

Proposed Residential Development
Weaverham South, Northwich

August 2025

SUSTAINABLE TRANSPORT STRATEGY

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REPORT

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1 INTRODUCTION

1.1 Preamble

- 1.1.1** Eddisons have been instructed by Bloor Homes to advise on the traffic and transportation issues relating to a potential residential led development on land to the south of Weaverham within Cheshire West and Chester district.
- 1.1.2** The location of the site in relation to the local area is shown in **Plan 1**.
- 1.1.3** This Sustainable Transport Strategy sets out the transport vision and strategy for the proposed development off Northwich Road. The strategy focusses on the future mobility of the site and responds to changing trends in attitudes towards mobility and how technology, investment and also constraints are changing the face of accessibility, travel and transport.
- 1.1.4** The report summarises how land use and innovation, placing people close to their place of work, placemaking and mobility can work at the site to realise these ambitions.
- 1.1.5** The remainder of this report describes the existing transport network, the sustainable transport characteristics of the proposed development, the transport strategy, future planned transport interventions and a high level description of the likely traffic impact as a result of the proposed development on the local highway network. This will promote the inclusion of the site to be developed for a residential led community within the new Cheshire West and Chester Local Plan.
- 1.1.6** All transport and highways matters will be considered in detailed as part of a future formal Transport Assessment that will need to support any subsequent planning application at the site.
- 1.1.7** Section 2 provides a description of the development site and Section 3 provides a review of the sustainable access to the site. Section 4 describes the scheme proposals. Section 5 looks at the Sustainable Transport Strategy and Section 6 provides a description of the Qualitative Traffic Impact Assessment before Section 7 draws together the conclusions of this report.

2 SITE DESCRIPTION

2.1 The Site Location

2.1.1 The site effectively wraps around the south of Weaverham. The north-eastern part of the site, which is likely to be set aside for non-developed use, runs to the east of Weaverham, from Wallerscote Road to the north down to Northwich Road to the south. The main part of the site is located to the south of Weaverham from its north-eastern boundary onto Northwich Road to its western boundary onto Gorstage Lane. The south of the site is bordered by the Crewe to Liverpool railway line.

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

2.1.3 The proposals are for a new residential led development at the site, which will help meet the development needs of this area over the new Local Plan period and beyond. Considering the site's characteristics, the Weaverham South proposals will deliver:

- A vibrant, mixed-use community where residents can live, work and play.
- A parkland setting, which integrates the existing natural assets, including tree belts, hedgerows and open grassland, with numerous landscape enhancements such as extensive tree planting and habitat improvements, alongside new areas of public open space, recreation facilities and an extensive foot and cycle path network.
- A vibrant mix of house types to reflect local identified need, including homes for first time buyers and homes designated for later living.
- Circa 1,100 high-quality new homes and a commitment to affordable homes in line with policy requirements.
- A mixed-use local centre, providing a focal point for the new community and located within a circa 15 minute walk of all new homes. Offering a mix of convenience retail as well as other local facilities, the potential for a mobility hub, flexible workspace and sports and leisure opportunities.

2.2 Local Highway Network

- 2.2.1** The B5153 Northwich Road, which splits the two land parcels, extends in a broadly north-west/south-easterly direction. It is subject to a 40mph speed limit along the site frontage, though the speed limit changes to 30mph adjacent to the western boundary of the southern land parcel. Running lanes are approximately 3.65 metres wide.
- 2.2.2** To the south-east of the development site frontage, the B5153 extends towards Northwich, a distance of around 3.5 kilometres away.
- 2.2.3** To the north-west of the development site, the B5153 extends for a distance of around 2 kilometres, through Weaverham, until it forms the minor arm of a priority controlled junction with the B5142 West Road and B5142 Sandy Lane.
- 2.2.4** Sandy Lane extends northwards then diverts westwards until it reaches the A49 Warrington Road, where it forms a priority controlled junction. West Road extends southwards until it too meets the A49 Warrington Road, where it forms a three-arm roundabout.
- 2.2.5** Around 40 metres before this roundabout, West Road forms the major arm of a priority controlled junction, with Forest Street forming the eastern, minor arm. From here, Forest Street extends in a broadly north-easterly direction. After around 30 metres, it forms a junction with Gorstage Lane and then continues for approximately 200 metres, where it eventually meets the B5153 High Street.
- 2.2.6** Gorstage Lane extends southwards from its junction with Forest Street, passing the development site after around 100 metres, then continuing southwards through Gorstage on and towards Sandiway. It is a single carriageway road that is subject to the national speed limit along the site frontage. However, a speed survey undertaken in the vicinity of the site frontage reveals that the speed of vehicles travelling in the vicinity of the site is well below the speed limit.

