



Transport Strategy Note

Lache Lane, Chester

Redrow Homes Ltd

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Appendix B TRICS Report



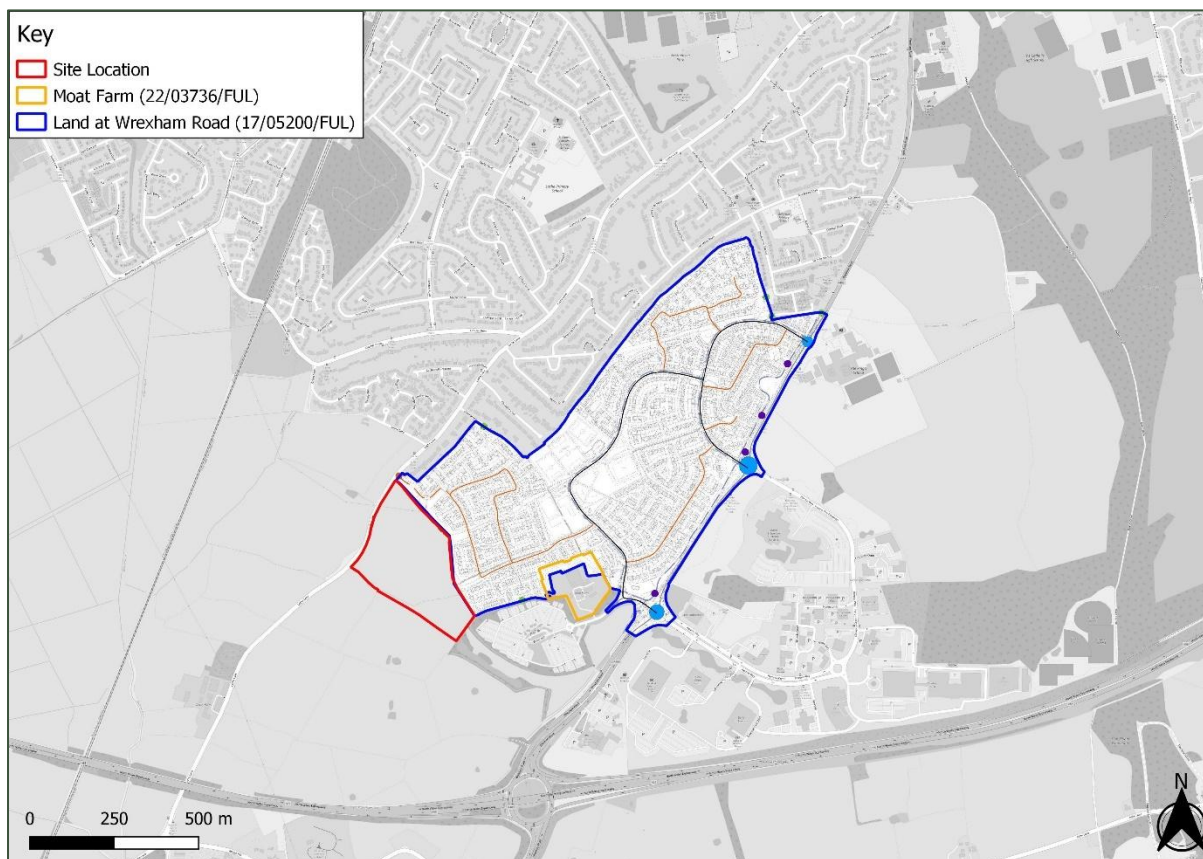
1.0 Introduction

- 1.1 SLR Consulting Ltd is appointed by Redrow Homes Ltd to support the promotion of residential development of up to 160 dwellings on land at Lache Lane, Chester (Site), to be included within the Chester West & Chester Council (CW&CC) Replacement Local Plan (RLP).
- 1.2 This Transport Strategy note considers the highways and transportation matters to support the site as being suitable for future residential development, including an overview of the accessibility of the site with the surrounding area and opportunities to enhance connectivity to local facilities and public transport services, enabling future residents to live locally and travel sustainably.

Site Context

- 1.3 The site is defined within its strategic context in **Figure 1-1**. The site is bound to the north by existing residential dwellings including a section which bounds Lache Lane. To the east and south the site is bound by the consented sites Moat Farm (22/03736/FUL) and Land at Wrexham Road (17/05200/FUL). To the west the site is bound by open fields.

Figure 1-1: Site Location



Planning History

- 1.4 As can be seen in **Figure 1-1** the Site is bounded by consented development, including Land at Wrexham Road (17/05200/FUL), which is currently being built out and a smaller expansion to that site at Moat Farm (22/03736/FUL).



Land at Wrexham Road (17/05201/OUT)

1.5 The wider Wrexham Road site considered outline planning permission for:

“A phased development of up to 1,400 dwellings; a local centre (comprising supermarket (up to 500sqm net), group of shops (up to a total of 500sqm net), cafe/restaurant (up to 200sqm net) and public house (up to 650sqm net); a nursery/creche (up to 600sqm)); a primary school with associated sports playing fields (including floodlit artificial grass pitch with changing facilities and parking); associated infrastructure (including roads, footpaths, cycleways, landscaping, playing fields, children’s play areas and other open spaces).”

1.6 This outline site agreed several features which will be important to the Site This includes:

- Three points of access to wider site which will be used to access the Site:
 - Two Vehicle Pedestrian Accesses on Wrexham Road;
 - A483/Herons Way/Roman Crescent Roundabout;
 - A483/Roman Crescent Signal Junction;
 - One active travel only access on Lache Lane;
- Providing offsite improvement as a part of S106 agreements including improvements to the Herons Way (North) Junction, Overleigh Roundabout, Kings School Junction, and Herson Way (South) Roundabout.

Moat Farm (22/03736/FUL)

1.7 The Moat farm (22/03736/FUL) development considered planning permission for the:

“Demolition of existing farmhouse and associated outbuildings and erection of 54 dwellings and the provision of associated infrastructure (including roads, footpaths, cycleways, landscaping and children’s play area) and two new ponds located off Lache Lane”

1.8 The Transport Assessment for this consented development followed the methodology outlined in the Land at Wrexham Road (17/05200/FUL) TA, including using the same trip rates derived from TRICS, and undertaking a traffic effect assessment of the network as outlined in the TA for the wider Wrexham Road Site (17/05201/OUT).



Structure of Report

1.9 The remainder of this scoping report is structured as follows:

- **Section 2** – Planning Policy;
- **Section 3** – Existing Conditions ;
- **Section 4** – Changing Mobility Habits
- **Section 5** – Vision Led Approach
- **Section 6** – Emerging Development Proposals;
- **Section 7** – Trip Generation;
- **Section 8** – Summary.



2.0 Policy Context

National Policy

National Policy Planning Framework (2024)

- 2.1 The revised National Planning Policy Framework (NPPF) was published in December 2024 and identifies the Government’s core principles behind the planning for and delivery of sustainable development.
- 2.2 The key overarching policies are set out in paragraphs 7 to 10 in terms of defining sustainable development, and paragraphs 11 to 14 in respect of the delivery of sustainable development.
- 2.3 The NPPF advocates for a presumption in favour of sustainable development in the planning process setting out the place of the NPPF within the plan-making and decision-taking process in paragraph 11. Paragraph 12 emphasizes that a presumption in favour of sustainable development does not negate the statutory status of development plans but is complementary to it. Paragraph 13 sets out the implications of presumption on neighbourhood planning.
- 2.4 Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from a transport perspective. The NPPF in section 9 advocates for a vision-led approach to transport planning (as against the previous industry standard, predict and provide approach) which entails setting sustainable outcomes for planned developments and then providing transport solutions to deliver those specific outcomes.
- 2.5 Paragraph 117 states that “*applications for development should:*
- (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....*”
- 2.6 Paragraph 115 prescribes that in assessing sites and applications for development, “*it should be ensured that:*
- (a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - (b) *safe and suitable access to the site can be achieved for all users;*
 - (c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and*
 - (d) *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 through a vision-led approach.”*
- 2.7 The NPPF at Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios*”.
- 2.8 Paragraph 118 emphasises that:



“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 vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored.”

Planning Practice Guidance

- 2.9 In March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled ‘Travel Plans, Transport Assessments and Statements in decision-taking’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.
- 2.10 The guidance explains the role of Transport Assessments and Statements as: *“ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).”*
- 2.11 The guidance also states that Travel Plans are *“long term management strategies for integrating proposals for sustainable travel into the planning process”* to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated into the design of developments.
- 2.12 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be taken into account:
- *“proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - *established at the earliest practicable possible stage of a development proposal;*
 - *be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
 - *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*
- 2.13 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:
- *“encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*
 - *reducing carbon emissions and climate impacts;*
 - *creating accessible, connected, inclusive communities;*



- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

Local Policy and Guidance

Cheshire West & Chester Local Plan (Part One) – Strategic Policies

- 2.14 CW&CC Local Plan (Part One) – Strategic Policies was adopted in 2015.
- 2.15 The overarching vision set out in the Local Plan is that by 2030, CW&CC “will be a desirable place to live, work, learn and visit with vibrant towns and rural villages”. In part, this will be achieved by enabling new housing and employment opportunities in “sustainable and accessible locations” (Section 2).
- 2.16 The Spatial Strategy section states that the city of Chester, together with the neighbouring towns of Ellesmere Port, Northwich and Winsford, will be the main focus for development, and that there is a requirement for some release of Green Belt land around the city of Chester.
- 2.17 Policy *STRAT 1 Sustainable Development* states the importance of reducing the need to travel and of locating new housing close to community facilities and amenities (e.g., primary schools and local shops) with good public transport connections.
- 2.18 Policy *STRAT 3 Chester* identifies that in the region of 5,200 new dwellings will be delivered in the Chester area, of which some 1,300 dwellings will be provided through Green Belt release. In explaining this policy, the Local Plan states that the Wrexham Road strategic allocation represents “a logical extension to Chester with good access to public transport and major employment areas.”
- 2.19 *STRAT 10 Transport and accessibility* states that “In order to minimise the need for travel, proposals for new development should be located so that they are accessible to local services and facilities by a range of transport modes.
- 2.20 New development will be required to demonstrate that:
- additional traffic can be accommodated safely and satisfactorily on the existing or proposed highway network;
 - Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use;
 - Appropriate provision is made for access to public transport and other alternative means of transport to the car;
 - Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments.”
- 2.21 The above transport related policies are of relevance to the site.



Cheshire West & Chester Local Plan (Part Two) – Land Allocations and Detailed Policies

- 2.22 CW&CC Local Plan (Part Two) – Strategic Policies was adopted in July 2019.
- 2.23 Policy T5 states that in order to ensure an appropriate provision is made for access and parking, development proposals will be supported by STRAT 10 and which:
- “make safe provision for access to and from the site for all users of the development, including the provision of access to adopted highways, visibility splays and accompanying signage where necessary;
 - allow for safe movement within the site, having regard to the requirements of the emergency services and service providers, including sufficient manoeuvring, and standing space for the appropriate number and size of vehicles likely to serve the development at any one time;
 - will not create any unacceptable impacts on amenity or road safety that cannot be satisfactorily mitigated by routeing controls or other highways improvements;
 - are designed to incorporate measures to assist access to and around the site by pedestrians, cyclists and to meet the needs of people with disabilities;
 - provide sufficient parking facilities to serve the needs of the development and have regard to the Council's latest adopted parking standards for cars and other vehicles as necessary, including cycles;
 - provide appropriate charging infrastructure for electric vehicles in new developments.”
- 2.24 The Local Plan (Part Two) also reiterates that development should be located near existing transport hubs and make use of public transport where appropriate which supports STRAT 10 from Part One.

