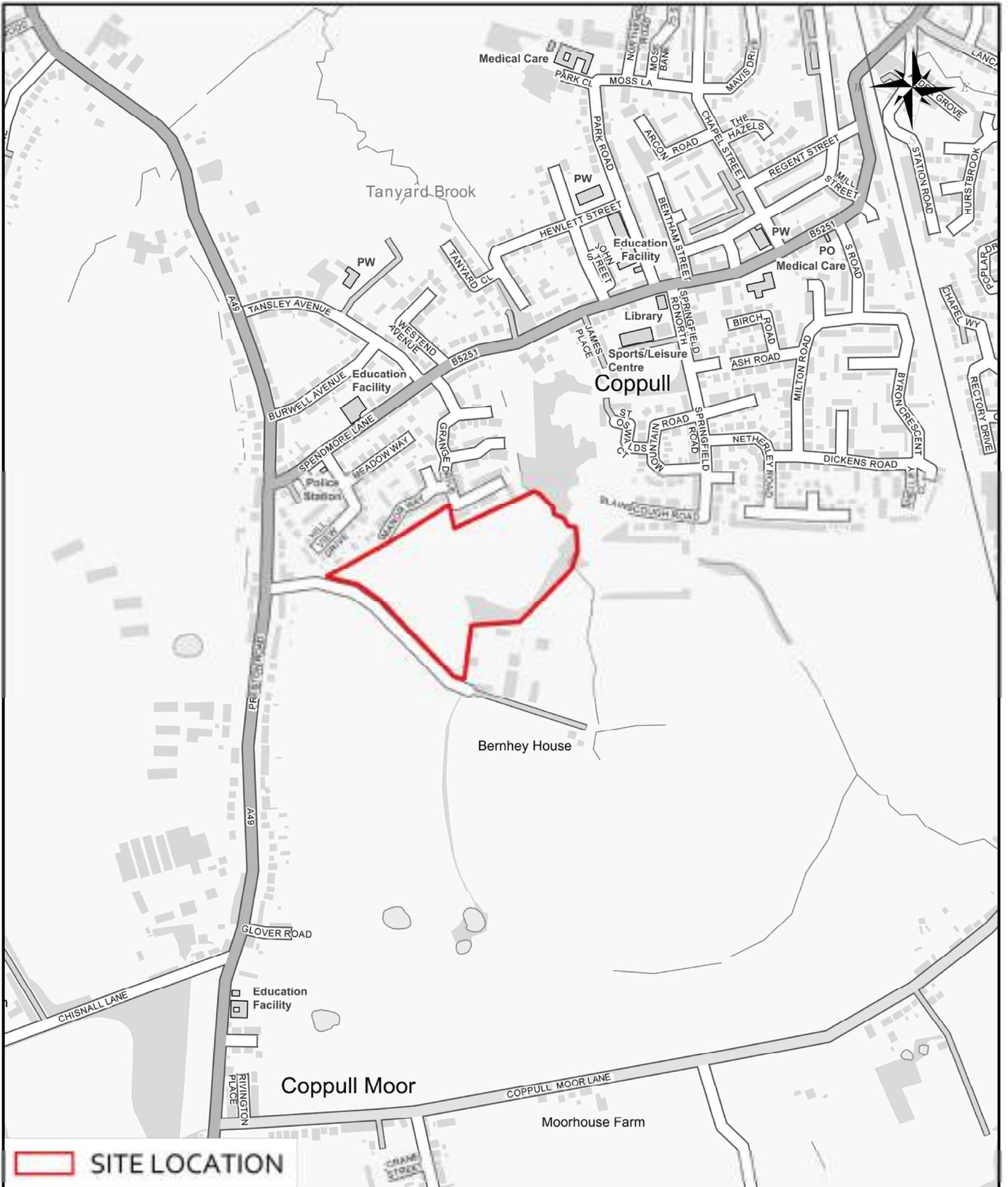


Figure 4 Development Trips - PM Peak



PLANS



 SITE LOCATION

CLIENT:
LEA HOUGH AND CO

DRAWING TITLE:
**BLAINSCOUGH LANE, COPPULL
SITE LOCATION**

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **2385-01** REVISION: -

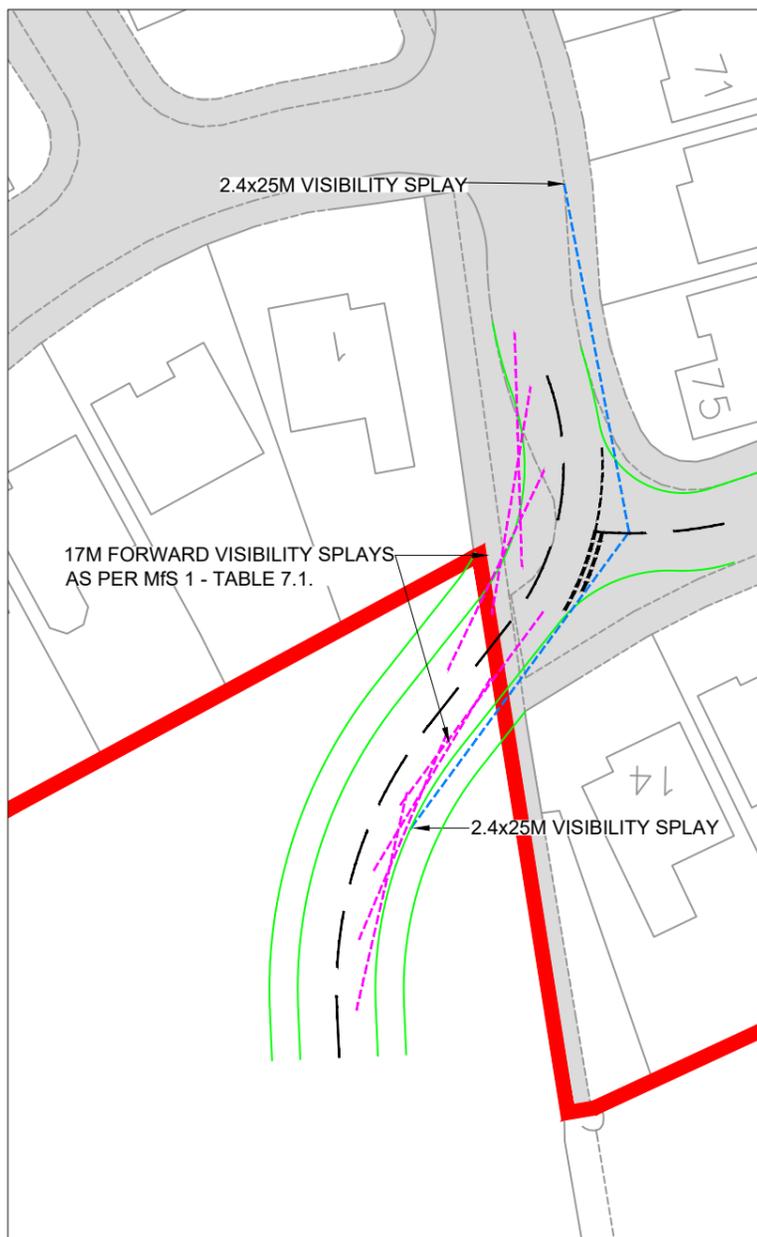
DRAWN	DATE	CHECKED	DATE	SCALE
LG	09.12.20	PJW	09.12.20	NTS @ A4







NORTH SOUTH AERIAL VIEW



VISIBILITY SPLAYS



NOTES

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
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL
TOTAL AREA OF SITE: 5.5Ha



SITE LAYOUT NTS

REV	DESCRIPTION	BY	CHECKED	DATE
A	MINOR AMENDMENTS	LB	MC	DEC 20
	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
LEA HOUGH

PROJECT:
BLANSCOUGH LANE, COPPULL

DRAWING TITLE:
POTENTIAL SITE ACCESS ARRANGEMENT OFF GRANGE DRIVE, COPPULL

SCALE:
1:500 @ A3

DRAWN:	CHECKED:	DATE:
JC	PJW	OCT 18

Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY
Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

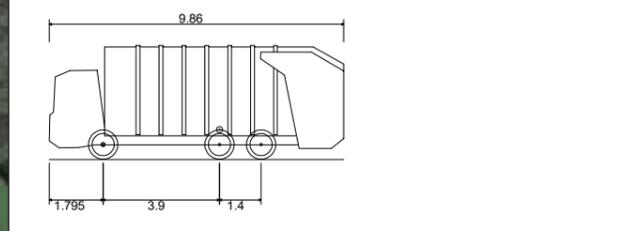


DRAWING NUMBER:	REVISION:
2385-F01	A

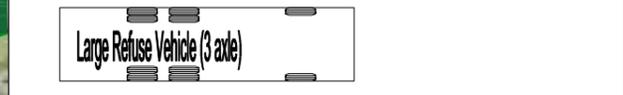
Z:\projects\2385 Blainscough Hill, Coppull\CAD\Croft Drawings\2385-F01 Rev A.dwg



NOTES



Large Refuse Vehicle (3 axle)	9.860m
Overall Length	2.450m
Overall Width	3.814m
Overall Body Height	0.366m
Min Body Ground Clearance	2.450m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
LEA HOUGH