3 SUSTAINABLE ACCESS TO THE SITE

3.1 Introduction

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

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

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

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

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

3.1.5 This section of the report will consider these issues and how the site and the amenities within the Weaverham area can be accessible by sustainable modes of travel.

3.1.6 The accessibility of the site has been considered by a range of sustainable travel modes.

3.2 Walking & Wheeling

- 3.2.1** It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 3.2.2** There are three proposed pedestrian and cycle links directly into the site. Two are located at either end of the site utilising the proposed vehicular access arrangements from Northwich Road and Gorstage Lane, the other is located along the northern frontage to the site and connects into the existing footway network of Weaverham via Poplar Road.
- 3.2.3** As detailed earlier, wide footways exist on either side of Northwich Road, which run along part of the eastern site frontage, connecting to the eastern vehicular access. Footways are also located along Walnut Avenue, which is the closest footway to the northern site frontage and pedestrian access point. Footways are also located along Gorstage Lane, connecting to the western site boundary and pedestrian access point.
- 3.2.4** East of Weaverham, footways are present on the north-western side of Northwich Road, for the majority of the route towards Hartford. No footways currently exist on the south-eastern part of the road frontage although the verges on both sides of the road do form part of the adopted highway. These could be converted to a formal footway to ensure better footway connections to the various amenities in the area and to the existing residential areas of Hartford to the east of the site.
- 3.2.5** The existing pedestrian and cycle provision is of good quality and well maintained to cater for pedestrians and mobility impaired users.
- 3.2.6** There is also a formal signalised crossing on Northwich Road north of the site which allows direct access to the footways that run along either side of Northwich Road.
- 3.2.7** In addition to the pedestrian infrastructure, various Public Rights of Way (PRoWs) are located within the site.