Cheshire West and Chester – Local Transport Plan

- 2.25 CC&CW Local Transport Plan (LTP) (2011 - 2026) sets out the Council’s strategic plans for improving transport over the 15-year plan period. It identifies a set of key goals and objectives for transport in the area.
- 2.26 The LTP identifies the following local transport ‘top priorities’:
- To provide and develop reliable and efficient transport networks which support sustainable economic growth in West Cheshire and the surrounding area;
 - To reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change; and
 - To manage a well-maintained transport network.
- 2.27 These top priorities are joined by the following ‘supporting priorities’:
- To contribute to safer and secure transport in West Cheshire and to promote types of transport which are beneficial to health;
 - To improve accessibility to jobs and key services which help to support greater equality of opportunity; and



- To ensure that transport helps improve quality of life and enhances the local environment of West Cheshire.

2.28 A series of objectives are provided in the LTP for each of the top and supporting priorities. The most relevant for new developments are the objectives to “ensure that new development and local services are built in accessible locations,” which “minimise the need for travel.”

Cheshire West and Chester Council – Local Transport Strategy

2.29 The Chester West and Chester Transport Strategy was updated in 2017 and has an emphasis on “providing and managing a well maintained, safe, integrated, sustainable transport network for the future.”

2.30 The Transport Strategy identifies six visions:

- “Provide and develop reliable and efficient transport networks that support sustainable economic growth in West Cheshire and the surrounding area.
- Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change.
- Manage a well-maintained transport network.
- Contribute to safer and secure transport in West Cheshire and to promote types of transport which are beneficial to health.
- Improve accessibility to jobs and key services which help support greater equality of opportunity.
- Ensure that transport helps improve quality of life and enhances the local environment in West Cheshire.”

2.31 Within each vision, there are a number of plans to achieve them, with those that are applicable to this development shown below:

- “Support the delivery of new development and housing while reducing the impact of additional traffic;
- Improve and encourage the use of sustainable (low carbon) transport;
- Ensure that new development takes place in accessible locations which minimise the need for travel;
- Encourage healthier lifestyles by promoting more active forms of transport such as cycling and walking;
- Ensure that new developments and local services are built in accessible locations; and
- Promote access to leisure activities by improving pedestrian, cycle, greenway, and Public Rights of Way networks.”

Cheshire West & Chester Council – Parking Standards (SPG)

2.32 The CW&CC SPD Parking Standards (February 2022) for residential developments provide the following minimum parking standards:



- 1 Bedroom = 1 space
- 2-3 Bedrooms = 2 spaces
- 4+ Bedroom = 3 spaces

2.33 Further to this the CW&CC SPD Parking Standards states at paragraph 3.8:

“Policies STRAT 10 and T 5 of the Local Plan state that proposals should seek to incorporate charging points for electric vehicles where appropriate. The Council will seek the provision of electric vehicle charging infrastructure for all new houses and flats with dedicated parking and for developments of 10 or more with unallocated parking.”

Summary

- 2.34 The proposed development relates to a development of 160 dwellings located on a parcel of land adjacent to the northwestern boundary of the wider consented masterplan (ref: 17/05201/OUT) which borders it on two sides and is well placed to also benefit from the facilities and sustainable travel infrastructure being implemented by these developments.
- 2.35 As demonstrated in this Transport Strategy note, the site is accessible by walking and cycling with consented development close by including a primary school and district centre. Chester Business Park is located a short walk from the site, while frequent bus services route along Wrexham Road, Lache Lane, and the Park & Ride into Chester city centre and provide connectivity to the railway station. On this basis the development is considered to accord with both national and local transport policy by minimising need to travel and promoting travel choice for future residents.
- 2.36 In summary, it is clear from national and local policy that building sustainable communities and prioritising the sustainable movement hierarchy needs to be the focus of any new development within Chester. This site will aim to conform to these measures to ensure the sustainability of the site.
- 2.37 Therefore, the principle of residential development accords with both National and local planning policy.



3.0 Existing Conditions

Overview

- 3.1 This section of the report will provide the context of the site in relation to its existing surroundings and movement characteristics. It sets the site in the context of the wider consented development, which is currently being built out, including a primary school which is due to be constructed to the northwest of the site.
- 3.2 This section has been prepared with consideration of the requirements for developments as set out within the suggested Policy TA1 of the CW&CC Local Plan (Regulation 18), and as replicated below:
- New development will be encouraged in more sustainable locations, recognising that the approach to transport will vary depending on site location;
 - New developments will be designed to accommodate and shape future travel demand in a scenario where our LTP vision is achieved, with reduced reliance on private cars, and significantly increased numbers of public transport, walking, wheeling, and cycling trips, following the sustainable transport hierarchy; and
 - Within settlements, it is considered beneficial to maximise opportunities for people to meet their regular day-to-day needs near to where they live and/or work, within a reasonable walking distance of their homes (and/or workplace).

Site Location

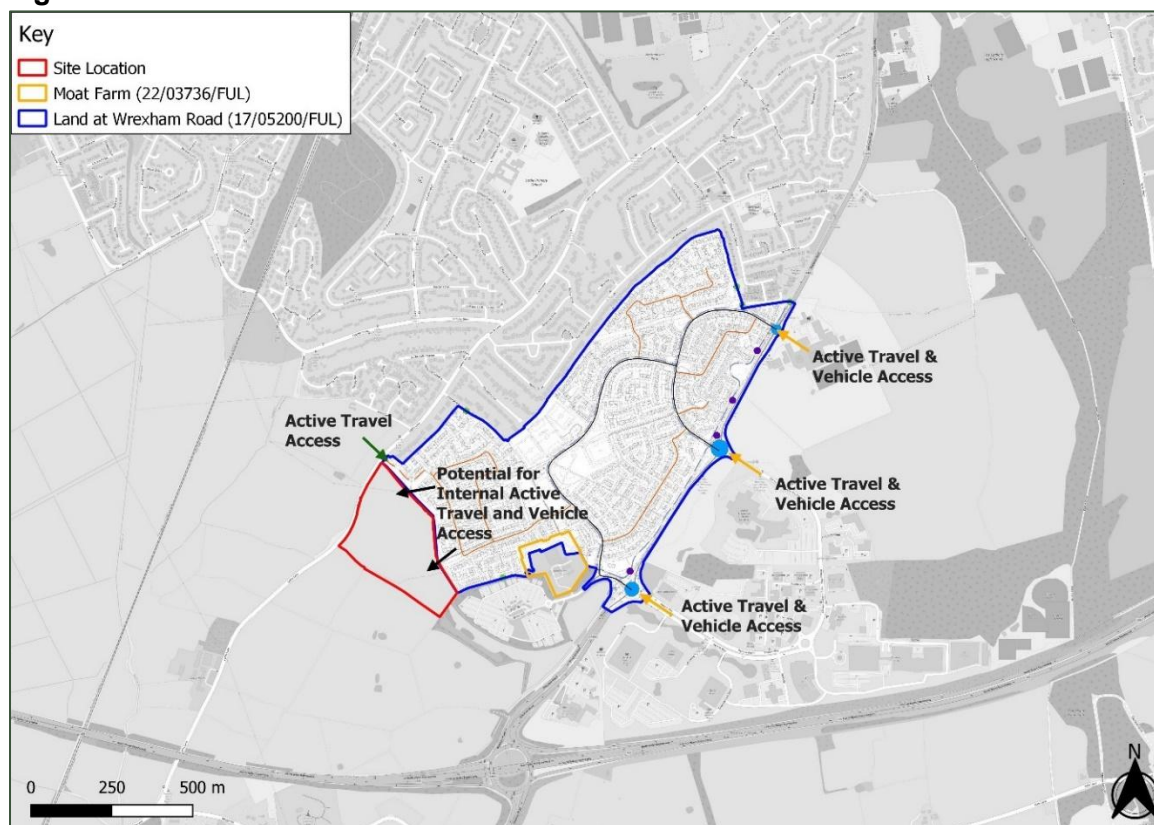
- 3.3 The site currently comprises open fields. It is located to the south of Lache Lane, approximately 3.3 km to the southwest of Chester. The site location is shown above on **Figure 1-1**.

Site Access

- 3.4 Access to the site will take gained from the currently consented and substantially built out 'Land at Wrexham Road' site, part of which is being developed by Redrow Homes. Two connecting highways on the western boundary of this development will be extended to the boundary (which is within Redrow's gift) to facilitate direct access to the development site.
- 3.5 The Land at Wrexham Road site itself has three points of access from the A483 (Wrexham Road), including the Wrexham Road/Herons Way/Park & Ride roundabout, the Wrexham Road/Herons Way Roundabout, and the Wrexham Road/Roman Crescent signal junction.
- 3.6 The existing and proposed points of access are illustrated in **Figure 3-1**.



Figure 3-1: Points of Access



Existing Travel Behaviour

- 3.7 The existing travel behaviour of residents in the surrounding area provides an indication and baseline of current travel behaviour near the site. Travel behaviour information was acquired using the 2011 Census data using the 'Method of Travel to Work' dataset (Table: QS703EW).
- 3.8 It is understood that 2021 has been released however this report will continue to use the 2011 census data. The Office for National Statistics (ONS) have examined the results of the 2021 census and concluded:
- The ONS collected Census 2021 responses during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national pandemic lockdown, associated guidance and furlough measures will have affected the travel to work topic;
 - ONS provided extra guidance to respondents affected by the pandemic on how to respond to travel to work questions, but it is not clear how this guidance was followed;
 - Large numbers of people were still being supported by government furlough schemes, and it is not clear how the questions' guidance provided was followed by respondents;
 - some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day;
 - Restrictions on travel ended later in 2021, and while there will have been a shift back towards some behaviours from before COVID-19, hybrid and home working remain commonplace;



- At the moment, ONS advise users to continue to make use of the 2011 Travel to Work Areas for analytical and statistical work, and they will continue to update users on future developments.

3.9 The proposed development site is located within the Middle Super Output Area (MSOA), “E02003808 : Cheshire West and Chester 046”. On review it is believed that the existing area will not be a representative approximation of the site’s likely mode share. This is because the area includes a much larger rural area that would not be representative of urban extension that the Site proposes. Instead, the Site is better represented by Lache itself which is located “E02003809 : Cheshire West and Chester 044” area, and this is summarised in **Table 3-1**.

Table 3-1: Existing Mode Share

Method of Travel to Work	Mode Share
Underground, metro, light rail, tram	0%
Train	2%
Bus, minibus, or coach	9%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	67%
Passenger in a car or van	7%
Bicycle	6%
On foot	7%
Other method of travel to work	1%
Total	100%

- 3.10 The figures contained in **Table 3-1** have been adjusted to remove those residents who are either not in employment or work mainly at, or from home. This provides a more realistic modal split of those who a commute to work, away from home.
- 3.11 Although the majority of mode share is private vehicle use it is also noted there is a large contingent of public transport use (11% of all trips) and active travel (13%). This is a good baseline upon which to start. Future residents of the development will be able to benefit from the extensive existing local offer of amenities along with those being introduced as part of the Land at Wrexham Road site.
- 3.12 This development site would aim to achieve a modal shift towards active travel and public transport usage, away from the use of the private car.
- 3.13 Additionally, the above table does not consider any impact of the Covid-19 pandemic and the impact it has had on travel trends. As such, current trends may have lower share of people travelling by car, especially during peak times. Nonetheless, where working from home is not possible for some residents, the site will still aim to encourage journeys made from the site to be done using sustainable means.



Local Facilities

3.14 One of the primary factors to be considered when determining the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local community facilities by sustainable travel modes.

3.14.1 The site is well placed to take advantage of the numerous nearby facilities, many of which are located a short distance away from the site within the adjacent consented development and Chester Business Park.

3.14.2 The emerging masterplan for the wider development includes a nursery and primary school and local centre including a small supermarket, other retail units, a pub and restaurant. Given the proximity to the site, these facilities will be located an approximate 3 to 5 minute walk from the various plots located across the site.

3.15 **Figure 3-2** illustrates the nearby local facilities.