PROJECT:
BLANSCOUGH HALL, COPPULL

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALE:
1:1000 @ A3

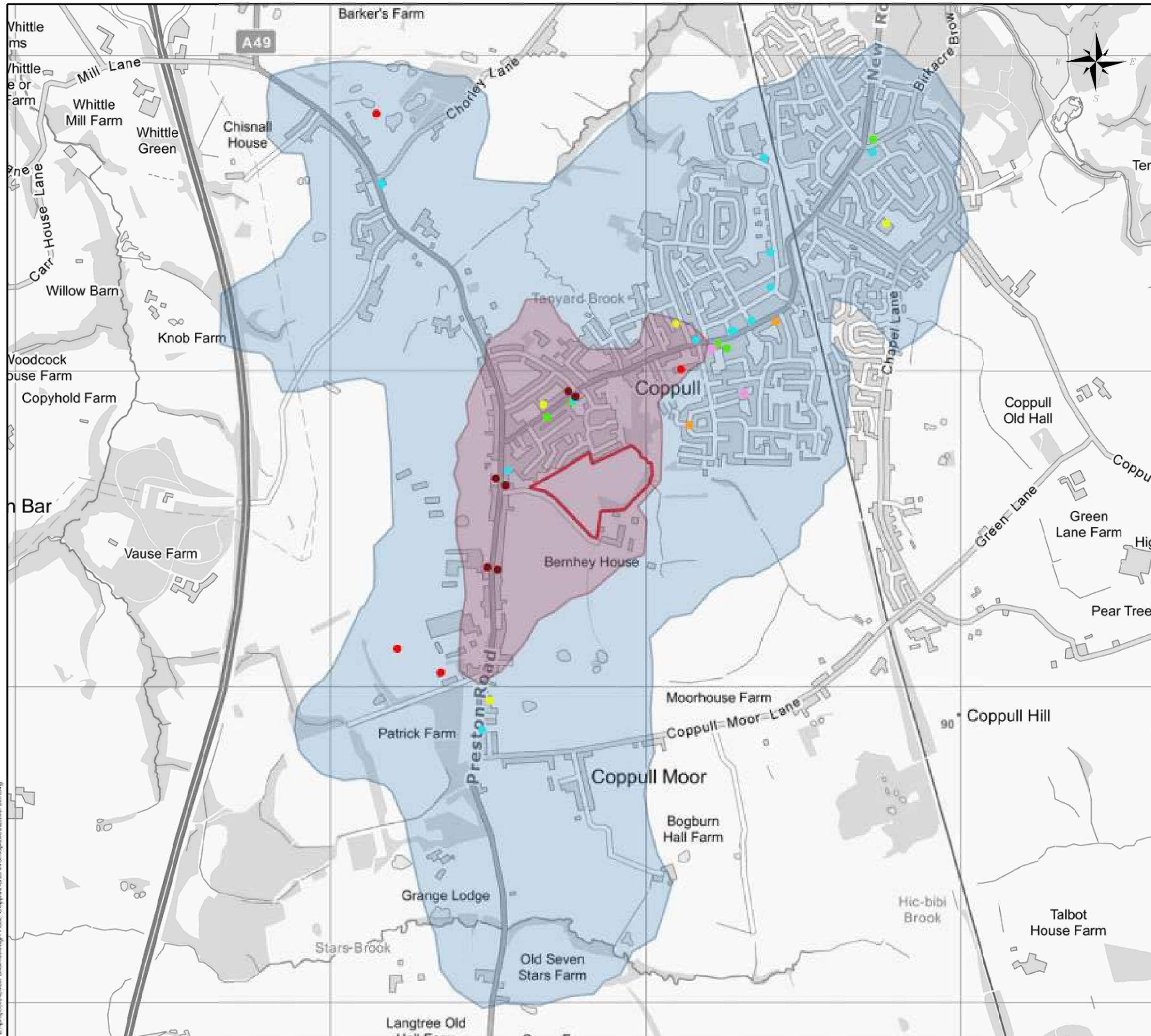
DRAWN:	GM	CHECKED:	PJW	DATE:	NOV 20
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Croft Transport Planning & Design
340 Deansgate
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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	2385-SP01	REVISION:	-
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NOTES

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

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
LEA HOUGH AND CO

PROJECT:
BLAINSCOUGH LANE, COPPULL

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

SCALE:
NTS @ A3

DRAWN: LG	CHECKED: PJW	DATE: DEC 20
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M3 4LY

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

DRAWING NUMBER: 2385-03	REVISION: -
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Eddisons | Incorporating Croft

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APPENDICES

APPENDIX 1

TRICS Output for Residential Use

Calculation Reference: AUDIT-851401-180828-0818

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	2 days
	KC KENT	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Secondary 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: Number of dwellings
Actual Range: 110 to 288 (units:)
Range Selected by User: 100 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	12 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	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	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	12
------------------	----

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 12 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	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	5 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 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	2 days
No	10 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	12 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>	MIXED HOUSES DURHAM	<i>Survey Type: MANUAL</i>
2	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>	HOUSES & BUNGALOWS DEVON	<i>Survey Type: MANUAL</i>
3	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total Number of dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>	MIXED HOUSES & FLATS EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>	MIXED HOUSES & FLATS EAST SUSSEX	<i>Survey Type: MANUAL</i>
5	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 <i>Survey date: WEDNESDAY 29/05/13</i>	MIXED HOUSES FALKIRK	<i>Survey Type: MANUAL</i>
6	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>	SEMI-DETACHED & TERRACED KENT	<i>Survey Type: MANUAL</i>
7	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>	MIXED HOUSES KENT	<i>Survey Type: MANUAL</i>
8	NE-03-A-03 STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Total Number of dwellings: 180 <i>Survey date: TUESDAY 20/05/14</i>	PRIVATE HOUSES NORTH EAST LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
9	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>	BUNGALOWS & SEMI DET. NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI -DETACHED 248 22/11/17	STAFFORDSHIRE <i>Survey Type: MANUAL</i>
11	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 151 11/12/14	WEST SUSSEX <i>Survey Type: MANUAL</i>
12	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 180 19/04/18	WEST SUSSEX <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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-06	Ire/Ldn
AN-03-A-08	Ire/Ldn
AN-03-A-09	Ire/Ldn
AR-03-A-01	Ire/Ldn
DL-03-A-03	Ire/Ldn
DL-03-A-06	Ire/Ldn
DN-03-A-05	Ire/Ldn
WA-03-A-04	Ire/Ldn

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	12	168	0.076	12	168	0.235	12	168	0.311
08:00 - 09:00	12	168	0.126	12	168	0.329	12	168	0.455
09:00 - 10:00	12	168	0.140	12	168	0.153	12	168	0.293
10:00 - 11:00	12	168	0.130	12	168	0.155	12	168	0.285
11:00 - 12:00	12	168	0.130	12	168	0.153	12	168	0.283
12:00 - 13:00	12	168	0.152	12	168	0.139	12	168	0.291
13:00 - 14:00	12	168	0.167	12	168	0.153	12	168	0.320
14:00 - 15:00	12	168	0.159	12	168	0.169	12	168	0.328
15:00 - 16:00	12	168	0.244	12	168	0.160	12	168	0.404
16:00 - 17:00	12	168	0.239	12	168	0.164	12	168	0.403
17:00 - 18:00	12	168	0.297	12	168	0.156	12	168	0.453
18:00 - 19:00	12	168	0.221	12	168	0.163	12	168	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.081			2.129			4.210