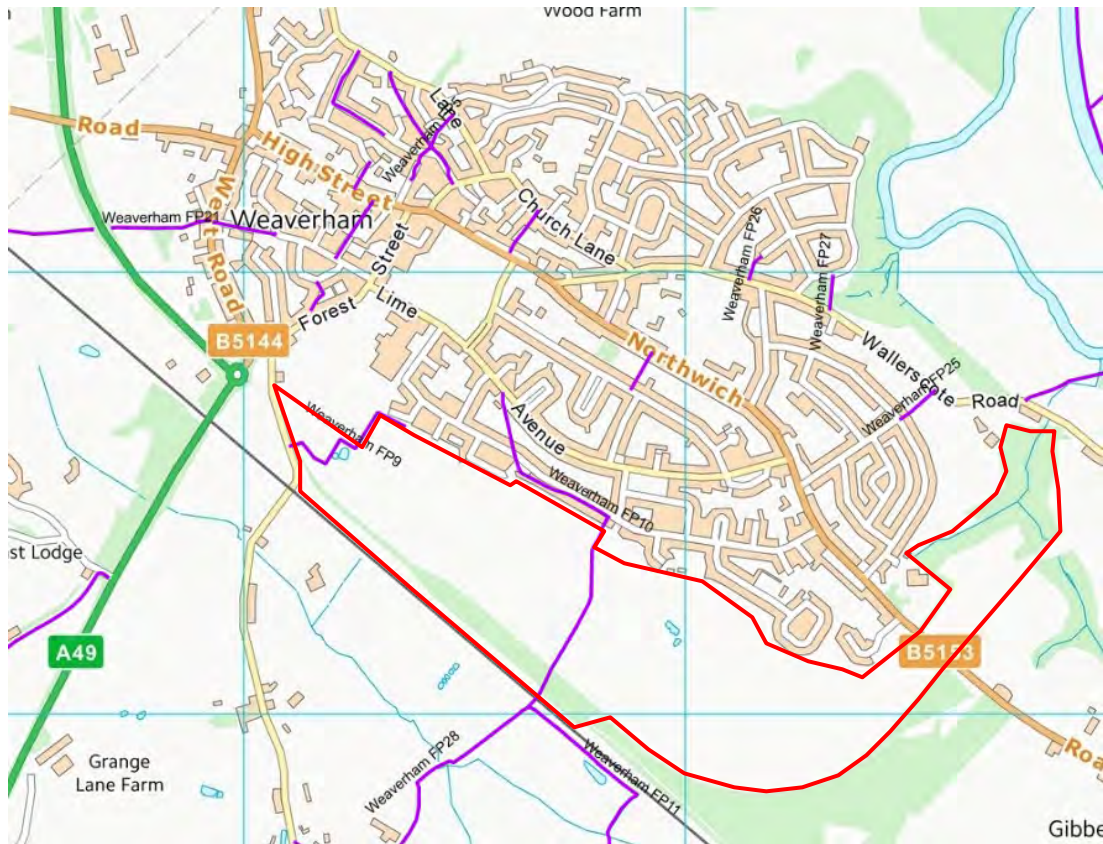


Figure 3.1 - Public Rights of Way Map

- 3.2.8** As can be seen from the above, 'Weaverham FP10' connects the site to Lime Avenue, to the north, while to the south the footpath provides connection to 'Weaverham FP28' and 'Weaverham FP11'. These PRoWs connect the site with nearby rural areas, which residents can access for leisure purposes.
- 3.2.9** Footpath 'Weaverham FP9' offers a connection to Gorstage Lane, to the western boundary of the site. Further PRoWs provide traffic free pedestrian access around Weaverham.
- 3.2.10** There is the potential to improve the quality of these routes to increase their attractiveness. This could consist of improved surfacing, wayfinding signage and low level lighting, where appropriate.
- 3.2.11** The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

3.2.12 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

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

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

3.2.13 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.14 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

3.2.15 **Table 3.2** below summarises this guidance in tabular form.

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

Table 3.2 Manual for Streets Walk Distances

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

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

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

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

Table 3.3 WYG Report/NTS Data Walk Distances

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

3.2.19 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’