Figure 3-2: Local Facilities

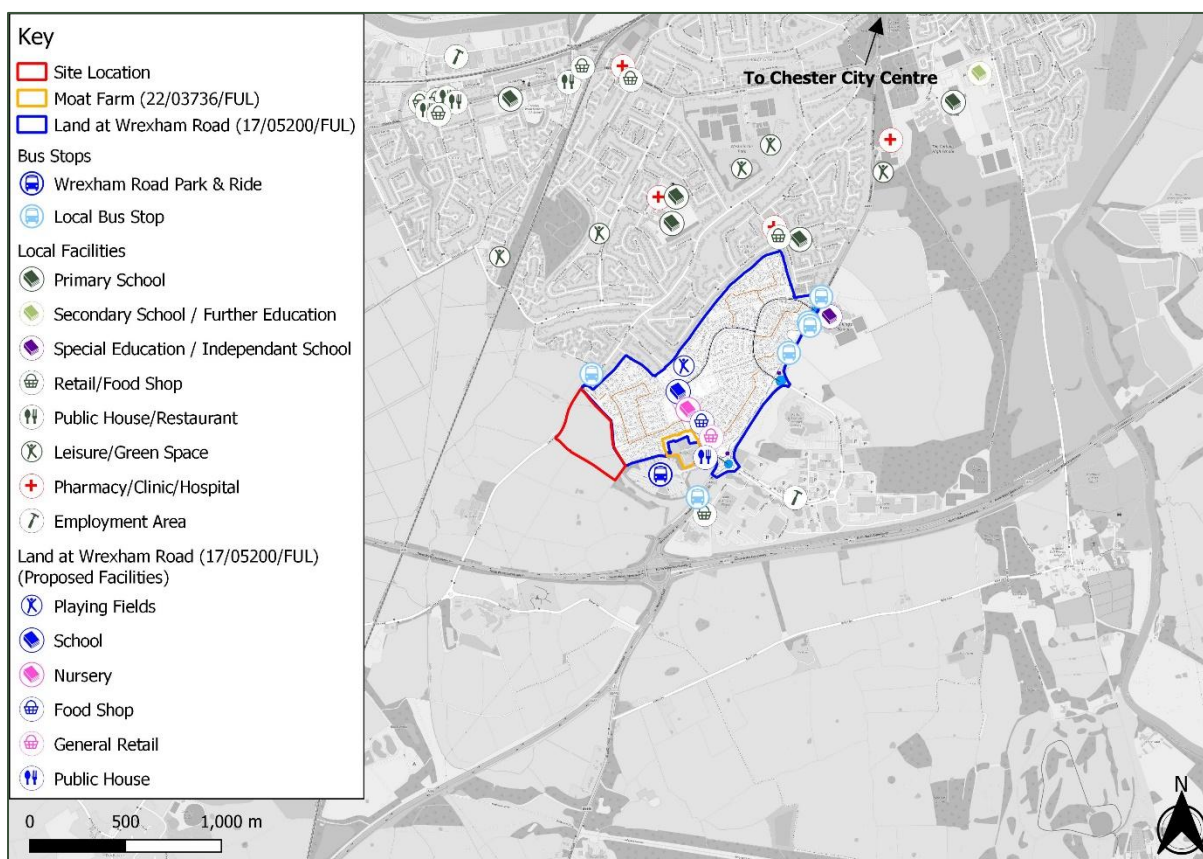


Table 3-2: Distance to Local Facilities

Local Facility	Distance from Site Access (metres)	Walking Time (mins) (1.4m/s)	Cycling Time (mins) (4.2m/s)
Public Transport			
Park & Ride	450	5	2
Bus Stop on Lache Lane	450	5	2
Bus Stop on Wrexham Road	650	8	3
Chester Train Station	5,000	60	20
Education			
Consented Development Primary School	300	4	1
Lache Primary School	1,500	18	6
Belgrave Primary School	1,800	21	7
The Kings School	2,200	26	9
Overleigh St Marys Primary School	3,200	38	13
Queens Park High School	3,500	42	14
Leisure / Sport / Park Facilities			
Consented Development Facilities	300	4	1
Sycamore Drive Park	1,400	17	6
Westminster Park	1,600	19	6
Dukes Drive Community Garden	2,700	32	11
Chester Golf Club	3,600	43	14
Chester Racecourse	3,900	46	15
Grosvenor Park	4,200	50	17
Chester Meadows	4,800	57	19
Consented Development Facilities	300	4	1
Shopping Areas / City Centre			
Consented Development Local Centre / Shops	300	4	1
Westminster Park Co-op	1,700	20	7
Chester City Centre	4,200	50	17
Medical Centre			
Lache Community Centre	1,500	18	6
Westminster Park Pharmacy	1,700	20	7
The Grosvenor Hospital	2,500	30	10



- 3.16 **Figure 3-2** and **Table 3-1** demonstrates that a wide range of facilities and services within the surrounding area are accessible from the site within a short distance providing an opportunity for a significant proportion of local journeys to be undertaken by walking or cycling for day-to-day living.
- 3.17 The location of the site in proximity to key local facilities accords with the requirement of the CW&CC Local to locate homes and jobs in places that avoid, where possible, a high reliance on private car-based travel as car-based travel can be avoided by undertaking a number of day-to-day journeys on foot or by bicycle to the most local facilities.

Accessibility by Non-Car Modes

Walking

- 3.18 Existing pedestrian facilities in the vicinity of the site include formal footways, shared footway / cycleways, and Public Rights of Way (PRoW).
- 3.19 Upon completion of the wider consented development, the site will be connected to neighbouring communities via a range of footways associated with this development. Access to the local primary school and retail provided at the district centre is provided via footways located adjacent to carriageways. These roads will have signed 20 mph speed limits which will contribute towards an attractive pedestrian environment supporting crossing of the carriageway at both formal and informal crossing locations.
- 3.20 To the south of the site, a new 3 m shared foot / cycleway is being delivered as part of the wider consented scheme. This route will connect the Park & Ride site to the wider development and is included within the Section 106 agreement.
- 3.21 **Figure 3-3** illustrates journey time isochrones by foot, for indicative 15- and 30- minute journeys, taken from the centre of the site.
- 3.22 **Figure 3-3** demonstrates that the majority of southwest Chester is accessible within a 30-minute walk including residential areas like Saltney, Westminster Park and the Chester Business Park.



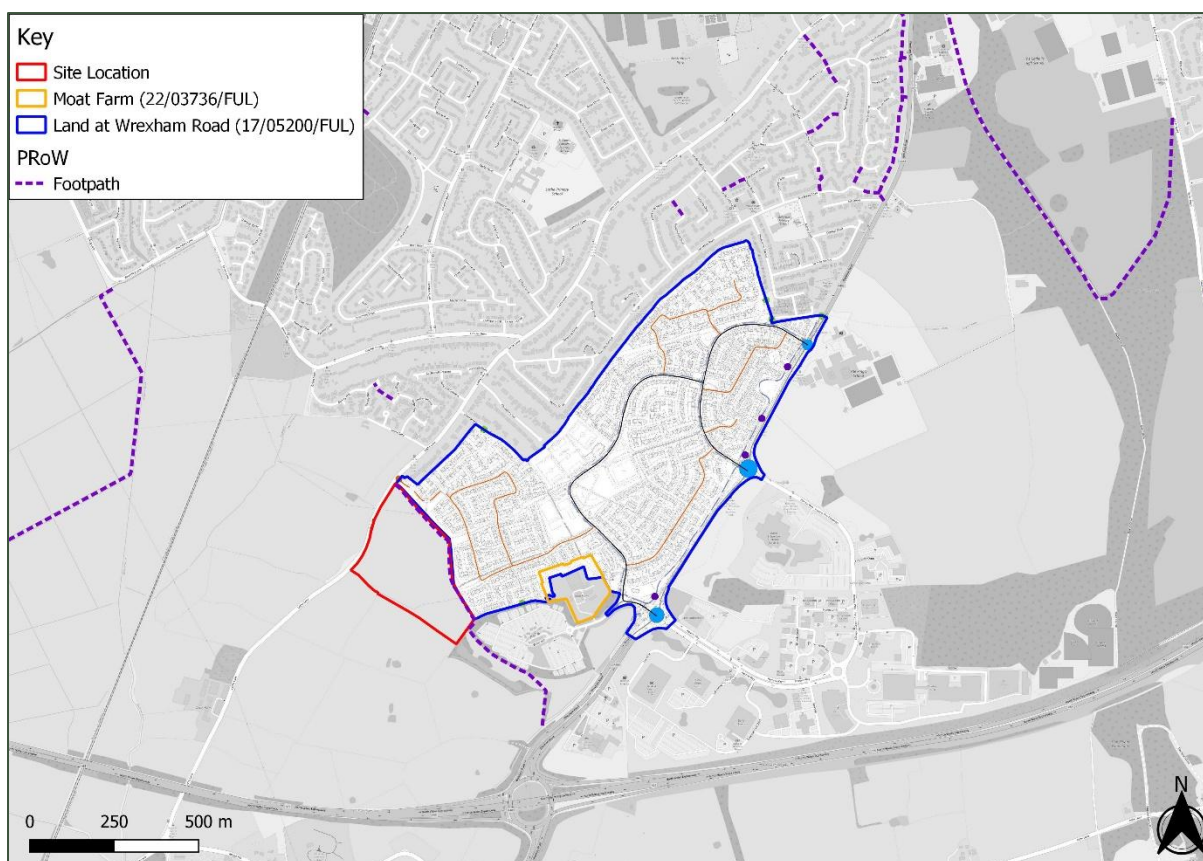
Figure 3-3: 15- and 30- Minute Walking Isochrone



3.23 The site also benefits from proximity to a number of Public Rights of Way (PRoW) within the area. **Figure 3-4** shows the location of these PRoWs in relation to the site location. It demonstrates the interconnectivity and extensive reach of the PRoWs in the vicinity of the site which can be leveraged for access to facilities and services Chester.



Figure 3-4: Public Rights of Way

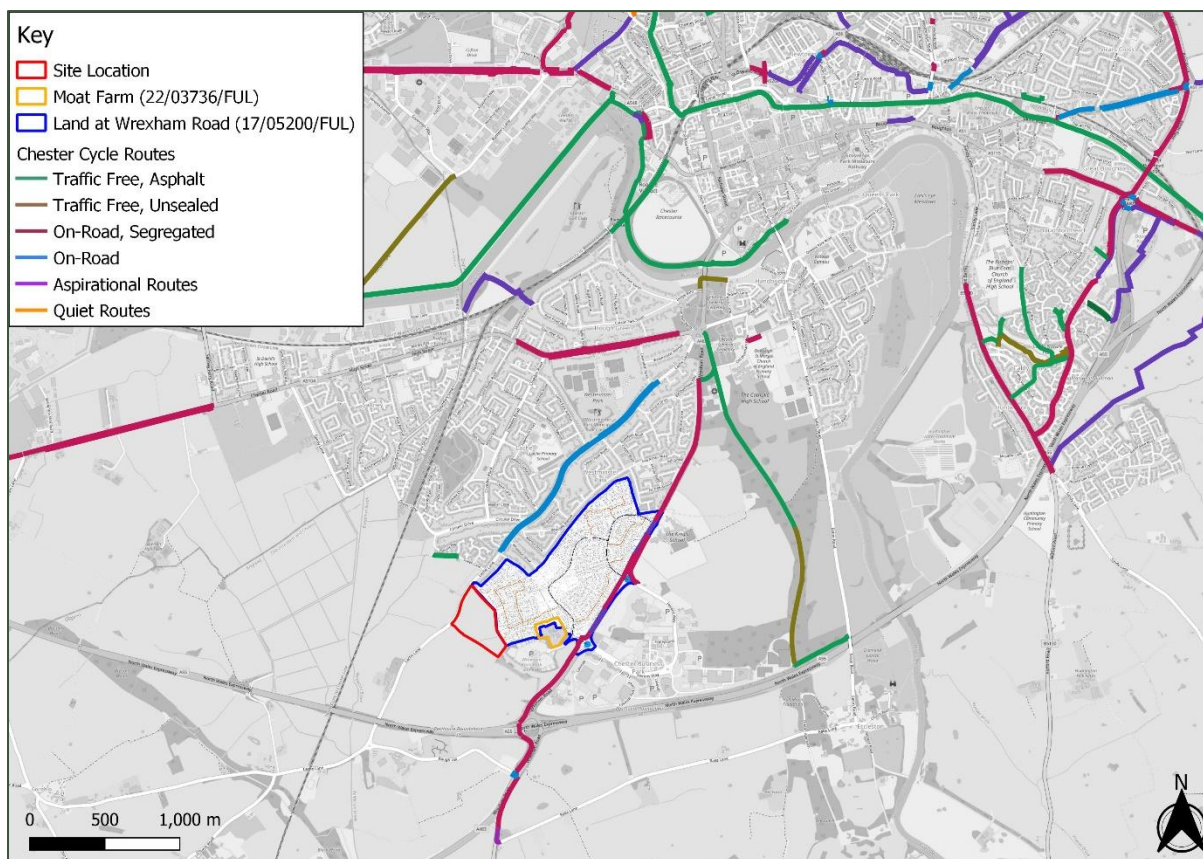


Cycling

- 3.24 The local cycle network comprises both on and off-road routes, signed cycle routes, and shared use routes which route in the vicinity of the site on Wrexham Road.
- 3.25 The existing local cycle network derives from the Chester Cycling Campaign, which comprises four types of routes. These strategic routes are illustrated in **Figure 3-5**.