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.*

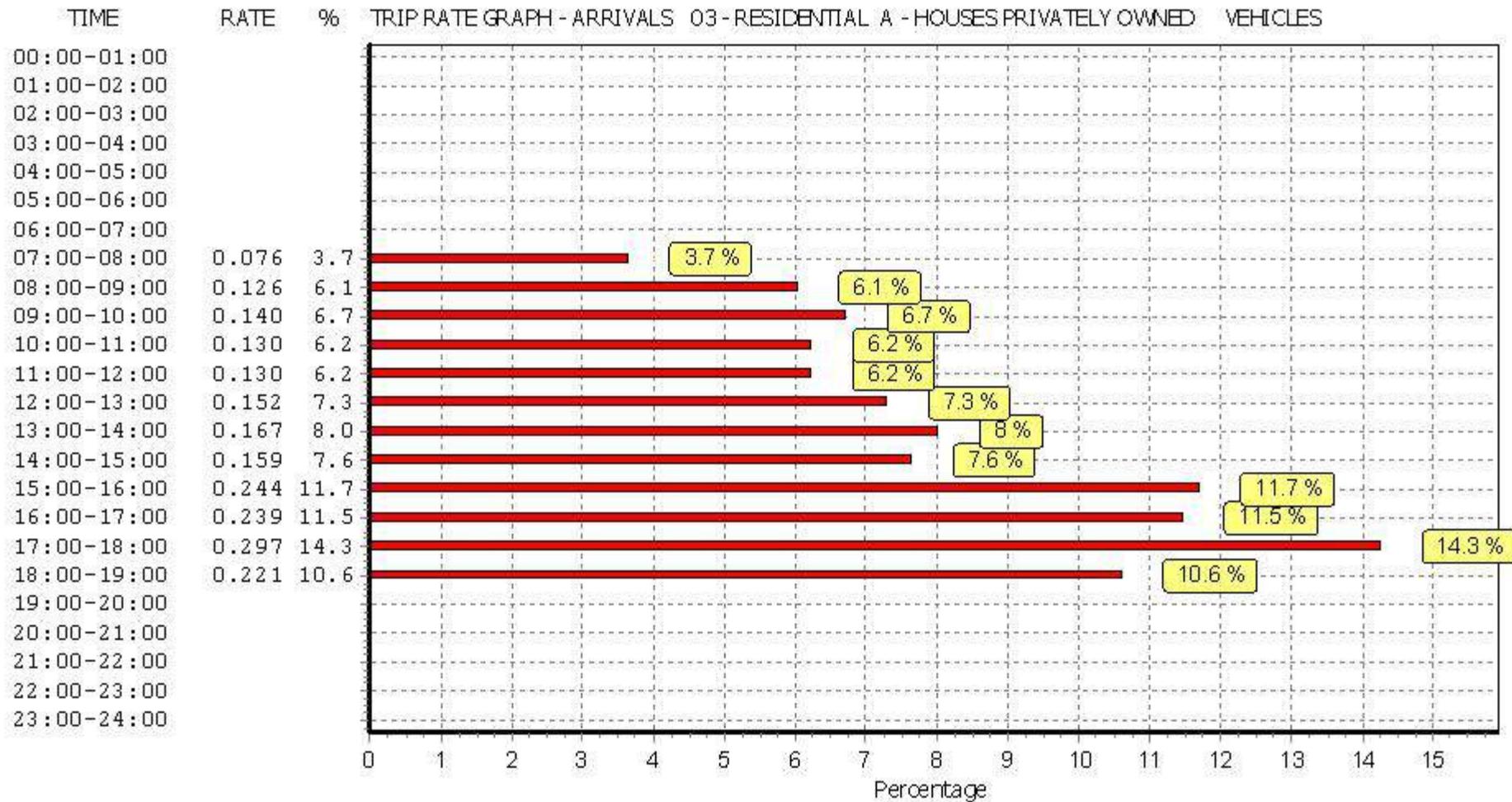
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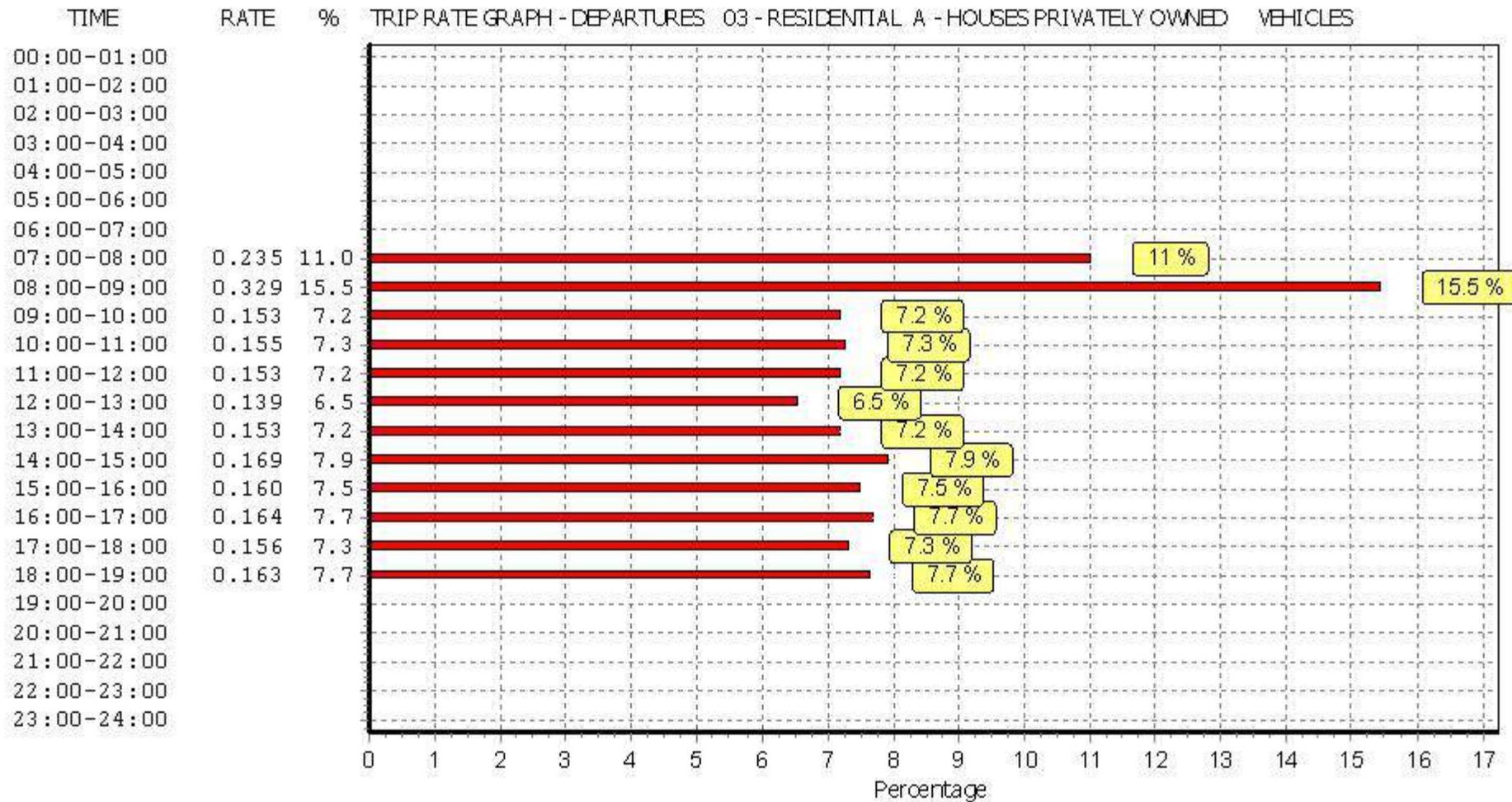
Parameter summary

Trip rate parameter range selected:	110 - 288 (units:)
Survey date date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

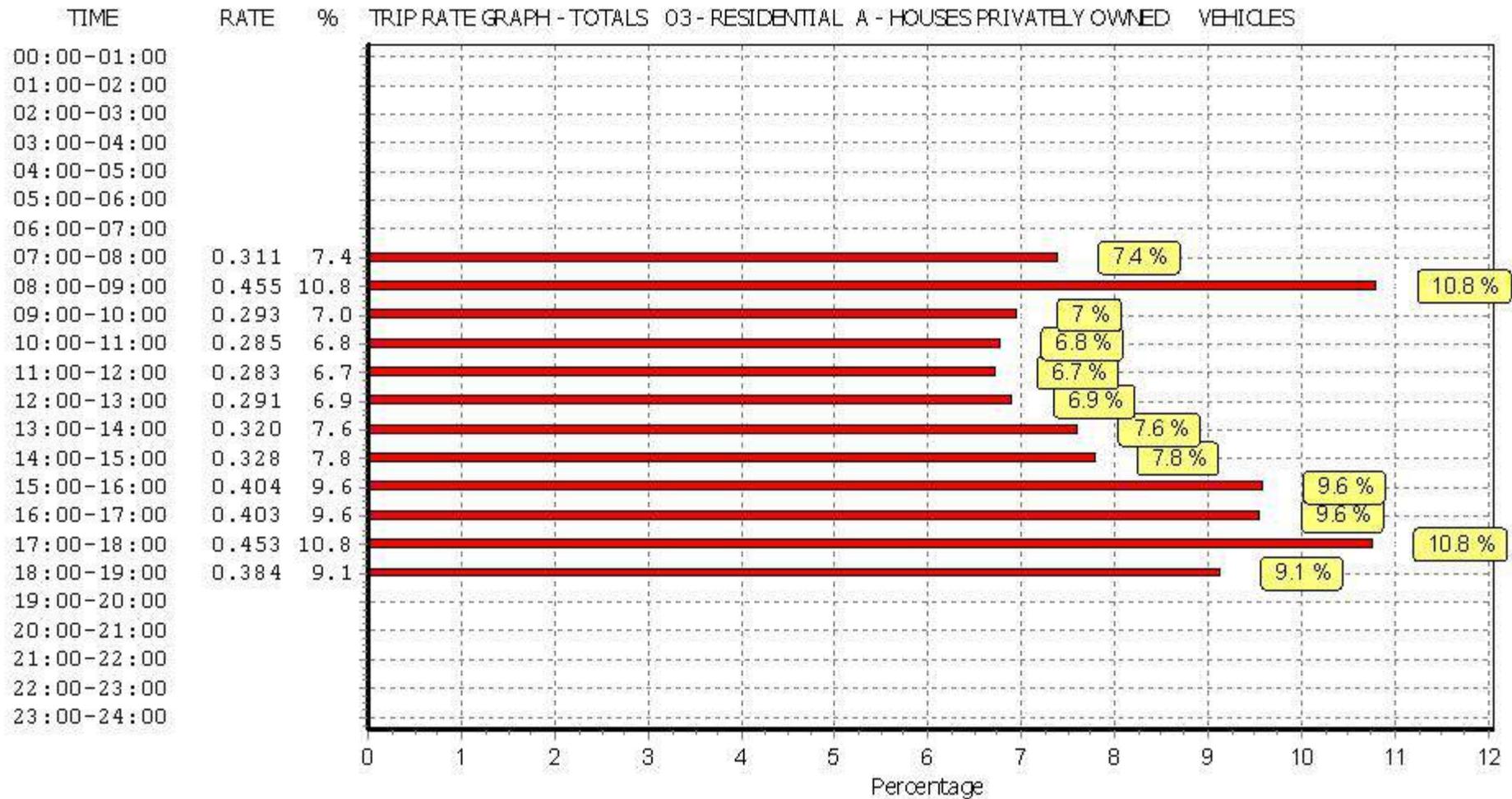
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