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

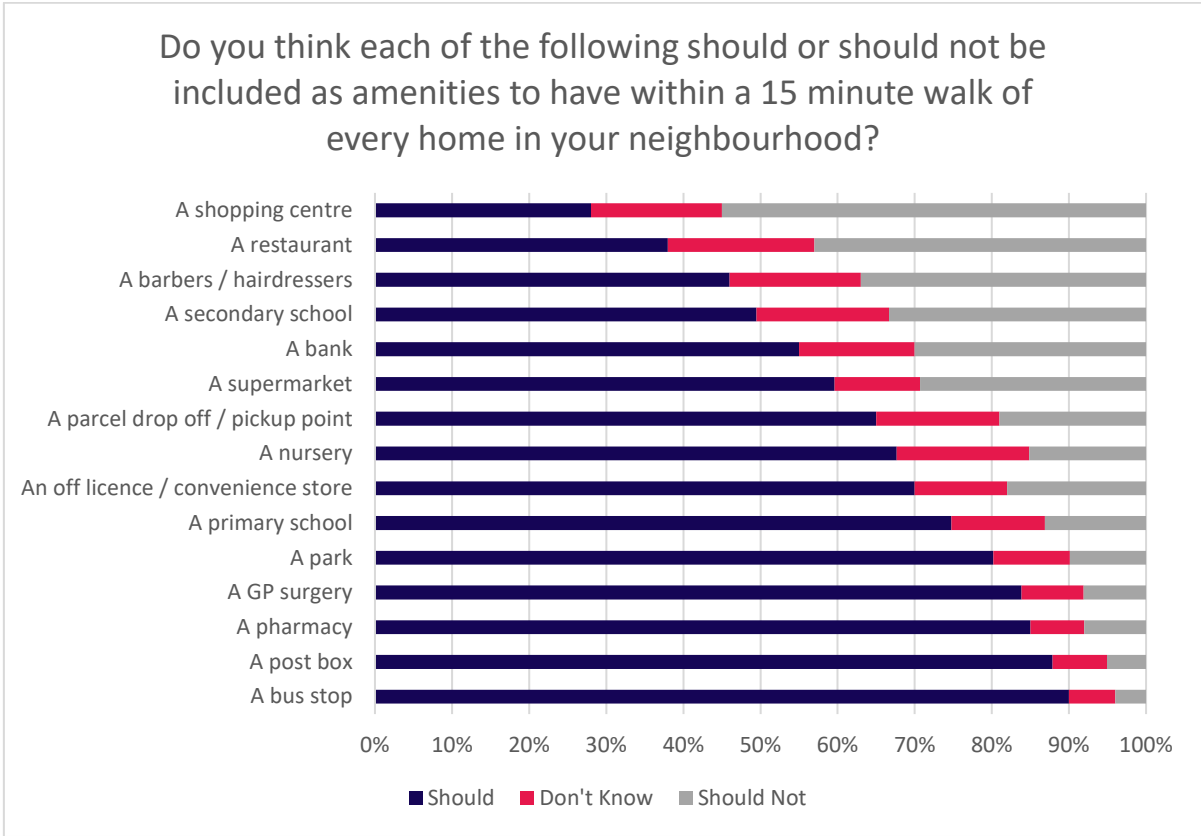


Figure 3.1 YouGov Poll Results (Source: YouGov)

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

3.2.22 As mentioned earlier, there are three pedestrian access points into the development site. **Table 3.4** below, shows the walking distance from the nearest site access to several of the local key amenities in the immediate vicinity of the site.

Local Amenity	Distance	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Eastern Access			
Northwich Road Bus Stop	170m	2	1
Thorn Wood	170m	2	1
St Bede's Catholic Primary School	350m	4.5	1
Lime Avenue Post Office	650m	8.5	2
Lime Avenue Pharmacy	650m	8.5	2
Lime Avenue Post Office	650m	8.5	2
Weaverham Wine Store	650m	8.5	2
Convenience Store and Delicatessen	650m	8.5	2
Northern Access			
Lime Avenue Bus Stop	200m	2.5	1
Lakehouse Field	400m	5	1
Weaverham Forest Primary School	600m	7.5	2
Lime Avenue Post Office	750m	9.5	3
Lime Avenue Pharmacy	750m	9.5	3
Weaverham Wine Store	750m	9.5	3
Convenience Store and Delicatessen	750m	9.5	3
Weaverham Surgery	750m	9.5	3

Weaverham Pre-School	1,100m	13.5	4
Western Access			
Weaverham Forest Primary School	450m	5.5	2
Weaverham High School	500m	6	2
Fieldway Play Area	700m	9	2
Bargain Booze	1,100m	12.5	4
Tesco Express	1,100m	12.5	4

Table 3.4 Distance from Site to Local Facilities

3.2.23 It can be seen that many day-to-day activities can be undertaken near the site and in a sustainable manner. This will be further enhanced with on-site provision of the local centre and the community/leisure uses.

3.2.24 A number of plans showing the most direct and usable pedestrian routes to a range of amenities are included within the report. The name of the plan with the associated amenity is listed below.

- **Plan 2** – Nearest Pharmacy
- **Plan 3** – Nearest Convenience Store
- **Plan 4** – Nearest GP Surgery
- **Plan 5** – Nearest Primary & Secondary School
- **Plan 6** – Nearest Bus Stops

3.2.25 With regards to cycling, the site is located circa 3.5 kilometre cycling distance (approx-12 minutes journey time) from Northwich town centre.

3.2.26 The most direct cycling route to Northwich town centre takes cyclists along National Cycle Route 5. This part of the route is on-road and runs along Northwich Road, Beech Road then Marshall Lane and Alfred Street. The traffic speeds along this route are generally modest as the surrounding area is built-up and the route is reasonably flat and suitable for cycling.