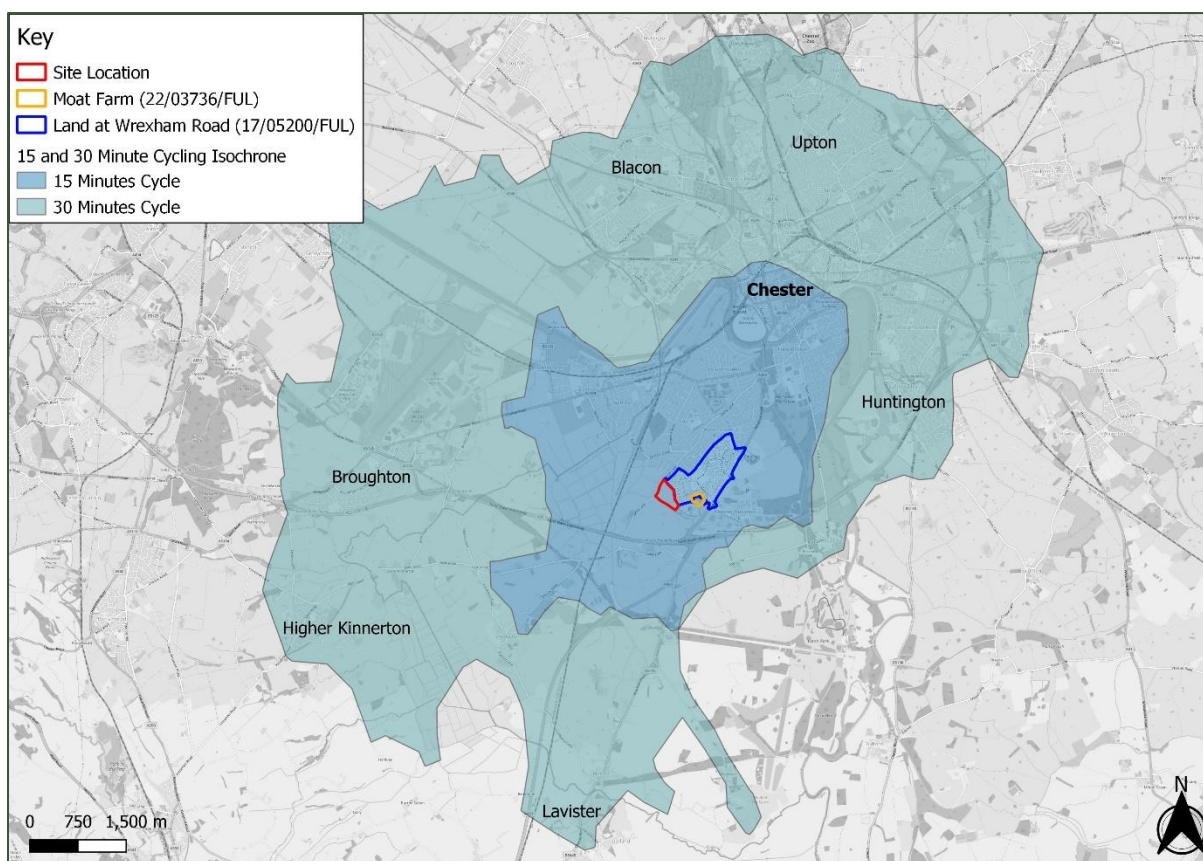
Figure 3-5: Chester Local Cycle Routes



- 3.26 The site is well positioned to connect to the existing cycling network, and there is potential for a range of journeys to and from the site to be undertaken by bicycle, including journeys for the purpose of education, employment, and recreation.
- 3.27 **Figure 3-6** indicates the journey time isochrones by cycle for indicative 15- and 30-minute journey times, assuming a comfortable average cycle speed of 15 km/hr (9 mph). In reality people cycle much faster than this, particularly in flat areas such as this. The use of EBikes would further aid in achieving longer distances more consistently quickly, and / or enable people to cycle further than they normally would.



Figure 3-6: 15- and 30- Cycling Isochrone

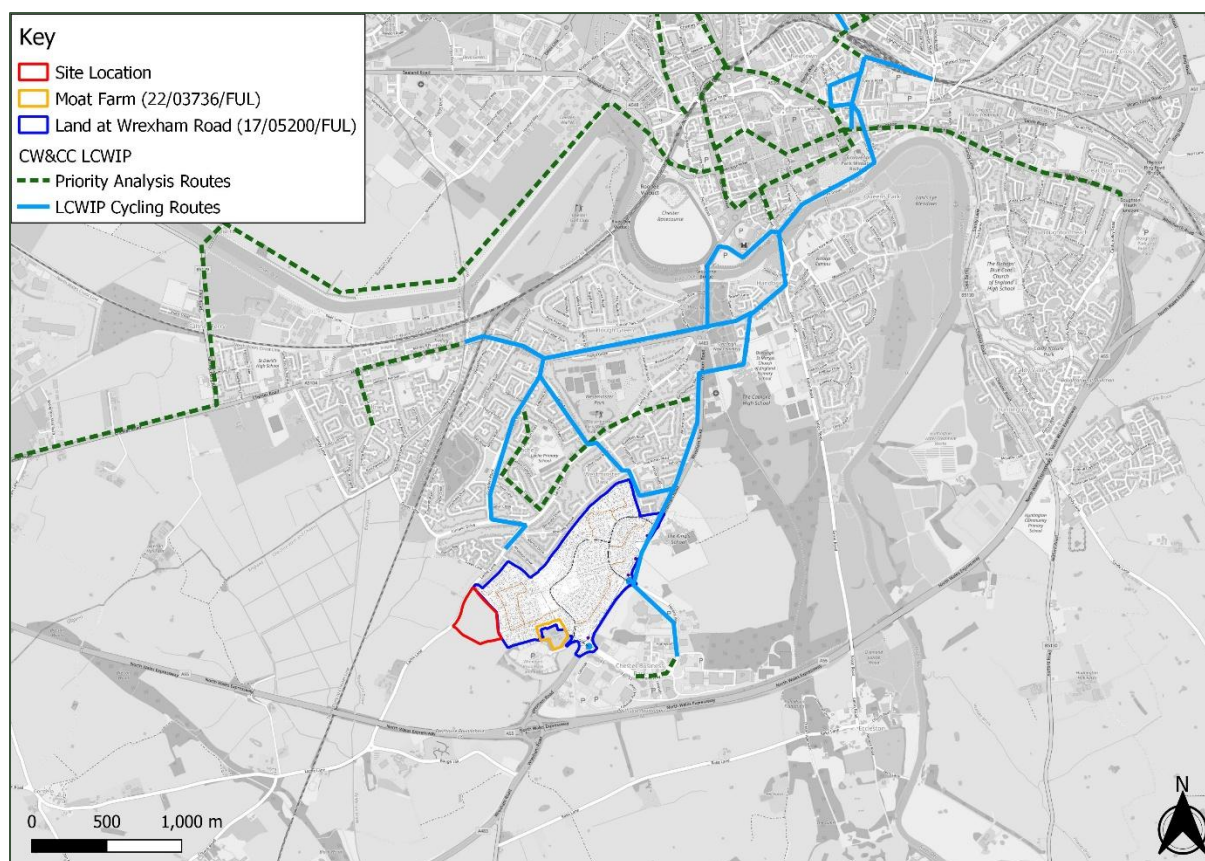


CW&CC Local Cycling and Walking Infrastructure Plan

- 3.28 In addition to the existing cycle facilities provided within Chester there are additional routes or existing routes that could be improved. The CW&CC Local Cycling and Walking Infrastructure Plan 2020-2030 (LCWIP) outlines a series of routes, across Chester, and within close proximity to the site, which may further benefit future residents in this area.
- 3.29 The local LCWIP routes are illustrated in **Figure 3-7**.



Figure 3-7: CW&CC LCWIP Plan for Chester



3.30 The potential form that these improvements will take is further discussed in LCWIP, however relevant improvements close to the site include:

- North of the site on Lache Lane the details of link infrastructure requirements dependant on future development site;
- South of the site on the A483 are improvement proposed by the land at Wrexham Road and Chester Business Park;
- Lighting and surface improvements on Overleigh Road;
- On Circular Drive and Cliveden Road and Lache Park Avenue, introduce a 20mph zone with traffic calming, reduce traffic flow to enable cycle traffic and motor vehicles to mix; and
- Introduce an on-road segregated cycle lane on the A5104.

3.31 Although the site is located in an already accessible location, these improvements will enhance the site further, ensure complete compliance with the CW&CC Local Plan Policy TA1 of locating development in more sustainable locations.

Public Transport

3.32 Arriva Bus and Stagecoach operate a number of bus services in the vicinity of the site, with services routing along Wrexham Road and via Chester Business Park.



- 3.33 There are a number of bus stops in the vicinity of the site, including the Park & Ride, which are illustrated in **Figure 3-2**. The nearest standard bus stops to the site are located on the at the Park & Ride which is accessible from the site within a 450 m walk.
- 3.34 Chester railway station is located approximately 4.7 km from the site access and can be accessed via the 1 or X4 bus service which runs from the Herons Way bus stop. The station benefits from 76 cycle parking stands covered by CCTV. There are also 236 parking spaces in total including 12 accessible spaces at the station. Bus stops are conveniently located nearby.
- 3.35 Local bus services are summarised in **Table 3-3**.

Table 3-3: Local Bus Services

Service	Route	Direction	First/Last	Frequency (per Direction)
PR1	Wrexham Road Park & Ride - Chester City Centre	To City Centre	07:00/19:08	20 mins
1	Wrexham - Chester	Wrexham to Chester	06:06/23:15	15 mins
		Chester to Wrexham	06:45/23:47	
X4	Chester - Mold	Chester to Mold	06:31/19:00	60 mins
		Mold to Chester	07:09/18:40	
61/61X/62	Chester - Dodleston - Higher Kinnerton	to Chester Bus Interchange	07:59/17:52	120 mins

- 3.36 Services from Chester Rail Station are Summarised in **Table 3-4**.