TAXIS

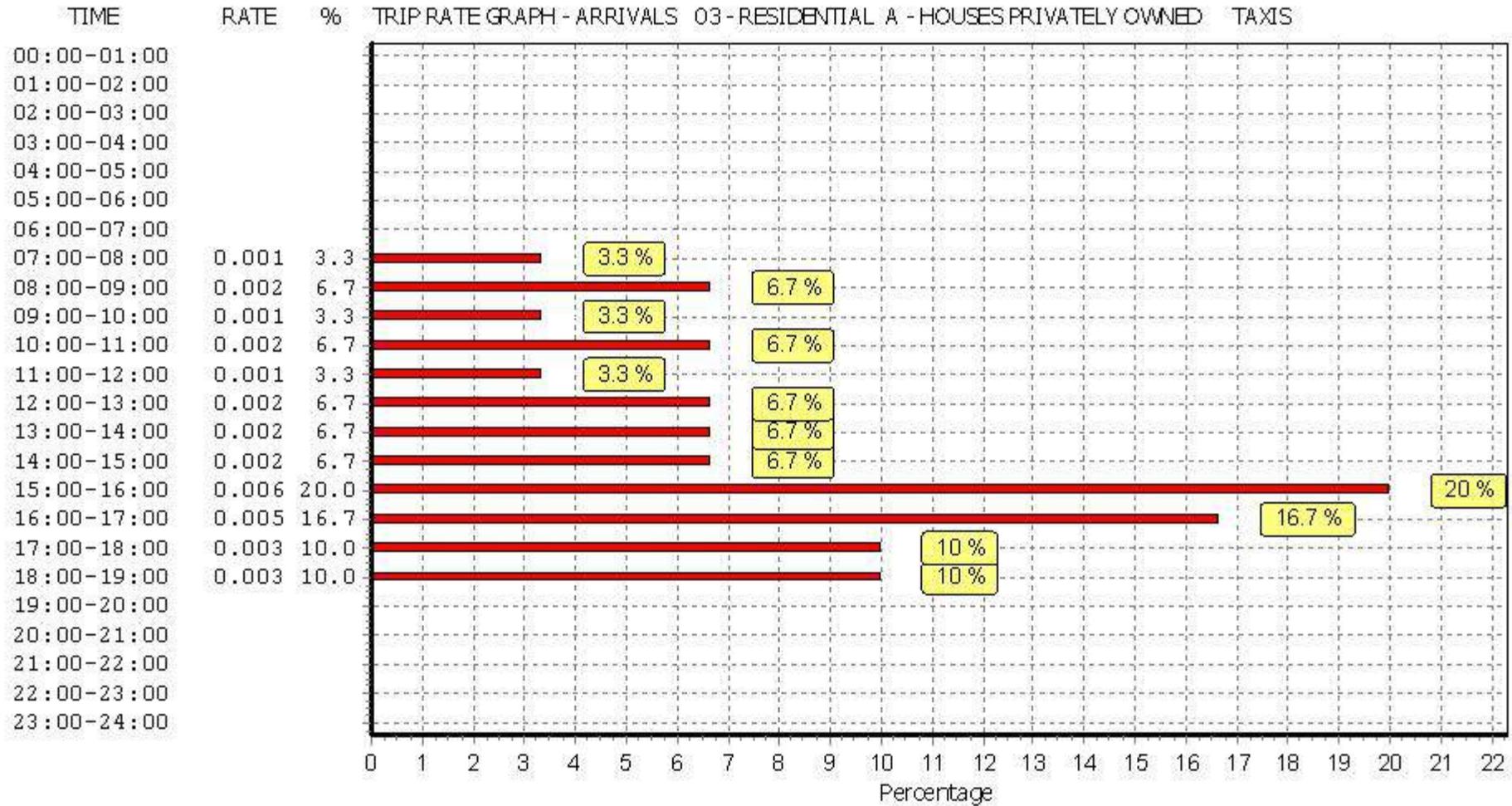
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

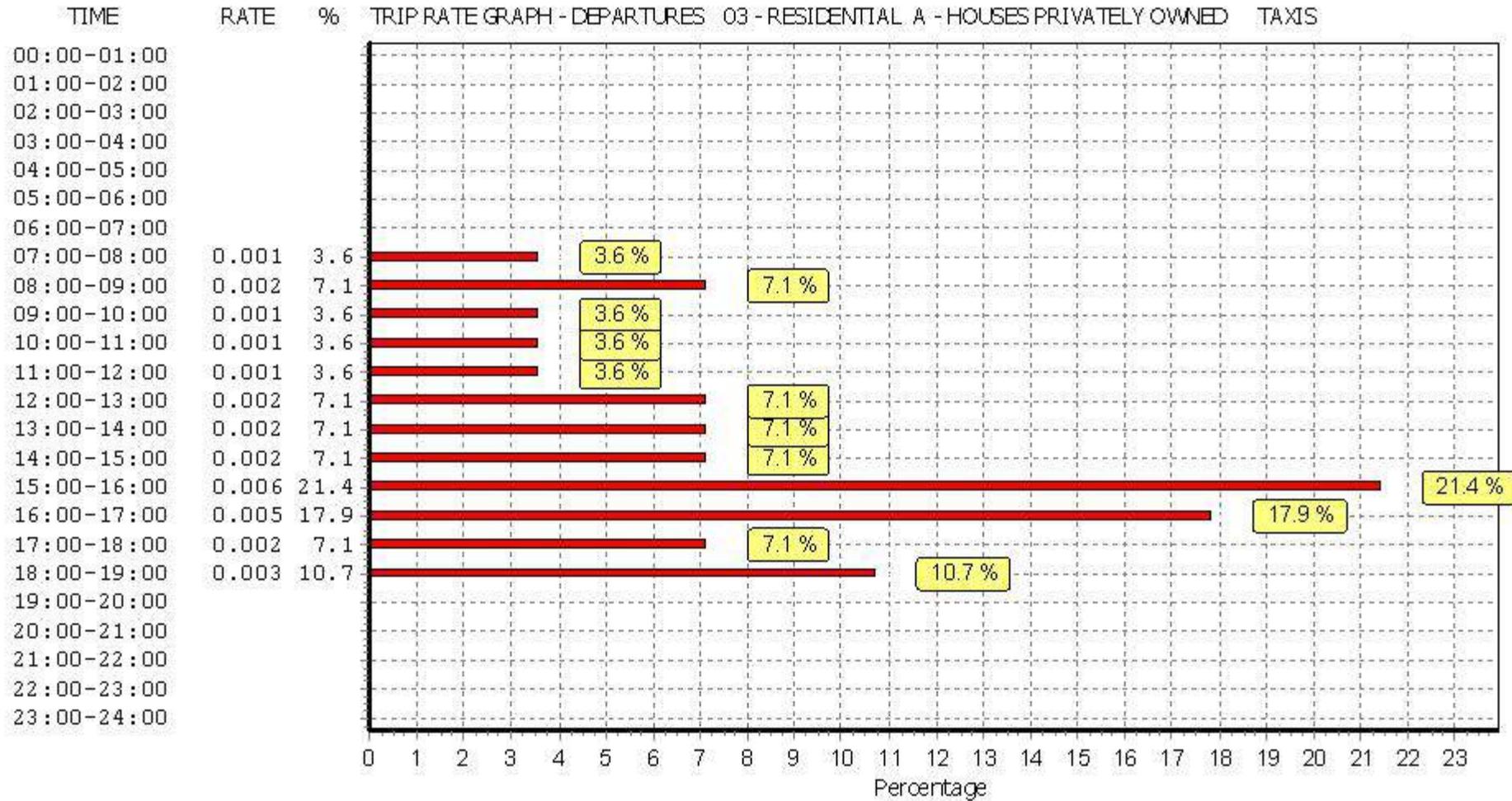
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.001	12	168	0.001	12	168	0.002
08:00 - 09:00	12	168	0.002	12	168	0.002	12	168	0.004
09:00 - 10:00	12	168	0.001	12	168	0.001	12	168	0.002
10:00 - 11:00	12	168	0.002	12	168	0.001	12	168	0.003
11:00 - 12:00	12	168	0.001	12	168	0.001	12	168	0.002
12:00 - 13:00	12	168	0.002	12	168	0.002	12	168	0.004
13:00 - 14:00	12	168	0.002	12	168	0.002	12	168	0.004
14:00 - 15:00	12	168	0.002	12	168	0.002	12	168	0.004
15:00 - 16:00	12	168	0.006	12	168	0.006	12	168	0.012
16:00 - 17:00	12	168	0.005	12	168	0.005	12	168	0.010
17:00 - 18:00	12	168	0.003	12	168	0.002	12	168	0.005
18:00 - 19:00	12	168	0.003	12	168	0.003	12	168	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.028			0.058

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.

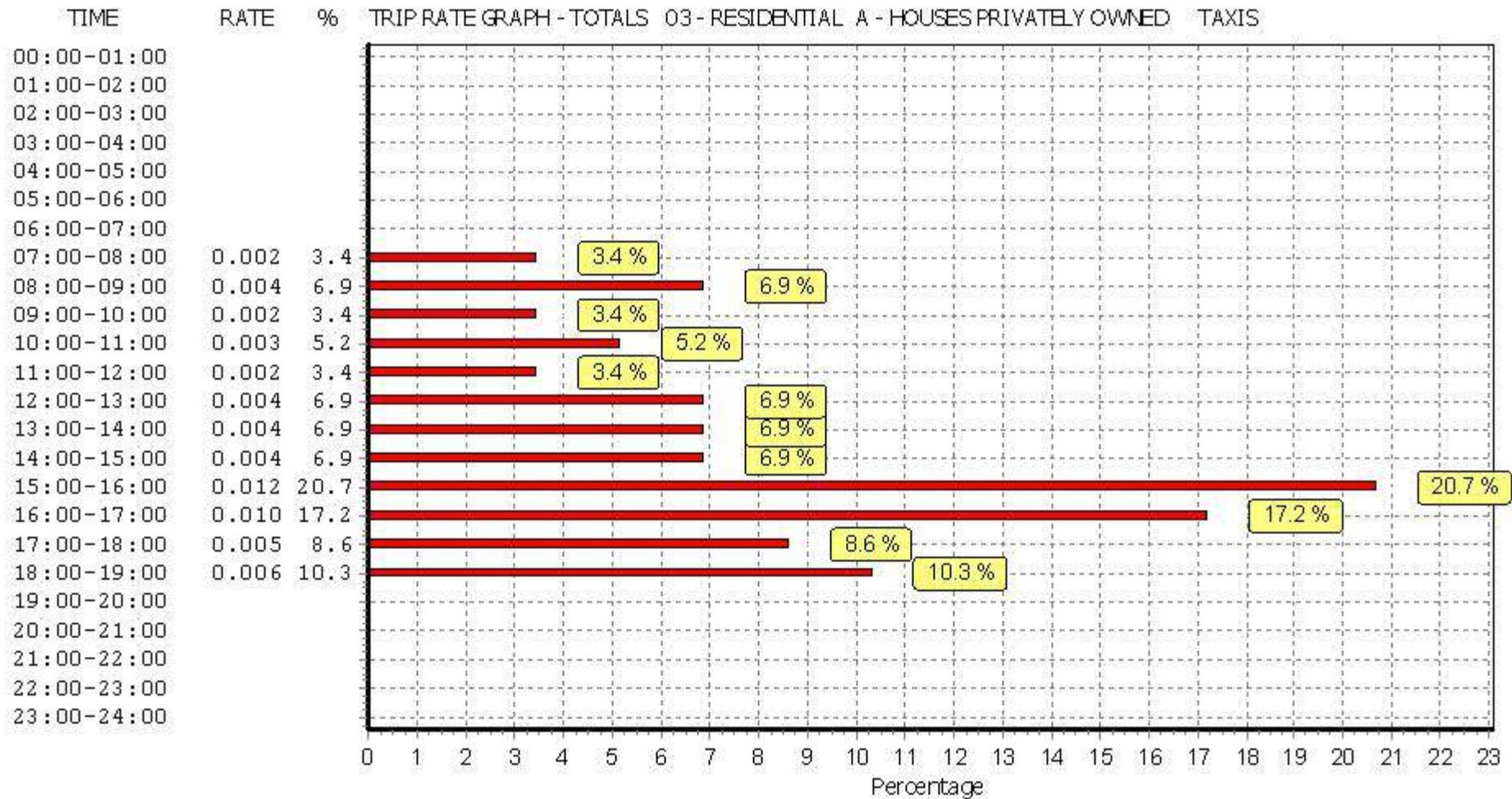
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