- 3.2.27** It is worth noting that Chester and cheshire West Council Cycle Map states that roads, tracks and crossings surrounding the site and within Weaverham are suitable for Bikeability Level 2 and 3.
- 3.2.28** With the increase in popularity of electric bikes, the journey time between the site and Northwich could reduce in comparison to conventional bicycles. The approximate journey time using an electric bike will be 5 minutes. Facilities for the hire of e-bikes could be included within the Mobility Hub which could form part of the range of facilities within the site to ensure that sustainable travel is maximised.
- 3.2.29** It can be considered that cycling is likely to be the key active travel mode for off-site trips, based on the neighbouring areas that can be reached within a reasonable travelling distance.
- 3.2.30** Based on the review, it is considered that the existing pedestrian infrastructure, and potential improvements to the network, will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Travel by Bus

- 3.3.1** An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 3.3.2** The nearest bus stops located to the eastern access to the site are located along Northwich Road, approximately 170 metres, or around a 2-minute walk. Further bus stops are located along Lime Avenue; these can be accessed via a 3-minute walk as they are located only 200 metres from the northern site access point. The existing bus routes are shown in **Plan 7**. These can be accessed via Public Right of Way 'Weaverham FP10' and existing pedestrian infrastructure along Northwich Road.
- 3.3.3** The closest bus stops to the site are served by bus service 48 and 49, which provides access to Northwich town centre (around 15 minutes journey), Crowton (around 19 minutes journey) and Frodsham (around 45 minutes journey).

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

Serv No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
48	Northwich – Frodsham	-	Every 2-hours	-	-	-	-	-
48	Frodsham - Northwich	1	Every 2-hours	-	-	-	-	-
49	Weaverham – Rudheath	3	Every 30-mins	4	2	Every 30-mins	3	-
49	Rudheath – Weaverham	3	Every 30-mins	4	2	Every 30-mins	3	-

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

3.3.5 As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Northwich, Frodsham and Crowton.

3.3.6 The above services operate from around 7am to around 7.30pm, making travel by public transport a real alternative to travelling by car for commuting trips, in particular.

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

Destination	Duration
Northwich Town Centre	15 minutes
Frodsham	19 minutes
Rudheath	22 minutes

Table 3.6 Example Bus Journey Times from the Site

3.3.8 The above table demonstrates that Northwich Town Centre is just a 15-minute bus journey from the site and Frodsham is just a 19-minute bus journey.

3.3.9 The site can therefore be considered to be accessible by bus with the opportunities for improvements to the existing bus infrastructure to improve the accessibility of the site by bus. This could include the potential for a direct route into the site which might be achieved by a diversion of the service number 48 or 49 at certain times of the day which will ensure that more of the development site is accessible by bus.

3.3.10 The internal spine road within the site that runs between Northwich Road and Gorstage Lane will be designed to accommodate a bus route and bus stop infrastructure.

3.3.11 The detail of these improvements can be discussed at a more advanced stage of the planning process.

3.4 Travel by Rail

3.4.1 Greenbank train station is the most accessible station to the site. It can be accessed via a 10-minute bus journey on the no. 49 service or a 29-minute walk from the sites eastern access point. This train station is managed by Northern Trains and has 2 platforms, offering 2 services per hour to destinations including Chester, Manchester Piccadilly and Stockport.

3.4.2 There is also Acton Bridge station that is located around 6 kilometres from the site which offers connections to Runcorn and Winsford within a 10 minute journey.

3.4.3 In order to demonstrate the level of accessibility some example journey times by train are presented in Table 3.7 below.

Destination	Duration
Manchester Piccadilly	1 hour 3 minutes
Chester	27 minutes

Table 3.7 Example Train Journey Times from the Site

3.4.4 This provides substantial opportunities to travel to and from the site by rail for all types of journey purposes including, for example, commuting to Chester or Manchester sustainably.