Table 3-4: Services from Chester Rail Station

Destination	Duration	Frequency (Per hour, direct only)
Liverpool Central	0hr 45mins	3
Holyhead	1hr 45mins	2
Leeds	2hr 21mins	1
Birmingham International	2hr 30mins	1
London Euston	2hr 03mins	1



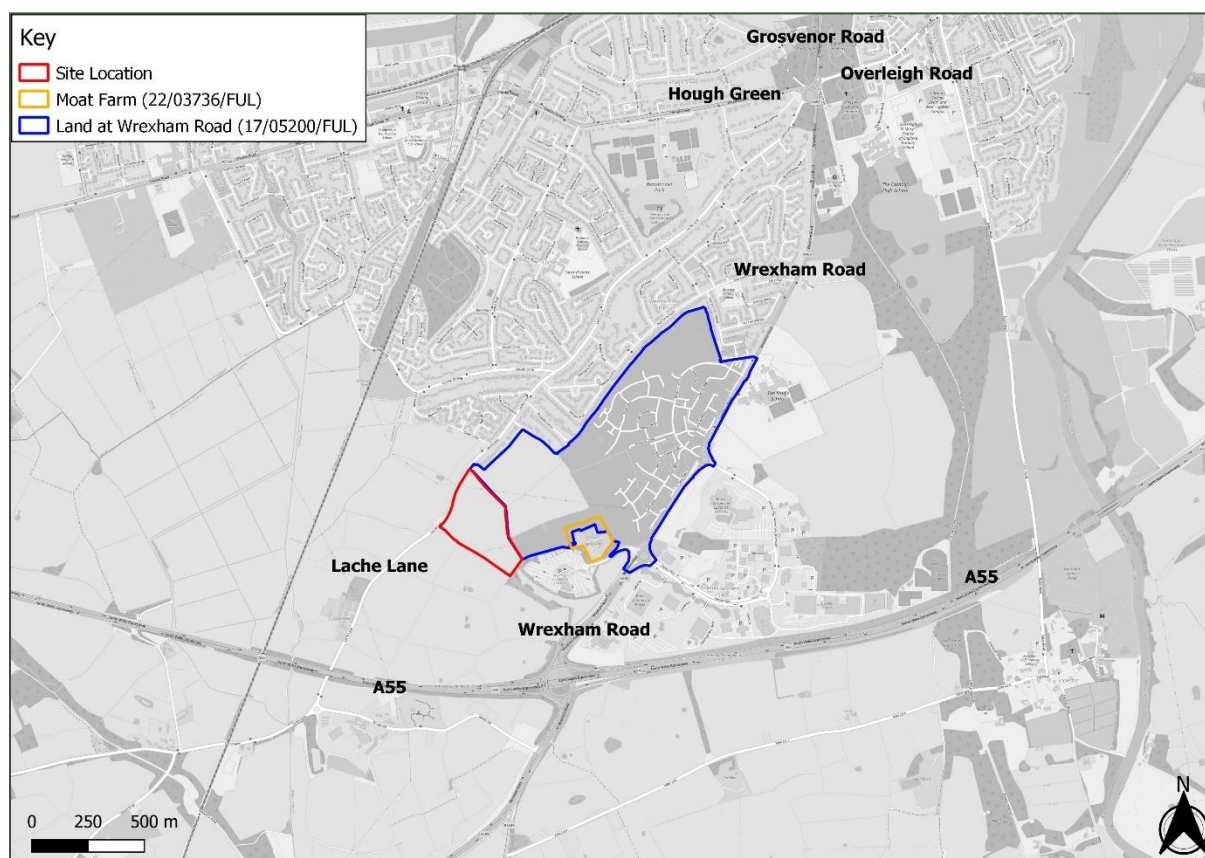
Local Highway Network

The key local highway links in the vicinity of the site are:

- Wrexham Road;
- A55 North Wales Expressway;
- Hough Green;
- Grosvenor Road;
- Overleigh Road; and
- Lache Lane.

3.37 **Figure 3-8** provides a summary of the roads on the local highway network.

Figure 3-8: Local Highway Network



Summary

- 3.38 The site is well located to take advantage of the many nearby local facilities including the school and local centre being delivered through the wider consented development. Upon completion of these facilities, the site will be located within a short walk of a range of local amenities including primary education.
- 3.39 The site is also well positioned to take advantage of the Wrexham Road Park & Ride and the connections it offers to Chester city centre, as well as Chester Business Park.
- 3.40 The connections to the local and strategic highway network are reasonable, with the nearby A55 accessible via the local highway network.
- 3.41 All of these factors contribute to a site that is well located with regards to local facilities and would ensure the site's integration to the surrounding area.
- 3.42 The site acts as a natural extension to the Land at Wrexham Road which is already under construction. The improvements associated with the Land at Wrexham Road development will only serve to benefit the Site, adding more options for facilities and easing active trips to parts of Chester such as the business park.
- 3.43 This section of the report demonstrates that the site is situated within close proximity to existing public transport links, particularly buses, which accords with the requirement of CW&CC Local Plan to locate homes and jobs in locations that are to respect the councils public transport hierarchy. Placing emphasis on existing public transport routes or could be capable of delivering high-quality, viable and reliable public transport services in future over reliance on private motor vehicles.



4.0 Changing Mobility Habits

Introduction to Changing Mobility Habits

- 4.1 There is demonstrable evidence to suggest that modern attitudes towards travel and the intergenerational effect and attitudes toward movement are changing rapidly, and that transport policy is seeking to keep abreast of these.
- 4.2 This change in attitude towards travel and mobility has been facilitated by several factors including the rapid growth in smart phones with internet access, combined with location services enabling users to access, order and pay for transport services in an integrated way, as well as the Covid-19 pandemic which encouraged and accelerated a desire for local living and more agile working practices.
- 4.3 Car use has been considered the dominant travel mode in the UK for decades, and this has led to a historical Predict and Provide (P&P) approach to development planning. P&P involves predicting a demand (usually car) and trying to make it fit on the existing road network; where it did not fit, additional capacity was built in. In its place a Vision Led approach is adopted for the Site; this helps to advance sustainably designed, low carbon and future-proofed settlements by placing greater importance on the vision. This defines what the vision will allow thus placing greater importance on sustainable (including virtual) mobility. Traffic here is a function of road space rather than the other way around, and it is that available road space that dictates demand.
- 4.4 To support the Vision Led approach the rapidly changing use of cars and attitudes to travel in recent years is presented in this section.

Covid-19 and the Shift in Trends

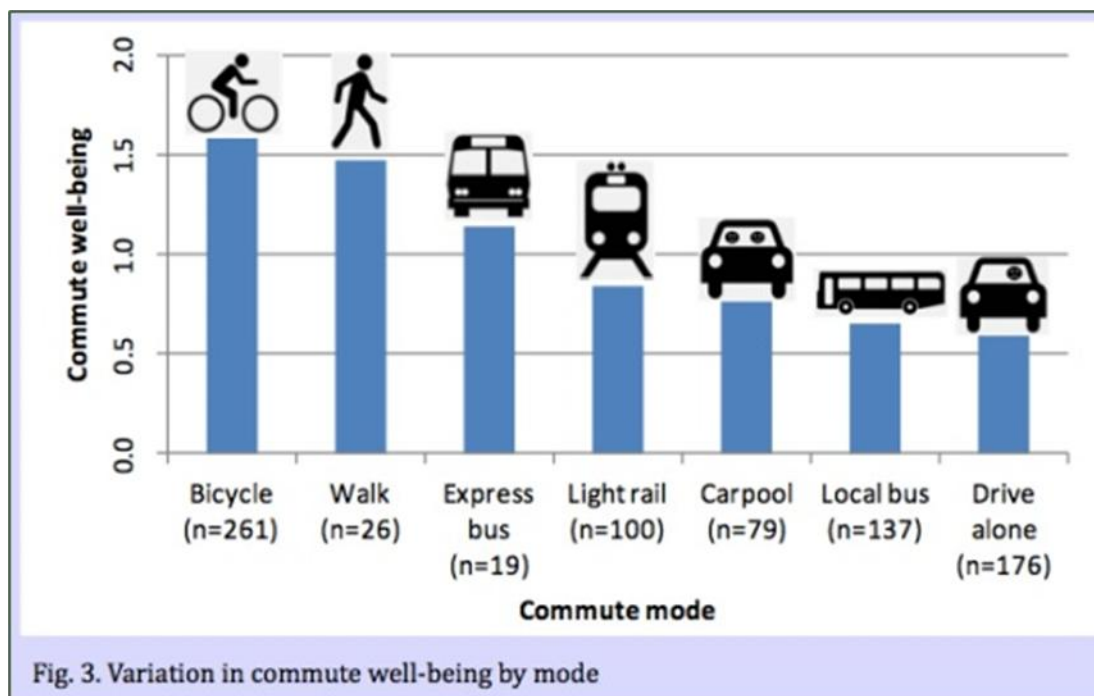
- 4.5 The Covid-19 pandemic provided a step-change in working habits when it comes to revealing to employers and employees alike, that working from home or from a 'Third Place' is a viable and attractive option for every-day life. During the first Covid-19 pandemic in the UK, every worker who had the ability to work from home did so.
- 4.6 More than working habits however, the Covid-19 pandemic has shown people the benefits of local living and taking an active part in their local communities, something which a pattern of building dormitory settlements has eroded. It has never been more important to build for communities where residents can visit friends and family within their local neighbourhood, get a coffee, or pop to a shop for milk all within a walk or cycle from their home.
- 4.7 During the various lockdowns in the UK traffic on the roads reduced to unprecedented levels, and whilst these levels have very much bounced back as restrictions have eased, it demonstrates the extreme end of the scale that can be achieved as people learn to change habits.
- 4.8 New development must grasp the opportunities to provide for the change in behaviour by designing for liveability from the very outset.



Commuter Wellbeing

- 4.9 Research published in the Journal of Transport and Health (March 2017, Volume 4) into commuter wellbeing ranked different modes of transport with car driver alone ranking the lowest and bicycle and walking featuring the highest. This bolsters the case for local living and for new settlements to be designed to accommodate active travel users as a highest priority. This is illustrated in **Figure 4.3**.

Figure 4-1: Commute Wellbeing



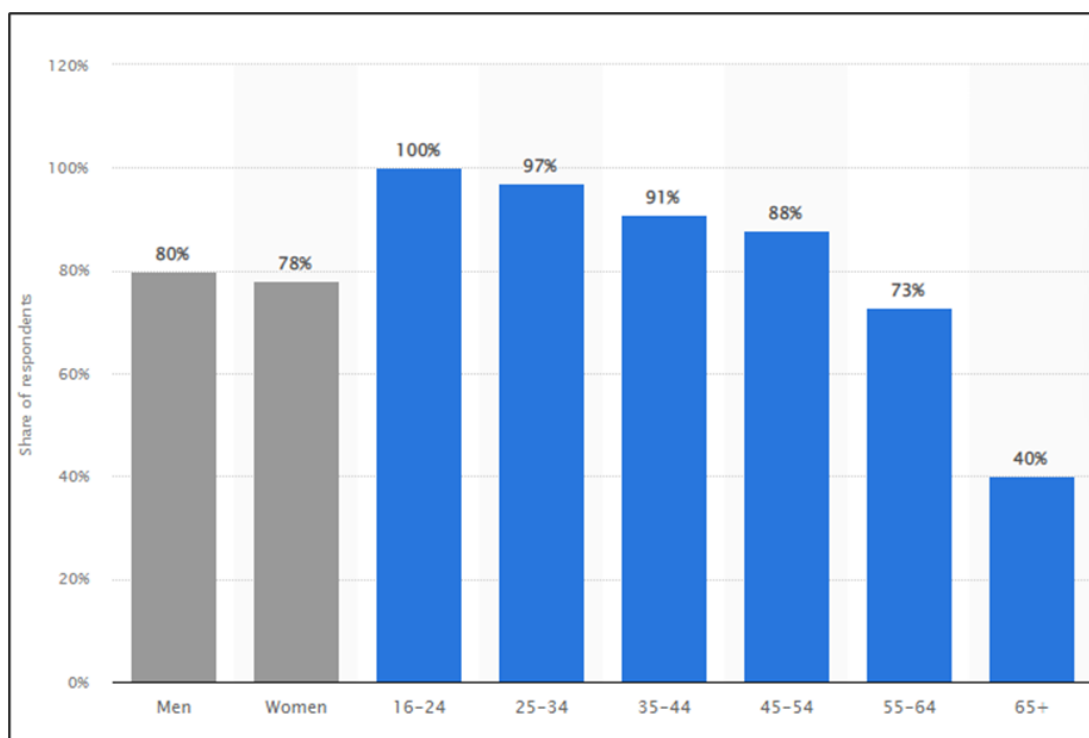
Smith et al 2-16: Commute well-being differences by mode

Intergenerational Divide

- 4.10 The intergenerational divide has increasingly shown how travel patterns and trends in movement patterns vary by age.
- 4.11 **Figure 4.4** shows mobile internet access by age group in Great Britain.