OGVS

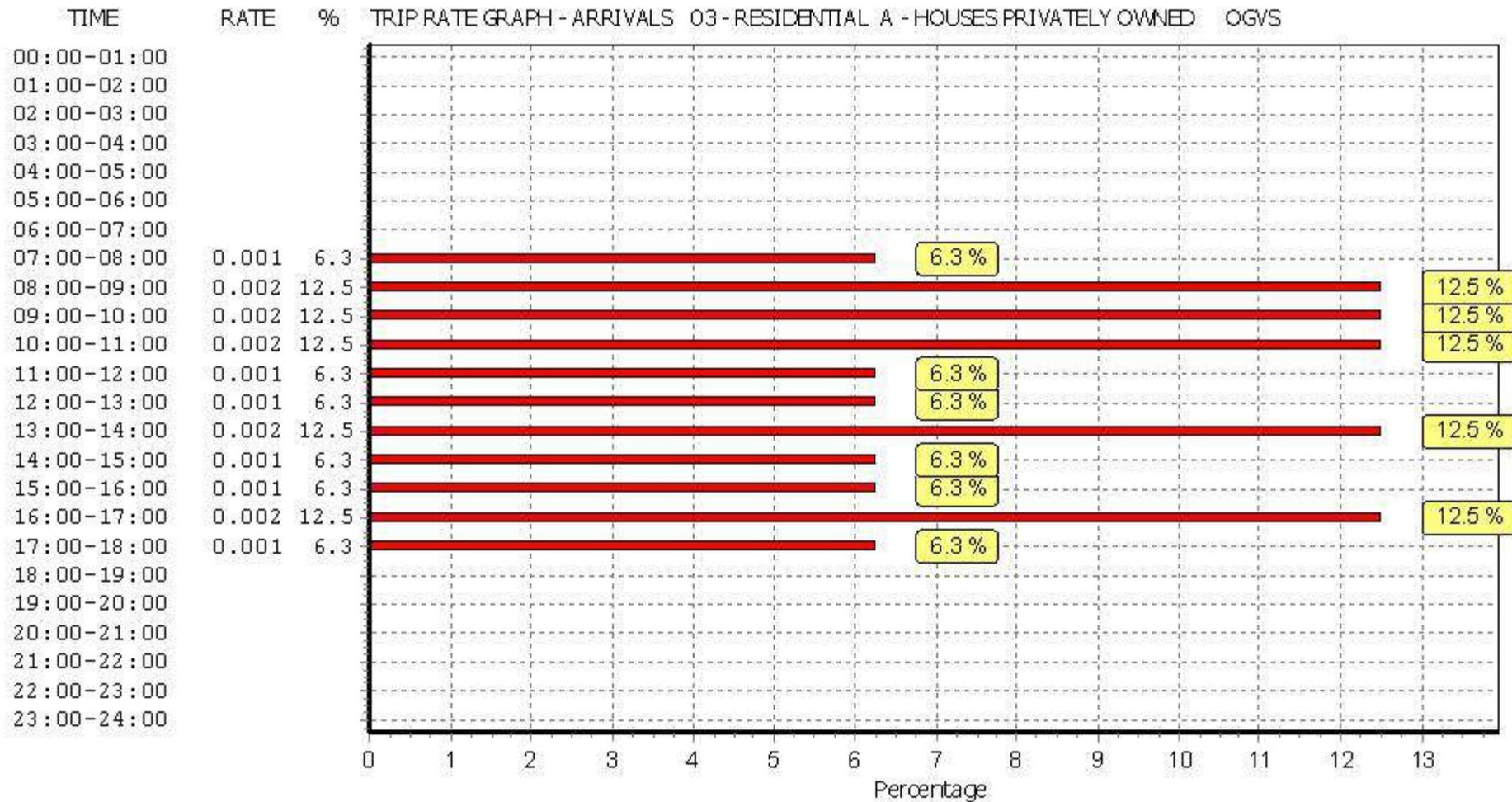
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

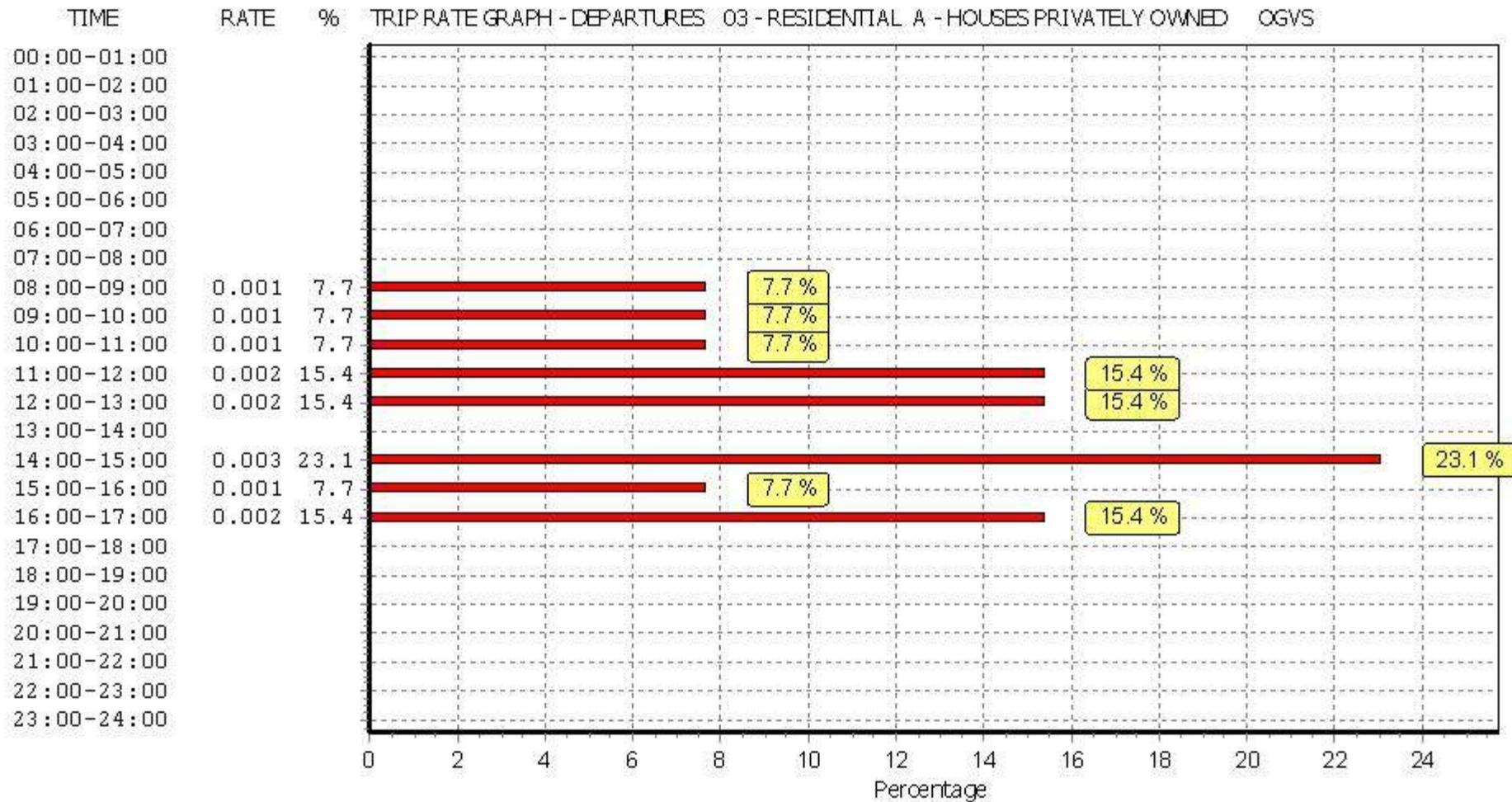
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.001	12	168	0.000	12	168	0.001
08:00 - 09:00	12	168	0.002	12	168	0.001	12	168	0.003
09:00 - 10:00	12	168	0.002	12	168	0.001	12	168	0.003
10:00 - 11:00	12	168	0.002	12	168	0.001	12	168	0.003
11:00 - 12:00	12	168	0.001	12	168	0.002	12	168	0.003
12:00 - 13:00	12	168	0.001	12	168	0.002	12	168	0.003
13:00 - 14:00	12	168	0.002	12	168	0.000	12	168	0.002
14:00 - 15:00	12	168	0.001	12	168	0.003	12	168	0.004
15:00 - 16:00	12	168	0.001	12	168	0.001	12	168	0.002
16:00 - 17:00	12	168	0.002	12	168	0.002	12	168	0.004
17:00 - 18:00	12	168	0.001	12	168	0.000	12	168	0.001
18:00 - 19:00	12	168	0.000	12	168	0.000	12	168	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

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.