3.5 Sustainable Access Summary

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

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

- The site is accessible on foot and these provisions will be improved as part of the works at the development site.
- The services from the bus stops on Northwich Road and Lime Avenue connect the site with retail, employment and leisure facilities within the remainder of Northwich and Frodsham. It can therefore be concluded that the proposed development can be accessed by bus.
- There is the potential for the site to be directly accessed by bus using the future spine road which will be designed to accommodate buses and bus stop infrastructure.
- The site is accessible via rail with Greenbank station accessible via a bus journey and a short walk.

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

4 SCHEME PROPOSALS

4.1 Introduction

4.1.1 This section of the Strategy outlines the features which will be provided at the site with a focus on sustainable transport.

4.1.2 The proposals are for a new residential led development at the site, which will help meet the development needs of this area over the new Local Plan period. The proposal will provide residential development alongside a new local centre with supporting uses likely to include community and health facilities. It is envisaged that the site would have the capacity to deliver around 1,100 dwellings along with other uses.

4.2 Sustainable Transport Proposals

4.2.1 The Weaverham South site will be a sustainable urban extension.

4.2.2 The provision of new local centre, and other, uses will ensure that a proportion of trips will be contained within the site and promote walking, cycling and public transport use above single occupancy use of the private car.

4.2.3 However, through improving connections to Weaverham, Hartford and Northwich and surroundings, the proposals will also contribute to the vitality and viability of existing services.

4.2.4 The development will provide:

- Walkable neighbourhoods where people wish to walk and squares/open spaces where people can spend time and meet;
- A new local centre that can serve a range of local requirements;
- The potential for a Mobility Hub to act as a focal point for access to sustainable transport options. Mobility Hubs often provide users with cycle hire (including cargo bikes), cycle repair, parcel lockers where goods can be delivered to, e-bike / e-scooter hire;

- A network of footways, cycleways and avenues which assist in creating a sense of place where the pedestrian and cyclist are more welcome than the private car;
- A community area where people can walk their dog, go for a run, play informal games and enjoy nature.

4.2.5 Strong walking and cycling connections will also be made to the local transport networks for residents wishing to travel off-site on-foot and by bike.

4.2.6 One of these strands would be a mobility hub. This could be located centrally to allow the seamless connection of a range of linkages to, from and across the site and between the site and the rest of Weaverham. An illustration of a modern mobility hub is shown below in **Figure 4.1**.



Figure 4.1 Vision of a Modern Mobility Hub (Source: Intelligent Transport)

4.2.7 A similarly served Mobility Hub could provide a substantial benefit to the site and the surrounding area.

4.3 Remote Working

- 4.3.1** COVID-19 travel restrictions resulted in many office based employees working remotely from home. This forced behavioural change has caused a re-think in the traditional demand for office space in cities and towns and in doing so, could contribute to a shift to increase remote working from home and from co-working spaces.
- 4.3.2** Co-working spaces are a location in a neighbourhood where users can make use of an office environment in terms of comforts and access to the necessary equipment without having to travel beyond their local neighbourhood.
- 4.3.3** Often these facilities are combined with cafes and other community facilities in a location in the heart of the development with good walking and cycling links.
- 4.3.4** It is envisaged that such facilities will grow significantly in the short and medium term as people shift to a more flexible working routine.
- 4.3.5** The site will be designed to promote this flexibility which we envision will increase levels of self-containment.

4.4 Walking & Wheeling

- 4.4.1** The most sustainable mode of travel is walking. The development will prioritise walking as a key mode for travel on-site and this will be reflected in the space given to this mode over others.
- 4.4.2** The term “walkable neighbourhood” refers to networks of quieter streets where children play, people spend time in rather than pass through and where walking and cycling are the natural first choice for everyday journeys.
- 4.4.3** This approach will form a key element of the placemaking strategy for the development.
- 4.4.4** For internal trips, there are opportunities for walking and cycling to form the majority of trips. This is particularly relevant for education and commuting trips.

4.4.5 The provision on site will include, where appropriate;

- Segregated cycle and pedestrian routes adjacent to roads;
- On-street cycle routes on lightly trafficked roads;
- Shared surfaces; and
- Segregated cycle and pedestrian routes not adjacent to roads.