Figure 4-2: Internet Access By Age Group



(Statista 2019¹)

- 4.12 It is clear that younger generations are increasingly using their smart phones to access mobility and including payment for transport related activity, be it bus and rail journey planning and payments, e-scooters and e-bikes, taxi bookings such as Uber or demand responsive bus travel. This also extends to working and shopping all done virtually.
- 4.13 Advances in technology are quickly changing the way we live, and changing how we value time, how we value possessions, and how we achieve Mobility. Research undertaken in 2020 by Deloitte², states that the impact of the COVID pandemic has acted as a catalyst, speeding up consumer digital usage and introduced this new trend at a quick rate. The Deloitte research shows that 38% of respondents did more shopping online relative to pre-lockdown levels and half of these would maintain this behaviour post-lockdown. There has been a 22% increase in the number of people using online banking as a result of the COVID pandemic and of these 60% would continue to use online banking in future. 14% more people in the study have used virtual appointments with medical staff and of these 25% would continue to do so in future.

Car Ownership

- 4.14 In the past there has been significant growth in the number of households with access to a personal vehicle, spurred in part to the decreasing relative cost of owning a vehicle over the

¹ <https://www.statista.com/statistics/275985/mobile-internet-penetration-in-great-britain-by-age-and-gender/#:~:text=80%20percent%20of%20men%20aged,with%2078%20percent%20of%20women.&text=As%20of%202018%2C%2095%20percent,34%20years%20owned%20a%20smartphone.>

² <https://www2.deloitte.com/uk/en/pages/technology-media-and-telecommunications/articles/digital-consumer-trends-lockdown-behaviour.html>



same period (as shown by the National Travel Survey). This is despite vehicles being parked on average 80% of the time.

- 4.15 With changing attitudes to car ownership and increased opportunities to relinquish ownership of a car (such as car clubs), private car ownership is anticipated to decline.
- 4.16 This reflects the changing attitudes of younger generations such as millennials towards the car, where Prophet Marketing Agency have reported the following:
- 67% of millennials would rather buy a used car and spend the saved money on other things;
 - 65% say that the latest smartphone has more value to them than the recent model of a car;
 - 50% agree the car is losing its significance as a status symbol among their peers; and
 - 69% are sure that car sharing and carpooling should be more common than car owning.
- 4.17 The Department for Transport (DfT) also report that young people have become ‘accustomed to a lifestyle in which private car use is less central than it has been for previous generations’, and that ‘it is possible that the changes in young people’s travel behaviour described above are the first phase of a social change that will continue through successive generations’.
- 4.18 Car ownership no longer defines status or aspirations. With the rise in working from home or a Third-Place, fewer people are likely to see a future living in dormitory (or sleeper) settlements and commuting to a single place of work. This has led to a marked decrease in car ownership among the younger generation over the past 25 years.



Electric Vehicles

- 4.19 The UK has announced that from 2030, new petrol and diesel car and van purchases will be banned in lieu of electric, or hydrogen powered vehicles. Hybrid powered cars will be phased out by 2035.
- 4.20 Electric vehicles (EV) or battery electric vehicles (BEV) are already on the rise, with an increasing proportion of car purchases per year being electric (BEV, battery electric vehicle) or hybrid (PHEV, plug-in hybrid electric vehicle). In June 2025, one in four new cars sold in the UK was fully electric. That's over 46,000 new battery electric vehicles (BEVs) registered in just one month, pushing the total number of BEVs on UK roads past 1.5 million. The current trends towards EVs will only accelerate as the UK attempts to phase-out combustion engine vehicles by 2030.

Summary

- 4.21 This section summarises the direction in which attitudes to travel and mobility are heading, and the changes already being seen in the UK. National transport policy is moving away from 'predict and provide' to a 'vision led approach which encompasses a holistic multimodal approach, supporting access to development by walking, cycling and public transport in the first instance.
- 4.22 Travel trends are changing with a growing greater interest on getting mobility via a smart phone over owning a car. Liveability is at the forefront of minds particularly following the Covid-19 pandemic, where health and wellbeing are acknowledged to be of the utmost importance. Placemaking plays a role in delivering a place to live and work that achieves these goals, which play hand-in-hand with the climate aspirations of the UK.
- 4.23 These trends are inescapable and, in application to the Site, can be grasped from the very outset of development given its accessible location that offers, in particular, access to a large number of employment opportunities via public transport, walking or cycling. The has the opportunity to develop a truly liveable community in this part of Chester, which encourages a shift away from reliance on less sustainable modes of transport.



5.0 Vision Led Approach

Introduction to Vision Led Planning

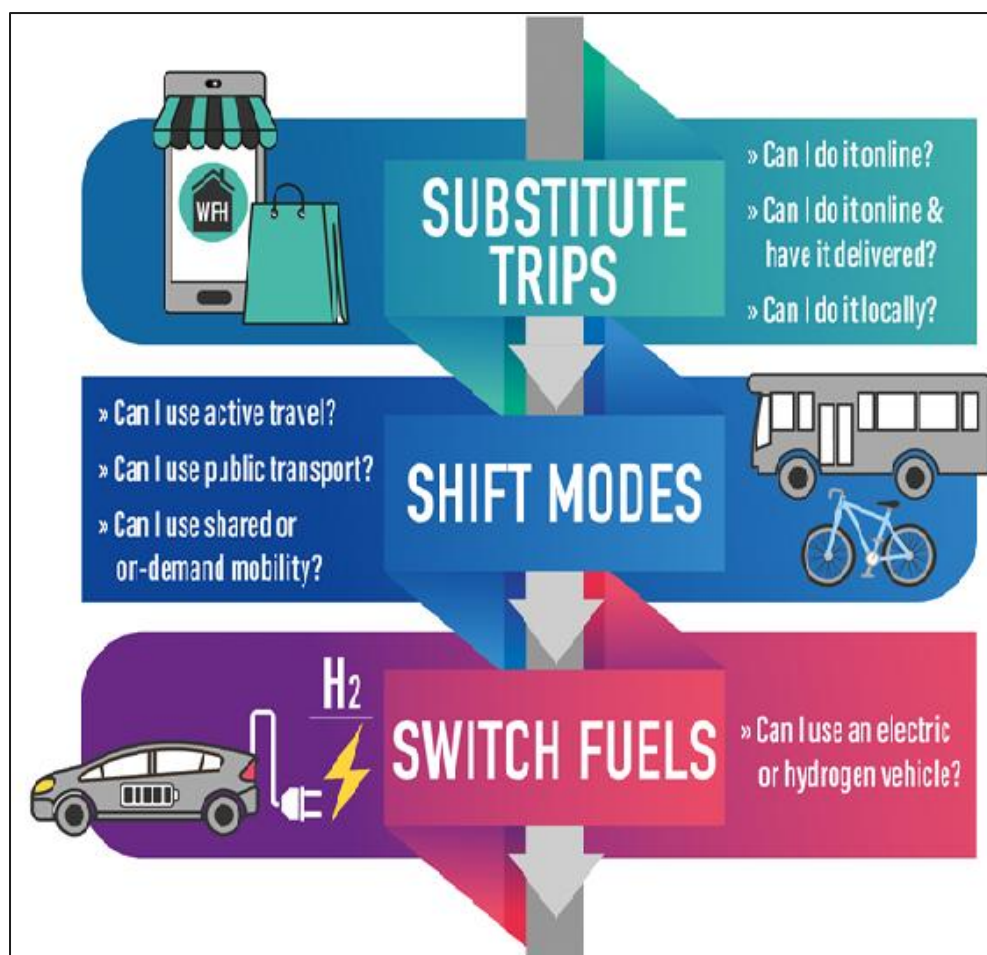
- 5.1 The vision led approach for the Site will embrace a place-based solution with provision of services and facilities that communities need in a 15-minute neighbourhood, thereby minimising the need for individual travel.
- 5.2 The Transport (mobility) Strategy supports the vision led approach by following the SAM (Sustainable Accessibility and Mobility) Framework (RTPI, Net Zero Transport: the role of spatial planning and place-based solution. January 2021)
- 5.3 The first stage is substitution of trips, this is minimising travel demand by applying 15-minute neighbourhood principles to site design. Shifting modes is making active and shared mobility the natural choice over the private car, with MaaS (mobility as a service) enabled transport options. Finally, switching fuels refers to minimising the most polluting fuels. Futureproofing of proposals to provide charging infrastructure is crucial.

The Access Hierarchy

- 5.4 The latest thinking in transport planning terms considers travel as the third and fourth question to ask with regards to gaining access to services and facilities, with alternative options considered before that. Traditionally, when an individual wants to gain access to services or facilities, they would have needed to travel to visit the shop/facility in person. However, over time, and due to technological advances, this has changed and accessing services and facilities in modern life is different and, in many instances, adopts the following approach:
- Can I do it online?
 - Can I do it online and get it delivered?
 - Can I travel locally (i.e., "active" (such as walking or cycling) travel)? and, finally
 - I need to travel further so what is the most sustainable method?
- 5.5 Only once all of these questions have been answered, would people consider the use of the private car. As a consequence of the COVID pandemic there has been a shift to home working and virtual mobility which also reduced the overall need to travel, and this trend will need to be accommodated with new modern development which focuses on placemaking.
- 5.6 The overall all approach is shown in **Figure 5.1**.



Figure 5-1: Access Hierarchy



This approach is consistent with the CW&CC Local Plans Transport Hierarchy which is organised as follows:

1. "People walking or wheeling"
2. People cycling or riding
3. People using public transport
4. People driving ultra-low emission and shared vehicles
5. Delivery and logistics in internal combustion engine vehicles
6. People driving other private motor vehicles"

5.7 The vision set by CW&CC is:

"to minimise the need for travel, particularly travel by solo occupancy cars and vans, by locating development so it is accessible to local services and facilities by a range of transport modes, following a vision-led approach and a sustainable transport hierarchy"



Substitute Trips

Virtual Mobility

Covid-19 as a Catalyst

- 5.8 The way we live and the value we place on time has been accelerated as technology advances. We now pursue day to day activities in the 'physical' sense where the concept of using technology to bridge the digital world with the physical world we live in is more convenient. This includes mobility as well as online shopping, socialising, and work.
- 5.9 The latest Deloitte research has shown that these trends which accelerated during the Covid-19 lockdowns has plateaued, but remains at an all-time high.

Working from Home/Third Place

- 5.10 During the first (and subsequent) Covid-19 lockdown in the UK, every worker who had the ability to work from home did so. Working from home has now become an acceptable way of working for many employers, and the benefits are now apparent.
- 5.11 The concept of a 'third place' within the site becomes significant in the context of a 15-minute town. Facilities will exist within the site and provide a middle ground between 'home' and 'work'. These 'third places' can provide a boost to the local economy, capturing business during the day where people may otherwise be at their place of work and where they might seek a change from the home working environment. This helps to create vibrant communities by bringing neighbours together. The rise of remote working, stimulated greatly by the Covid-19 pandemic, creates an opportunity for a market town renaissance whereby residents can live, work, and spend within the settlement, regardless of the location of their employment.
- 5.12 The local living aspect of the site will provide a higher containment of trips, with longer distance private car journeys being replaced by sustainable travel patterns within the local area. Therefore, it is not anticipated that there will be any greater burden upon the surrounding transport networks.
- 5.13 The development will also have access to areas which can operate as a third place of work such as coffee shops and co-working space in the wider Land at Wrexham Road Development.