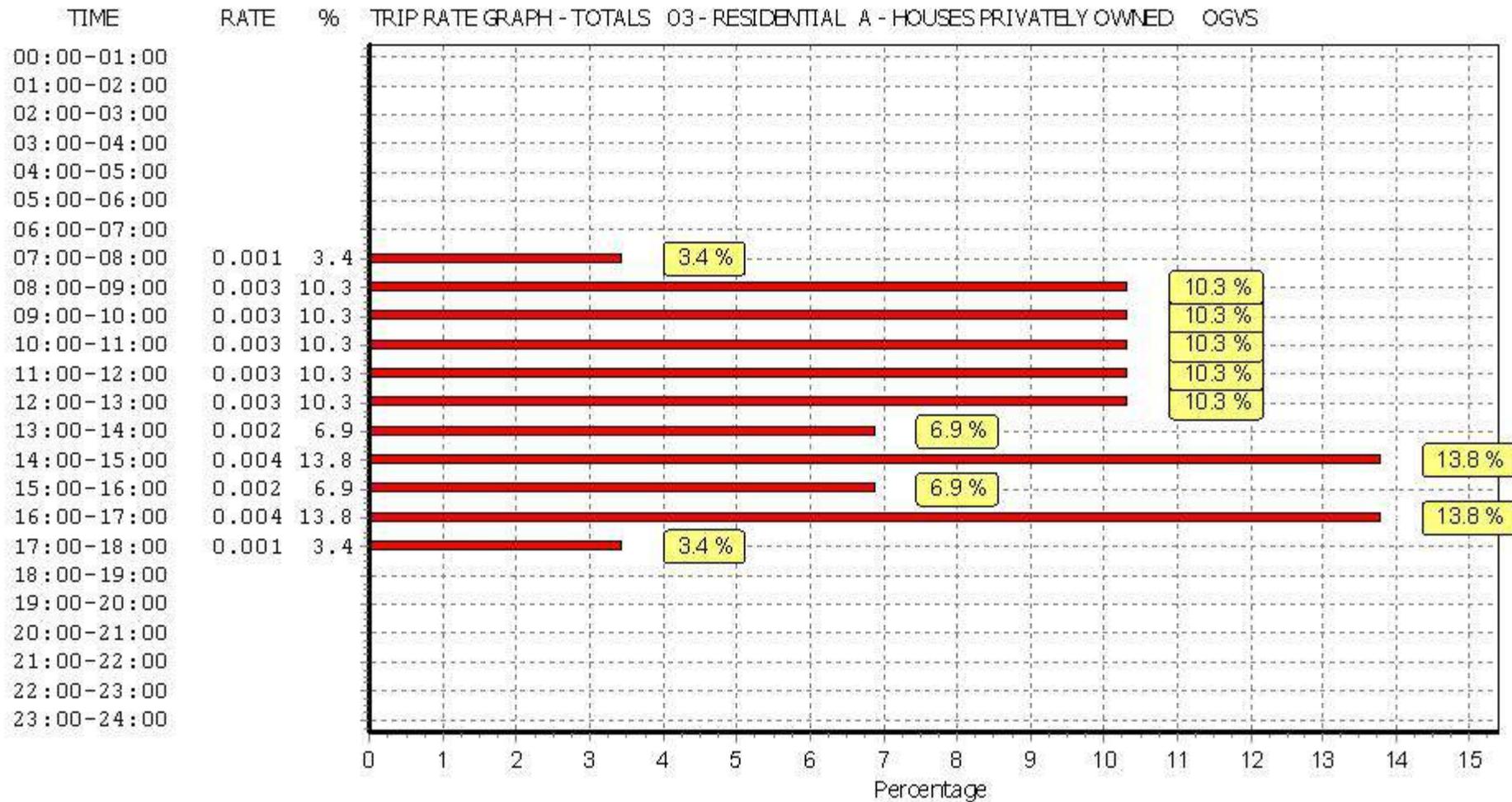
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

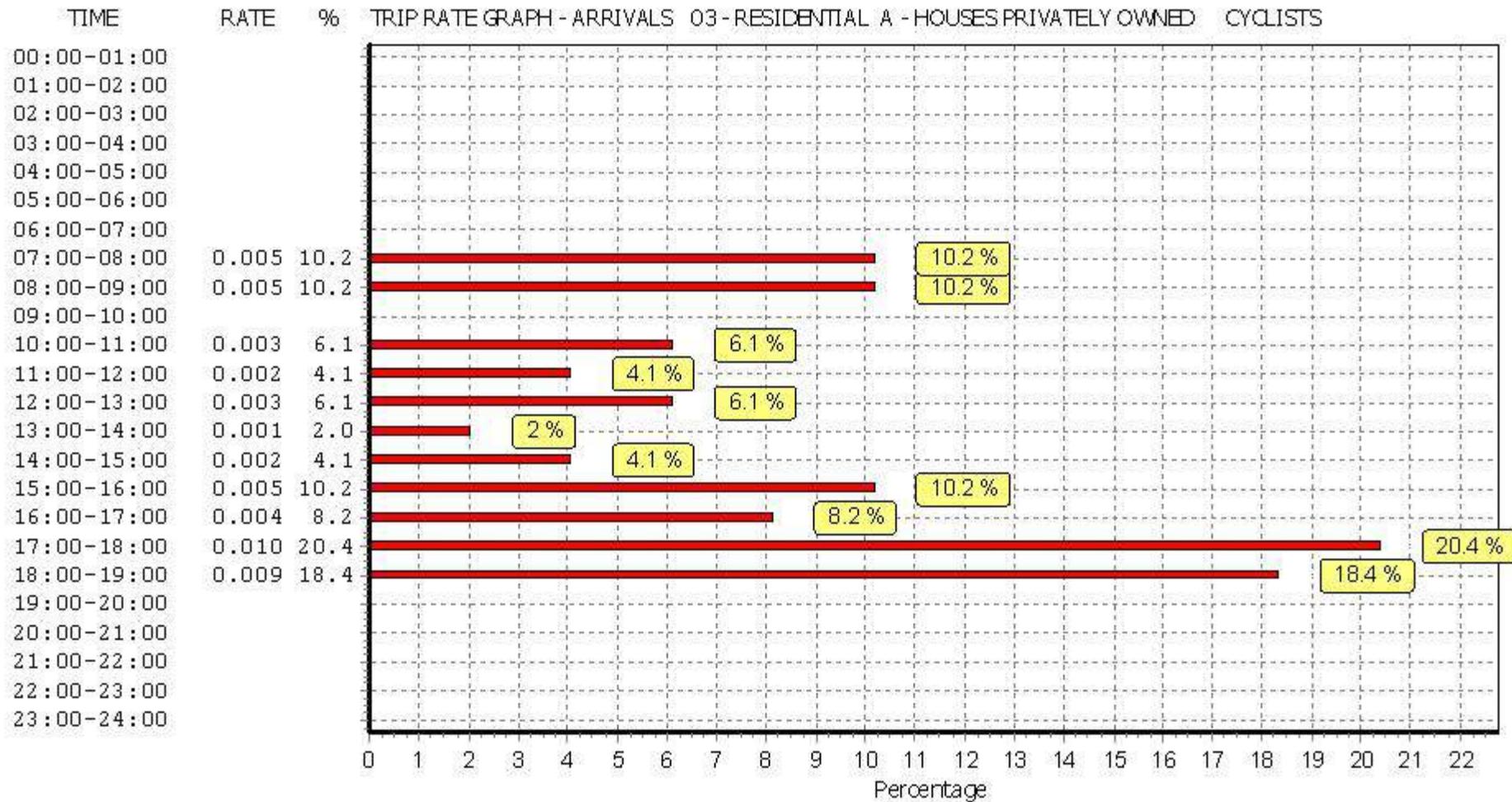
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

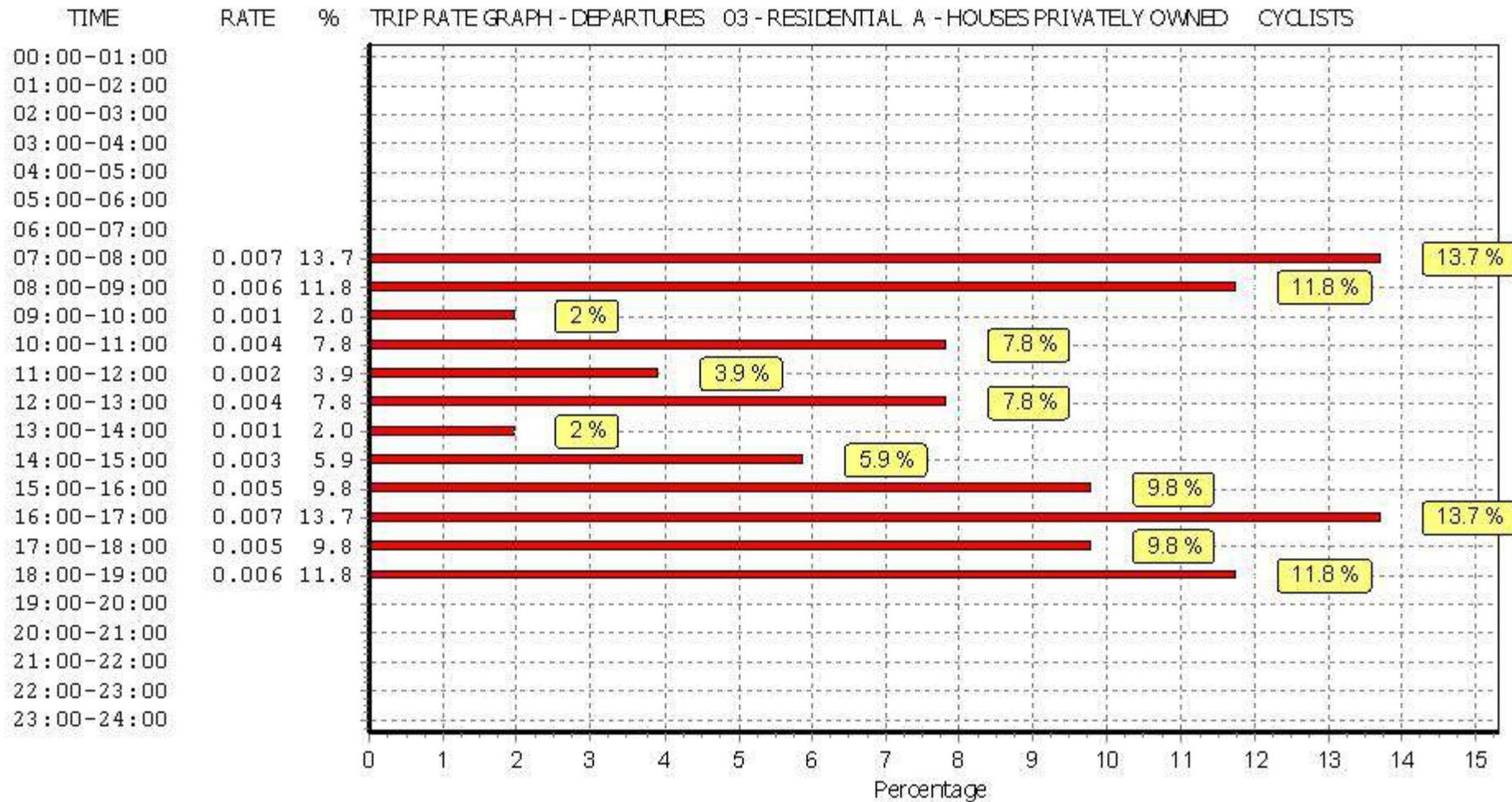
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.005	12	168	0.007	12	168	0.012
08:00 - 09:00	12	168	0.005	12	168	0.006	12	168	0.011
09:00 - 10:00	12	168	0.000	12	168	0.001	12	168	0.001
10:00 - 11:00	12	168	0.003	12	168	0.004	12	168	0.007
11:00 - 12:00	12	168	0.002	12	168	0.002	12	168	0.004
12:00 - 13:00	12	168	0.003	12	168	0.004	12	168	0.007
13:00 - 14:00	12	168	0.001	12	168	0.001	12	168	0.002
14:00 - 15:00	12	168	0.002	12	168	0.003	12	168	0.005
15:00 - 16:00	12	168	0.005	12	168	0.005	12	168	0.010
16:00 - 17:00	12	168	0.004	12	168	0.007	12	168	0.011
17:00 - 18:00	12	168	0.010	12	168	0.005	12	168	0.015
18:00 - 19:00	12	168	0.009	12	168	0.006	12	168	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.051			0.100