Can I do it online and get it delivered

Micro-consolidation

- 5.14 It is proposed that each property will benefit from full fibre internet to maximise connectivity and to encourage the avoidance of trips by enabling servicing to be accessed directly from home.
- 5.15 The key advantage would be to reduce the amount of vehicle trips within the site itself, creating a more attractive environment for pedestrians and cyclists. i.e., one delivery vehicle can drop off parcels for all site addresses within a single location (rather than delivering directly to each individual property).



Can I do it locally - On-site Facilities and Containment

Local Living

- 5.16 Local living or 'liveability' is at the forefront of people's minds right now and 15-minute neighbourhoods are based upon a design ethos of creating complete, compact, and connected neighbourhoods where people can meet their everyday needs within a short walk or cycle.
- 5.17 This is not a new concept and historically many towns and cities have evolved around a model similar to a 15-minute neighbourhood. The emergence of these walkable places to live has grown around the world, and the need for them has only been quickened by the Covid-19 pandemic which has put a spotlight on the importance of the liveability of where we live.
- 5.18 This idea presents multiple benefits including boosting local economies, improving people's health and wellbeing, increasing social connections in communities, and tackling the climate change emergency.
- 5.19 The new community will be developed in the context of local living, delivering a design that maximises the attractiveness of active travel as well as the provision of complementary land uses on site **Figure 5-2** illustrates how containment might work.

Figure 5-2: Local Living (15 Minute Neighbourhood Approach)



- 5.20 The fully permeable layout of the site will typically be dominated by an active travel network at a local level with a full and priority network for cycling. On site facilities could include:
- community facilities, access to a primary mobility hub, primary education, a local centre which enables future residents to live locally and reduce the need to travel off site; and
 - parcel lockers adjoining the mobility hub for on-line deliveries to be dropped off and collected at convenient times enabling future residents to collect items locally.

Summary

- 5.21 The proposal would provide an exemplar highly accessible and sustainable development ensuring that residents can gain access to services and facilities within the site itself or by excellent sustainable transport choices.



6.0 Emerging Development Proposals

- 6.1 This section of the report will provide detail in relation to the proposed development related to highways and mobility. This will detail the access arrangement to the sites by sustainable modes of transport and for vehicles. It will also present the servicing and delivery arrangements. Parking / EV requirements. At present these details will be limited to broad principles due to the proposed development layout currently being in the early stages of design.
- 6.2 An extract of the Framework masterplan is provided as **Figure 6-1** and provided in full in **Appendix A**.

Figure 6-1: Framework Masterplan



Access

- 6.3 The vehicular access to the site is via an extension of the of the internal residential estate roads located to the southwest of the school site, within the Wrexham Road consented scheme.
- 6.4 The internal estate roads then connect onto the three-arm mini roundabout that formed part of the original planning application and is located on the highway link serving the park and ride facility. This in turn connects with A483 Wrexham Road via the signalised gyratory junction that was subject to highways mitigation measures in original application.
- 6.5 Pedestrians can also access from an active travel only access onto Lache Lane within the Land at Wrexham Road development.



- 6.6 As shown on **Figure 6-1** the public right of way that runs along the eastern border of the site will be maintained and act as another active travel connection point on to Lache Lane.

Site Layout

- 6.7 Car parking provision for the site will be based on the CC&CW SPD Parking Standards (February 2022).
- 6.8 Cycle parking will be provided in secure and convenient locations for each dwelling.
- 6.9 A comprehensive transport strategy can be provided, ensuring that the Land at Wrexham Road development and the new development integrate with the existing community and bring forward improvements to the wider area and therefore align with the goals of the CW&CC local plan.



7.0 Trip Generation and Impact

7.1 This section of the report considers the potential traffic impact the development could have on the local highway network. The trip generation has been made on the estimation of circa 160 dwellings being provided on the site.

7.2 The site is currently undeveloped farmland, and, on this basis, it is considered that the existing use of the site does not generate any meaningful level of trips during the peak hour periods and as such all trips generated by the site are considered to be new to the network.

Proposed Trip Forecast

7.3 The assessment of trip generation for this residential development is proposed to use the industry standard TRICS approach as opposed to the broader methodology used to assess the wider consented development. Although a residential scheme in this location would form a natural extension to the wider development consented development, similar to the Moat Farm (22/03736/FUL), trip rates used from this 2017 application will not reflect expected person trips as accurately as post-pandemic specific trip rates and as a result, new trip rates have been generated using the TRICS database. These trip rates have been replicated in **Table 7-1** for the peak hours.

7.4 **Table 7-1** also provides comparison of the TRICs assessment, and the person trip generation applied to Moat Farm (22/03736/FUL) and the Land at Wrexham Road (17/05200/FUL).

7.5 This TRICS assessment for the Lache Lane assessment assumes the following criteria:

- Main Land Use – 03 – Residential;
- Sub Land Use – A – Houses Privately Owned;
- Multi-model Assessment;
- Excluding London, Ireland, and Scotland;
- No of dwellings 100-300;
- Excluding weekends;
- Excluding Town Centre and Edge of Town Centre development; and
- Excluding site impacted by COVID-19.

Table 7-1: Total People Trip Rates

Time Period	Arrivals	Departures	Total
Lache Lane (2025)			
08:00 – 09:00	0.222	0.773	0.995
17:00 – 18:00	0.557	0.25	0.807
Moat Farm (22/03736/FUL)			
08:00 – 09:00	0.286	0.914	1.200
17:00 – 18:00	0.642	0.419	1.061



- 7.6 As demonstrated in **Table 7-1**, an updated TRICS assessment results in a slightly lower total person trip rate in both network peak periods. The following assessment uses the 2025 trip rate figures suggested by TRICS and included in full at **Appendix A**.
- 7.7 The reduction in overall person trips may potentially be reflective of the ability to work from home, which has remained a key factor in maintaining decreased traffic flows especially across the typical peak periods. Working from home has now become an acceptable way of working for many employers and many employers have continued to allow employees to work from home at least on a hybrid-basis.
- 7.8 Although the Wrexham Road trip rates also used TRICS and was consented in 2022, those trip rates are much older and do not include post-covid surveys. Therefore, the new TRICS report, which uses the most recent 5-years, i.e. predominantly post pandemic, is a more up to date and accurate source of trip rates.
- 7.9 The resulting Total Person movements based on 160 units is provided in **Table 5.2** for the peak hours.

Table 7-2: Total People Movements (160 Units)

Time Period	Arrivals	Departures	Total
08:00 – 09:00	36	124	159
17:00 – 18:00	89	40	129

- 7.10 As per the previous assessment, the National Travel Survey (NTS) has been applied to the people movements to obtain a journey purpose. This has been undertaken using the more recent, 2023 NTS surveys or otherwise the most recent pre-COVID 2019 NTS data. The breakdown of journey purposes is summarised in **Table 5-3** for the peak hours.

Table 7-3: 2019 NTS Journey Purpose

Time Period	08:00 – 09:00	17:00 – 18:00
Commuting	20%	32%
Business	3%	3%
Education	29%	3%
Escort education	23%	2%
Shopping	4%	12%
Other personal business	14%	20%
Visiting friends/ entertain / sport	3%	20%
Holiday/ Day trip/ Other	4%	8%

Employment

- 7.11 The NTS data has been used to derive the total trips generated that are employment related (Commuting and Business categories). The data set out in **Table 5-3** illustrates that in the AM peak 23% of trips are for the purpose of employment, which increases in the PM peak to 36% of total trips.
- 7.12 The total people trip generation associated with employment is presented in **Table 5-4**.



Table 7-4: Employment Trip Generation – Total People

Time Period	Arrivals	Departures	Total
08:00 – 09:00	8	28	36
17:00 – 18:00	32	14	46

- 7.13 The methodology has been replicated with the multi-modal employment trips shown in **Table 5-5**. For a robust assessment, the effect of COVID-19 and remote working has not been considered. In reality, a higher proportion of commuters will be working from home compared to when this methodology was originally undertaken.

Table 7-5: Multi-modal Employment Trips

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Train	0	0	0	0	0	0
Bus	1	4	5	4	2	6
Car Driver	5	18	23	20	9	29
Passenger	0	1	2	1	1	2
Walking / Cycling	1	5	6	5	2	8
Other	0	1	1	1	0	1
All Methods	8	28	36	32	14	46

- 7.14 It can be seen from **Table 5-5** that the development is expected to generate 23 two-way vehicle movements in the AM peak hour associated with employment and 29 in the PM peak hour.

Education

- 7.15 The 2019 NTS data shows that in the AM peak 51% of the total trips generated are education related, reducing to 5% in the PM peak (as set out in **Table 5-3**).
- 7.16 The total people trip generation associated with education is presented in **Table 5-6**. It is assumed that 60% are primary education and 40% are secondary, as per the previous application.

Table 7-6 – Education Trip Generation – Total People

Time Period	Arrivals	Departures	Total
08:00 – 09:00	18	64	82
17:00 – 18:00	5	2	7

- 7.16.1 The same mode split as the previous assessment has been applied, which considered an element of internalisation, within the wider development, from the on-site primary school



located on within the Land at Wrexham Road (17/05200/FUL) development, meaning trips will not impact the local highway network. The site also considers the proximity of the nearby secondary schools located off site. The multi-modal education trips are shown in **Table 5-7**.

Table 7-7: Multi-Modal Education Trips

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Walking / Cycling	17	60	79	5	2	7
Car/ Van	1	2	3	0	0	0
Bus	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	18	64	82	5	2	7

7.17 The majority of education trips are expected to be walking and cycling, with the close proximity of the development to the primary school meaning that these trips will be attractive to be walked and cycled.

Other

7.18 The 2019 NTS data shows that in the AM peak 26% of the total trips generated are related to 'other' journey purposes, increasing to 59% in the PM peak (as set out in **Table 5-3**). For clarity, the NTS journey purposes defined as other are *Shopping, Other personal business, and escort, visiting friends/ entertain/ sport and Holiday/ Day trip/ Other*.

7.19 The total people trip generation associated with 'other' is presented in **Table 5-8**.

Table 7-8: Other Trip Generation – Total People

Time Period	Arrivals	Departures	Total
08:00 – 09:00	9	32	41
17:00 – 18:00	53	24	77

7.20 The same mode split as the previous assessment has been applied, and multi-modal 'other' trips are shown in **Table 5-9**.



Table 7-9: Multi-Modal Other Trips

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Train	0	0	0	0	0	0
Bus	1	4	5	7	3	10
Car Driver	6	20	26	33	15	48
Passenger	0	1	2	2	1	3
Walking / Cycling	2	5	7	9	4	13
Other	0	1	1	1	1	2
All Methods	9	32	41	53	24	77

Total Multi-Modal Trip Generation

- 7.21 Based on the agreed approach taken within the previous application, the total multi-modal trips for the 'realistic' and 'conservative' scenarios are presented in **Table 5-10**.

Table 7-10: Total Multi-Modal Trip Generation

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Train	0	0	0	0	0	0
Bus	2	8	10	11	5	16
Car Driver	12	40	52	53	24	77
Passenger	1	3	3	4	2	5
Walking / Cycling	20	71	92	19	9	28
Other	0	2	2	2	1	3
All Methods	36	123	159	89	40	129

- 7.22 **Table 5.10** shows that there are anticipated to be 52 and 77 two-way vehicular movements in the AM and PM peak, respectively.

Summary

- 7.23 To summarise, the impact of the proposed development is forecast to be an additional 77 vehicle trips during the PM peak hour period. This is considered robust on the basis that no reduction has been applied to account for the successful implementation of a Travel Plan or other potential sustainable travel interventions. It also has not considered the opportunity to intercept trips within the adjacent development, as residents choose to live locally for day-to-day activities and prevent trips from reaching the wider area.