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.

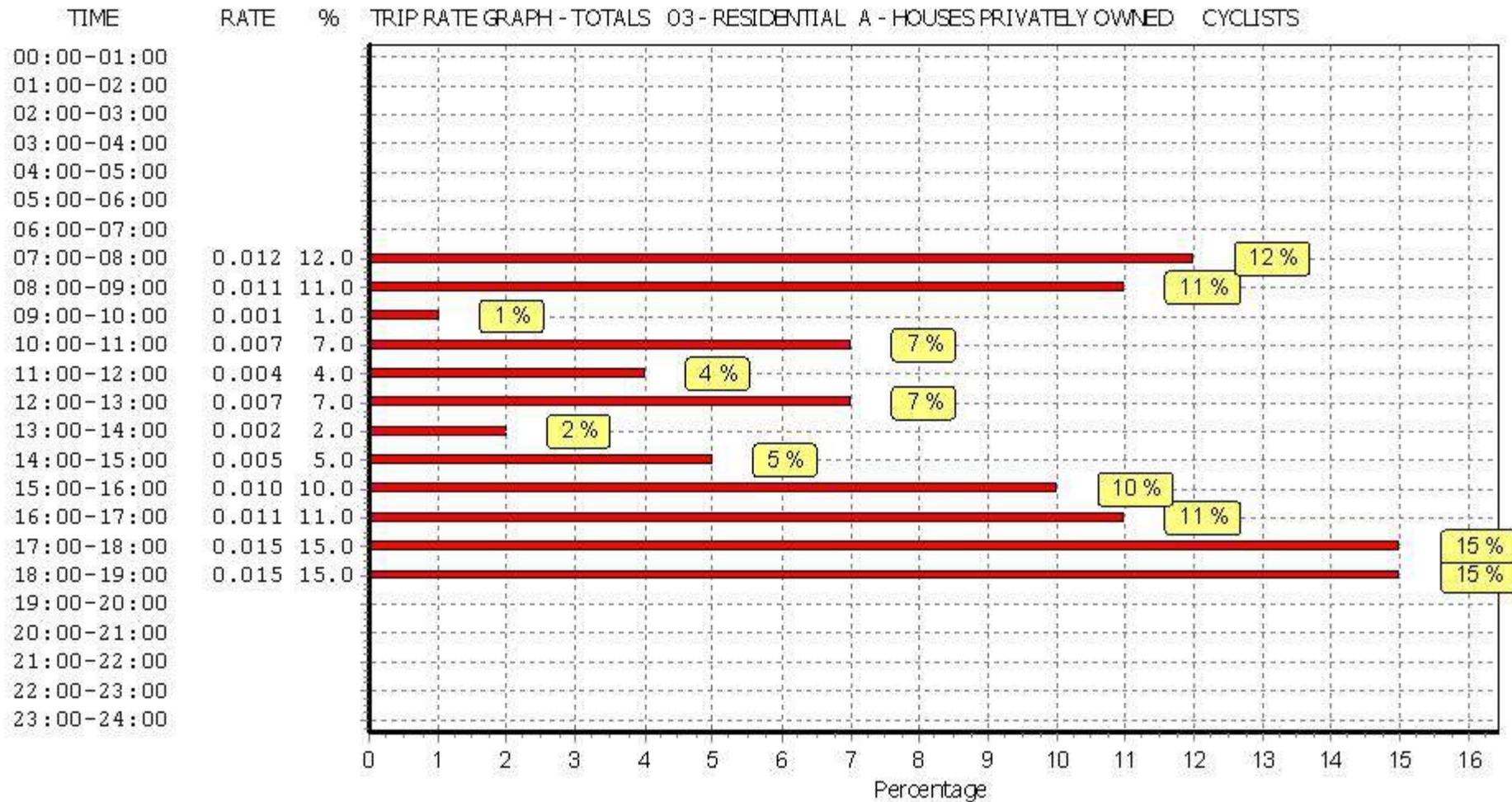
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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APPENDIX 2

Personal Injury Accident Data



No

Crash Date: Monday, October 17, 2016 **Time of Crash:** 10:00:00 AM **Crash Reference:** 201604SC16273

Highest Injury Severity:	Slight	Road Number:	A49	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	2
Local Authority:	Chorley Borough			OS Grid Reference:	355540 413760
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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)		3 Female	46 - 55	Vehicle is in the act of turning right	Offside	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under		5 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

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

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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Monday, November 13, 2017 **Time of Crash:** 8:25:00 AM **Crash Reference:** 201704SC17292

Highest Injury Severity:	Slight	Road Number:	A49	Number of Casualties:	3
Highway Authority:	Lancashire			Number of Vehicles:	2
Local Authority:	Chorley Borough			OS Grid Reference:	355590 413770
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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)		5 Female	46 - 55	Vehicle is in the act of turning right	Offside	Taking pupil to/from school	None	None
2	Car (excluding private hire)		-1 Male	21 - 25	Vehicle is moving off	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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

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No

Crash Date: Monday, December 04, 2017 **Time of Crash:** 10:15:00 PM **Crash Reference:** 201704SC17297

Highest Injury Severity:	Slight	Road Number:	A49	Number of Casualties:	1
Highway Authority:	Lancashire			Number of Vehicles:	5
Local Authority:	Chorley Borough			OS Grid Reference:	355540 413890
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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)		8 Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	Parked vehicle	None
2	Car (excluding private hire)		5 Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None
3	Car (excluding private hire)		9 Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	Parked vehicle	None
4	Car (excluding private hire)		10 Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	Parked vehicle	None
5	Car (excluding private hire)		5 Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	Parked vehicle	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	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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No

Crash Date: Tuesday, September 03, 2019 **Time of Crash:** 7:00:00 PM **Crash Reference:** 2019040874327

Highest Injury Severity:	Slight	Road Number:	B5251	Number of Casualties:	4
Highway Authority:	Lancashire			Number of Vehicles:	3
Local Authority:	Chorley Borough			OS Grid Reference:	355629 413822
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
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				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

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)		5 Female	36 - 45	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)		4 Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
3	Good vehicles of unknown weight		-1 Unknown	Unknown	Vehicle is parked in the carriageway	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

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

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APPENDIX 3

Residential Travel Plan Framework

Proposed Residential Development
Land at Blainscough Hall | Coppull | Chorley

LEA HOUGH

Residential Travel Plan Framework

December 2020



Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating **Croft** Transport Planning & Design



REPORT

Document: Residential Travel Plan Framework

Project: Proposed Residential Development, Land at Blainscough Hall, Coppull, Chorley

Client: Lea Hough

Job Number: 2385

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PLANS (See Transport Assessment)



1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Lea Hough to advise on the traffic and transportation issues relating to proposals to develop a site on land at Blainscough Hall in the Coppull area of Chorley.

1.1.2 This Travel Plan Framework will set out the principal strategies that will be put in place once the development is open for residents occupying the dwellings, to encourage sustainable travel to the development.

1.1.3 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 sets out the aims and benefits of implementing Travel Plans, while Section 3 details Travel Plan Policy and Guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 4 sets out a series of management measures that will be implemented as part of the Travel Plan, while Section 5 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 6 discusses targets for reducing trips by the private car, while Section 7 details the monitoring of the Travel Plan.

1.2.4 Section 8 draws together the findings and conclusions.

1.3 Site Location

1.3.1 The site is located to the south of the centre of Coppull. The site is roughly rectangular in shape and is bordered by Coppull United Football Club to the east, by a range of small industrial units to the south, by Blainscough Lane to the west and by existing residential development to the north.

1.3.2 The location of the site in relation to the local surrounding area is shown on **Plan 1**.

1.3.3 The site is currently undeveloped and so has no formal point of access at present, although an access for agricultural vehicles is provided off Blainscough Lane, in the south-western corner of the site.

1.4 Development Proposals

1.4.1 The applicant is seeking outline planning permission to develop the site for up to 123 residential dwellings, with associated car parking, landscaping and public open space.

1.4.2 An illustrative Masterplan showing an indicative layout on how the site could be developed is provided at **Plan 2**.

1.4.3 Vehicular access to the site is proposed via an extension to Grange Drive to the north of the site., as shown in **Plan 3**.

1.4.4 The internal access road will be designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.



- 1.4.5 To demonstrate this, a swept path analysis has been undertaken for a 9.86 metre refuse vehicle, as shown in **Plan 4**.

1.5 The Travel Plan

1.5.1 The aim of the Travel Plan is 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.

1.6 Travel Pack

1.6.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 4.

2 TRAVEL PLAN AIMS AND BENEFITS

2.1.1 The overall aim of the Travel Plan is to ensure residents are aware of all their travel choices and encourage them to use sustainable modes, where possible, in order to reduce travel by the private car.

2.1.2 The aims include;

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.
- More environmentally friendly delivery and freight movements, including home delivery services (where applicable).

2.1.3 The guidance identifies a number of benefits that Travel Plans can bring to new development, not only to the developer, but to the local authority and ultimately the end-users of the sites.

2.1.4 Some of these include;

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems by promoting sustainable travel choices.
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.



- Making the sites more attractive to potential occupiers/users.
- Increased opportunities for active healthy travel, such as walking and cycling.
- Improved travel choice, quality and affordable access to services for all users.

3 TRAVEL PLANNING POLICY AND GUIDANCE

3.1 Travel Planning Policy

3.1.1 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.

3.1.2 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*".

3.2 Travel Planning Guidance

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

3.2.2 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.*"

3.2.3 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".

3.2.4 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 3.1** below;



Figure 3.1 – The Travel Plan Pyramid

3.2.5 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.



- 3.2.6 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.
- 3.2.7 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.
- 3.2.8 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.
- 3.2.9 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.

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 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) Encouraging Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

4.2 Appointment of Travel Co-ordinator

4.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed by the housebuilder or developer at least one month before the first properties being occupied.

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

4.2.3 Their primary functions will be as follows;

- Liaison with the local planning and highways authorities;

- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

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

4.2.5 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 the Council.

4.2.6 Details of the nominated TPC will be submitted to the Planning and Highway Authority 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.

4.3 Resident's Travel Pack

4.3.1 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.

4.3.2 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 a local bus and rail services will encourage choice of public transport as a primary means of travel for the development.

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

- 4.3.4 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.
- 4.3.1 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.
- 4.3.2 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.
 - Copies of the most recently published public transport information.
 - Details of web sites and other sources of information which can be accessed in the future 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.



- 4.3.3 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 Welcome 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.
- 4.3.4 The first issue of the Resident's Travel Pack will be the responsibility of the house builder.
- 4.3.5 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan.

4.4 Travel Awareness and Information

- 4.4.1 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.

4.5 Promotion of Lift Share Scheme

- 4.5.1 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.
- 4.5.2 The website can be found at the following location www.liftshare.com

4.6 Encouraging Walking/Cycling

- 4.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the WalkBUDi/BikeBUDi schemes. Information on these schemes is available on the following websites www.walkbudi.com and www.bikebudi.com
- 4.6.2 The WalkBUDi/BikeBUDi schemes are part of the National Lift Share Network and are simple and free to use. They simply match individuals with others walking or cycling the same way so they can walk or cycle together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.
- 4.6.3 The WalkBUDi/BikeBUDi schemes aim to help individuals to meet others wanting to travel the same way. They can be used for regular trips such as walking or cycling to the office or going to the station as well as making a journey safer.
- 4.6.4 The Travel Plan Co-ordinator will consider the potential to provide signage in the area which could provide details on the routes/distances to and from local facilities.

4.7 Encouraging Travel by Public Transport

- 4.7.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.
- 4.7.2 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.

5 ACCESSIBILITY BY NON-CAR MODES

5.1 Introduction

5.1.1 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.

5.1.2 New proposals should 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.

5.1.3 The accessibility of the site has been considered briefly by the following modes of transport:

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

5.2 Accessibility on Foot

5.2.1 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.

5.2.2 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.



- 5.2.3 Existing pedestrian footways of around 2 metres in width are located to the north of the site on Grange Drive which run north directly towards the centre of Coppull. Additional potential pedestrian routes could be provided onto Blainscough Lane to the south which travels west towards the A49 Preston Road. Whilst no formal footways exist on Blainscough Lane it is very lightly trafficked and serves mainly as the vehicular access to the small employment site to the south of this site.
- 5.2.4 These routes connect to the existing footway network within Coppull to ensure a direct and safe connection to the day to day amenities for pedestrians.
- 5.2.5 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 5.2.6 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

Town Centre	Elsewhere
800m	1,200m

Table 5.1 – IHT 'Providing for Journeys on Foot' Walk Distances

- 5.2.7 Reference to the 2,000 metre walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.



5.2.8 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'.*

5.2.9 **Table 5.2** below summarises this guidance in tabular form.

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

Table 5.2 – Manual for Streets Walk Distances

5.2.10 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, that the 85th percentile walk distance for:

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



5.2.11 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.3** 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 5.3 – WYG Report/NTS Data Walk Distances

5.2.12 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

5.2.13 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’.

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

5.2.15 In light of the above, a brief review of the proximity of local facilities has been undertaken.

5.2.16 **Table 5.4** below, shows the approximate walking distance from the centre of the site to a range of, but not all, local amenities in the 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?
Bus Stops on A49 Preston Road	350m	1,950m	YES
Bus Stops on Spendmore Lane	400m	1,950m	YES
Singleton's Fish and Chips	400m	1,950m	YES
Nellie & Marl's Neighbourhood Kitchen	450m	1,950m	YES
Coppull Off Licence	450m	1,950m	YES
St Oswald's Catholic Primary School	450m	3,200m	YES
The Springfield PH	700m	1,950m	YES
Coppull Library	700m	1,950m	YES
Lloyd's Pharmacy	750m	1,950m	YES
Coppull Primary and Nursery School	800m	3,200m	YES
Co-op Convenience Store	800m	1,950m	YES
Coppull Leisure Centre	800m	1,950m	YES
Coppull Medical Centre	1,000m	1,950m	YES

Table 5.4 - Distance from Site to Local Facilities

- 5.2.17 As can be seen in the above table, the site is located within close proximity to a number of local amenities including shops, schools and community facilities.
- 5.2.18 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed most including the nearest schools, shops, pharmacy and bus stops are within a 10 minute walk of the site.

- 5.2.19 It is therefore considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

5.3 Access by Cycle

- 5.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 5.3.3 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass areas such as all of Coppull, Chorley and Standish.
- 5.3.4 The site can therefore be considered as being accessible by cycle.

5.4 Access by Bus

- 5.4.1 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.
- 5.4.2 The nearest bus stops are located to the west of the site on the A49 Preston Road and on Spendmore Lane within the centre of the village. The nearest bus stops along each of these corridors are within a 5 minute walk of the centre of the site.
- 5.4.3 A summary of the services available from the nearby bus stops from the site is provided in **Table 5.5** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
362	Wigan – Chorley Town Centre	3	4	3	1	4	2

Table 5.5 - Existing Bus Services

- 5.4.4 As can be seen from Table 5.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Wigan and Chorley.
- 5.4.5 The above services operate from around 6:00am to around 23:10pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 5.4.6 As can be seen from Table 5.5, the nearby bus stops to the site provide access to up to 4 buses per hour travelling between Wigan and Chorley.
- 5.4.7 It is noted that the above services provide a choice of how people travel with bus service 362 operating from around 6.30am to 11.30pm, making travel by public transport a real alternative to travelling by car for all journey purposes.
- 5.4.8 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.6** below.



Destination	Duration
Chorley town centre	17 minutes
Wigan town centre	23 minutes

Table 5.6 - Example Bus Journey Times from the Site

5.4.9 The above table demonstrates that Chorley town centre is just a 17 minute bus journey from the site and Wigan town centre is a 23 minute bus journey away.

5.4.10 It is therefore concluded that the site is accessible by bus.

5.5 Accessibility by Rail

5.5.1 The most accessible train stations to the site are either Chorley or Wigan North Western. These are both accessible via bus service 362, with a journey time of around 17 and 23 minutes respectively.

5.5.2 From Chorley station, Manchester city centre is around a 37 minute train journey (around 3 trains per peak hour) and Preston is around a 15 minute train journey (around 2 trains per peak hour). From Wigan North Western there are a substantial number of services to Manchester, Birmingham and London with the station being on the West Coast mainline.

5.5.3 This provides opportunities to travel to and from the site by rail.

5.6 Accessibility Summary

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



5.6.2 The following conclusions can be drawn from this section of the Report:

- The site is accessible on foot and these provisions can be improved as part of the works at the potential development site with new connections to Grange Drive and Blainscough Lane.
- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the site and the surrounding area.
- It has been demonstrated that the site is accessible by cycle.
- The services from the nearby bus stops travelling to Wigan, Chorley and Standish demonstrate that the site is accessible by bus.
- The site is accessible via rail with Chorley and Wigan North Western train stations both being less than a 25 minute bus journey from the site, offering numerous local and regional services per hour.

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

6 TRAVEL PLAN TARGETS

6.1 Introduction

6.1.1 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.

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

6.1.3 In order to set the targets, further information (e.g. through a travel survey) may 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.

6.1.4 More accurate information to establish the baseline targets, however, will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 50% occupied.

6.1.5 Following the granting planning consent, suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council and included in the final Residential Travel Plan for the whole development.

6.2 Potential Targets

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



6.2.2 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.

6.3 Action Plan

6.3.1 **Table 6.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Housebuilder
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Housebuilder
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of targets	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1, 3 and 5	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

6.3.2 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.

7 PLAN MONITORING AND ASSESSMENT

7.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 50% occupancy to provide the information base for the review of the plan;
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan;
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

7.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snapshot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

7.1.3 Once planning consent is granted, consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with the Council.

7.1.4 The monitoring and assessment of the Travel 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.



- 7.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

- 7.1.6 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.



8 CONCLUSIONS

- 8.1.1 This Travel Plan has considered the sites sustainable accessibility credentials in order to promote sustainable modes of travel and reduce the dependency of the private car.
- 8.1.2 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.
- 8.1.3 The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally, reduce traffic related pollution and noise.
- 8.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 8.1.5 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 8.1.6 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.
- 8.1.7 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.



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