8.0 Summary and Conclusion

Summary

- 8.1 SLR Consulting Ltd is appointed by Redrow Homes Ltd, to support the promotion of a residential development on land at Lache Lane, Chester, for inclusion within the Cheshire West and Chester Replacement Local Plan. The site is proposed to accommodate up to 160 residential dwellings. This report considers the highways, and transportation matters to support the site as being suitable for residential development.
- 8.2 The site is in a sustainable location benefitting from proximity to key services and facilities located within reasonable walking and cycling distances. There is therefore significant potential for future residents to undertake day-to-day journeys using walking and cycling. For journeys that are made to destinations further away there are public transport options available.
- 8.3 National and local policy dictates that building sustainable communities and prioritising the sustainable movement hierarchy needs to be the focus of any new development within CW&C. This site will conform to these measures to ensure the future sustainability of the site.
- 8.4 The vehicular access to the site is via an extension to one of the Wrexham Road (reference: 17/05200/FUL) internal residential estate roads located to the southwest of the school site.
- 8.5 The internal estate roads then connect onto the three-arm mini roundabout that formed part of the original planning application and is located on the highway link serving the park and ride facility. This in turn connects with A483 Wrexham Road via the signalised gyratory junction that was subject to highways mitigation measures in original application.
- 8.6 The proposed development will result in the generation of up to 52 two-way vehicle movements during the AM peak (08:00 – 09:00) and 77 two-way vehicle movements during the PM peak (17:00 – 18:00). This is an overly robust assessment at this stage, however even at this level of forecast movement, the development traffic effect will not adversely impact upon the operation of the wider transport network.

Conclusion

- 8.7 To conclude, the allocation of the Site will enable the Replacement Local Plan to deliver new houses in a highly accessible location, which is within active travel distance of significant services and facilities including the wider site, Chester City Centre and Chester Business Park.
- 8.8 This Transport Strategy note demonstrates that the site is suitably located, is primed for sustainable living, and deliverable in the local plan period. On this basis it should be included within the CW&CC Replacement Local Plan.





Appendix A Framework Masterplan

Transport Strategy Note

Lache Lane, Chester

Redrow Homes Ltd

SLR Project No: 407.064832.00001

22 August 2025

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- NOTES:
1. Do not scale from this drawing, always work to noted dimensions.
 2. All setting out, levels and dimensions to be agreed on site.
 3. All dimensions are in millimetres unless otherwise stated.
 4. The dimensions of all materials must be checked on site before being laid out.
 5. This drawing must be read with the relevant specification clauses and detail drawings.
 6. Order of construction and setting out to be agreed on site.



Key

- Site Boundary
- Park/ Green Space
- Existing Green Space
- Rural Courtyard Space
- Potential for New Development
- Existing Hedgerow
- New Hedgerow
- Roadway
- Walking/ Cycling path
- Green Links
- Key Views
- SUDs
- Potential for Play Area
- Existing Play Area
- Vehicle Entrance
- Emergency Access
- Existing Public Footpath

Revision	Date	Description	Drawn	Apprvd.
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PLANIT

Manchester | Gloucestershire | Leeds | Liverpool | London

Manchester
2 Back Grafton Street
Altrincham
Cheshire
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W: planit-ie.com
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T: 0161 928 9281

Client	Client Name
---------------	-------------

Project	Project Title Project Title
----------------	--------------------------------

Drg Title	A1 Landscape A1 Landscape
------------------	------------------------------

Created on	Created by	Approved by
xx-xx-xx	Created by	Approved by

Scale	Size	Workstage
Scale	Size	Workstage

Drg No.	Suitability	Revision
ABCDE-PLA-XX-XX-DR-L-0001	xx	



Appendix B TRICS Report

Transport Strategy Note

Lache Lane, Chester

Redrow Homes Ltd

SLR Project No: 407.064832.00001

22 August 2025

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	6 days
	EX ESSEX	1 days
	HC HAMPSHIRE	6 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	SC SURREY	3 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	8 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	IM ISLE OF MAN	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 105 to 300 (units:)
 Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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	8 days
Tuesday	18 days
Wednesday	8 days
Thursday	8 days
Friday	2 days

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

Selected survey types:

Manual count	44 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	34
Neighbourhood Centre (PPS6 Local Centre)	9

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	34
Village	8
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	45 days - Selected

Secondary Filtering selection:

Use Class:

C3 44 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	11 days
10,001 to 15,000	12 days
15,001 to 20,000	8 days
20,001 to 25,000	5 days

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

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	8 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	4 days
125,001 to 250,000	12 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	30 days
1.6 to 2.0	6 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	34 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	44 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	<i>Survey date: TUESDAY</i>		<i>31/10/23</i>	<i>Survey Type: MANUAL</i>
2	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone	MIXED HOUSES		DURHAM
	Total No of Dwellings:		125	
	<i>Survey date: MONDAY</i>		<i>27/03/17</i>	<i>Survey Type: MANUAL</i>
3	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
4	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		110	
	<i>Survey date: WEDNESDAY</i>		<i>12/10/22</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		139	
	<i>Survey date: THURSDAY</i>		<i>28/09/23</i>	<i>Survey Type: MANUAL</i>
6	ES-03-A-11 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		105	
	<i>Survey date: THURSDAY</i>		<i>28/09/23</i>	<i>Survey Type: MANUAL</i>
7	ES-03-A-12 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		123	
	<i>Survey date: TUESDAY</i>		<i>03/10/23</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 120 <i>30/04/24</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
9	EX-03-A-03 KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES 123 <i>27/09/21</i>	ESSEX <i>Survey Type: MANUAL</i>
10	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 125 <i>08/11/21</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
11	HC-03-A-32 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 105 <i>29/06/23</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
12	HC-03-A-34 STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 243 <i>14/11/23</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
13	HC-03-A-35 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 289 <i>31/10/23</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
14	HC-03-A-36 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 145 <i>12/09/23</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-38 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	195 26/06/24	HAMPSHIRE	<i>Survey Type: MANUAL</i>
16	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES	160 08/07/19	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
17	HF-03-A-06 A505 ROYSTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS	180 28/11/23	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
18	IM-03-A-03 MAIN ROAD COLBY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES	111 21/05/24	ISLE OF MAN	<i>Survey Type: MANUAL</i>
19	IM-03-A-06 MOORAGH PROMENADE RAMSEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	129 23/05/24	ISLE OF MAN	<i>Survey Type: MANUAL</i>
20	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED	110 22/09/17	KENT	<i>Survey Type: MANUAL</i>
21	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES	288 27/09/17	KENT	<i>Survey Type: MANUAL</i>
22	KC-03-A-08 MAIDSTONE ROAD CHARING Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES	159 22/05/18	KENT	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	<i>Survey date: TUESDAY</i>		<i>09/05/23</i>	<i>Survey Type: MANUAL</i>
24	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone Total No of Dwellings:		186	
	<i>Survey date: TUESDAY</i>		<i>19/09/23</i>	<i>Survey Type: MANUAL</i>
25	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		275	
	<i>Survey date: MONDAY</i>		<i>23/09/19</i>	<i>Survey Type: MANUAL</i>
26	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	<i>Survey date: THURSDAY</i>		<i>23/09/21</i>	<i>Survey Type: MANUAL</i>
27	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
28	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	<i>Survey date: WEDNESDAY</i>		<i>28/09/22</i>	<i>Survey Type: MANUAL</i>
29	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
30	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		NORFOLK
	Total No of Dwellings:		125	
	<i>Survey date: WEDNESDAY</i>		<i>15/09/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	<i>Survey date: TUESDAY</i>		<i>14/09/21</i>	<i>Survey Type: MANUAL</i>
32	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		130	
	<i>Survey date: TUESDAY</i>		<i>07/11/23</i>	<i>Survey Type: MANUAL</i>
33	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date: MONDAY</i>		<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
34	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		136	
	<i>Survey date: TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
35	SC-03-A-12 AARONS HILL GODALMING	MIXED HOUSES & FLATS		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		252	
	<i>Survey date: WEDNESDAY</i>		<i>12/06/24</i>	<i>Survey Type: MANUAL</i>
36	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:		250	
	<i>Survey date: TUESDAY</i>		<i>12/10/21</i>	<i>Survey Type: MANUAL</i>
37	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

38	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 108 <i>09/09/22</i>	WEST BERKSHIRE <i>Survey Type: MANUAL</i>
39	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 180 <i>19/04/18</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
40	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 117 <i>20/10/21</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
41	WS-03-A-18 LONDON ROAD HASSOCKS Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 156 <i>15/05/23</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
42	WS-03-A-22 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 129 <i>19/03/24</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
43	WS-03-A-23 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 197 <i>14/05/24</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
44	WS-03-A-24 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 300 <i>23/05/24</i>	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
SF-03-A-09	COVID
SF-03-A-10	COVID
WS-03-A-13	COVID

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.76

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	44	172	0.074	44	172	0.279	44	172	0.353
08:00 - 09:00	44	172	0.143	44	172	0.358	44	172	0.501
09:00 - 10:00	44	172	0.128	44	172	0.165	44	172	0.293
10:00 - 11:00	44	172	0.114	44	172	0.140	44	172	0.254
11:00 - 12:00	44	172	0.126	44	172	0.139	44	172	0.265
12:00 - 13:00	44	172	0.142	44	172	0.135	44	172	0.277
13:00 - 14:00	44	172	0.146	44	172	0.138	44	172	0.284
14:00 - 15:00	44	172	0.146	44	172	0.167	44	172	0.313
15:00 - 16:00	44	172	0.257	44	172	0.162	44	172	0.419
16:00 - 17:00	44	172	0.261	44	172	0.157	44	172	0.418
17:00 - 18:00	44	172	0.315	44	172	0.147	44	172	0.462
18:00 - 19:00	44	172	0.264	44	172	0.134	44	172	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.116			2.121			4.237

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: 105 - 300 (units:)
Survey date date range: 01/01/16 - 28/06/24
Number of weekdays (Monday-Friday): 44
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 7
Surveys manually removed from selection: 3

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

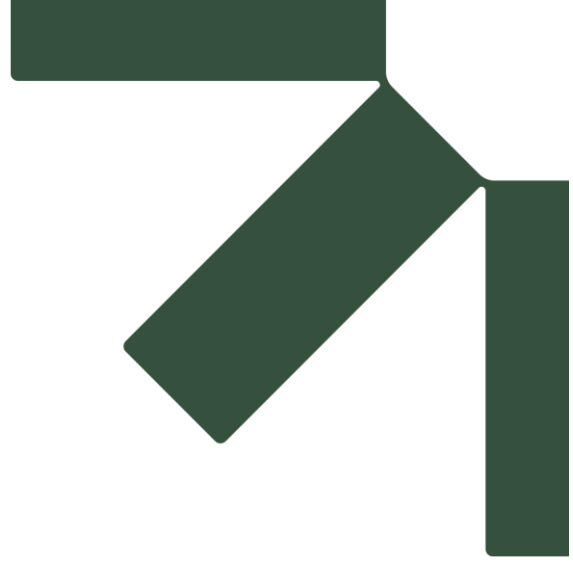
BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.76

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	44	172	0.104	44	172	0.486	44	172	0.590
08:00 - 09:00	44	172	0.222	44	172	0.773	44	172	0.995
09:00 - 10:00	44	172	0.202	44	172	0.284	44	172	0.486
10:00 - 11:00	44	172	0.174	44	172	0.231	44	172	0.405
11:00 - 12:00	44	172	0.199	44	172	0.228	44	172	0.427
12:00 - 13:00	44	172	0.232	44	172	0.219	44	172	0.451
13:00 - 14:00	44	172	0.237	44	172	0.220	44	172	0.457
14:00 - 15:00	44	172	0.236	44	172	0.267	44	172	0.503
15:00 - 16:00	44	172	0.582	44	172	0.285	44	172	0.867
16:00 - 17:00	44	172	0.517	44	172	0.271	44	172	0.788
17:00 - 18:00	44	172	0.557	44	172	0.250	44	172	0.807
18:00 - 19:00	44	172	0.451	44	172	0.240	44	172	0.691
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.713			3.754			7.467

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.





Making Sustainability Happen