4.4.6 In addition to this, the development will provide connections to the existing network of PRowS surrounding the site.

4.4.7 With regards to on-site cycling facilities, the Mobility Hub could provide residents of the site and local residents in nearby Weaverham and Hartford with a cycle hire scheme.

4.4.8 Electric bikes are increasingly popular forms of mobility which provide a low effort and fast mode of transport. The development could provide elements such as an electric bike rental scheme for trips across the site with dedicated locations for parking dotted around the site to provide convenient access to these modes of travel without cluttering the streetscape for all users.

4.5 Parking Standards

4.5.1 The development will be designed in accordance with the relevant Cheshire West and Chester Council (CWaC) parking standards for residential and non-residential uses with particular emphasis on cycle parking. The cycle parking proposed will be convenient for all dwellings to ensure future residents, visitors and staff employed at the site have the best opportunity to travel to and from the site by cycle on a regular basis.

4.5.2 Provision of car parking for private vehicles shall be considered in the context of supporting the modal shift towards sustainable travel and the creation of walkable neighbourhoods and healthy streets that are safe, vibrant public spaces that connect people to the places where they live, work, and play. All dwellings will be provided with an electric vehicle charging point.

4.5.3 Discussions with CWaC throughout the design and planning phases will focus on finding the correct balance of satisfying the car parking standards whilst encouraging non-car modes through a range of “carrot and stick” measures.

4.5.4 A parking strategy will be prepared for the site which will seek to address the above, establishing principles for how parking will be designed, located and managed to encourage trips that are easier, safer and more convenient by walking, cycling and public transport as opposed to private car journeys.

4.6 Vehicle Access

4.6.1 Both the B5153 Northwich Road and Gorstage Lane provide site frontage along which potential vehicular access could be formed and it is anticipated that access points would be required at each of these locations.

4.6.2 For the access along Northwich Road, it is likely that the development site would be most appropriately served by a roundabout arrangement, which would serve both land parcels. A potential arrangement is attached as **Drawing Number 4925-F01**.

4.6.3 It is proposed that the access along Gorstage Lane be formed by a ghost island right turn junction, maintaining existing lane widths of 3 metres through the junction. A potential arrangement is attached as **Drawing Number 4925-F02**.

4.6.4 General cycle and pedestrian access will be taken via the proposed new accesses along with the formal pedestrian and cycle link from Poplar Road to the north of the site.

4.6.5 There are also further opportunities to enhance and make better use of existing public rights of way which link the site with the surrounding. These will provide useful links to and from the site for all journey purposes and these could be improved with better surfacing and the potential for low level lighting, if conditions allow, which will provide the opportunity for walking in darkness and inclement weather for example.

5 SUSTAINABLE TRANSPORT STRATEGY

5.1 Introduction

5.1.1 This section of the report outlines what the development wants to achieve (the vision) and to identify the approach which will provide the development with the best chance of achieving that vision. This is a Vision and Validate approach rather than Predict and Provide.

5.1.2 The proposed development offers a blank canvas in terms of promoting sustainable travel for future users of the site and the strategy should therefore be ambitious at this stage so that the development is on the front foot when it comes to meeting the future demands of residents.

5.1.3 The overarching objective of this Sustainable Transport Strategy is to promote and encourage sustainable travel choices amongst users of the site. This will be achieved through the design of the site in terms of walkable neighbourhoods, Mobility Hub, and providing everyday services on-site to encourage people to walk and cycle within the site and locally. This approach to prioritising sustainable modes is supported by NPPF paragraphs 104, 108 and 110.

5.1.4 The mix of uses within the site, the provision of high quality walking and cycling facilities and links to key destinations including to the 'day to day' amenities will all assist in encouraging sustainable travel choices.

5.2 User Hierarchy

5.2.1 The approach that has been taken in developing this strategy is to focus on the hierarchy of movement within the vicinity of the site. The user hierarchy outlined in the Manual for Streets and guidance from Sustrans states that active travel modes should be considered first (top priority) and single occupancy private cars to be considered last (lowest priority).

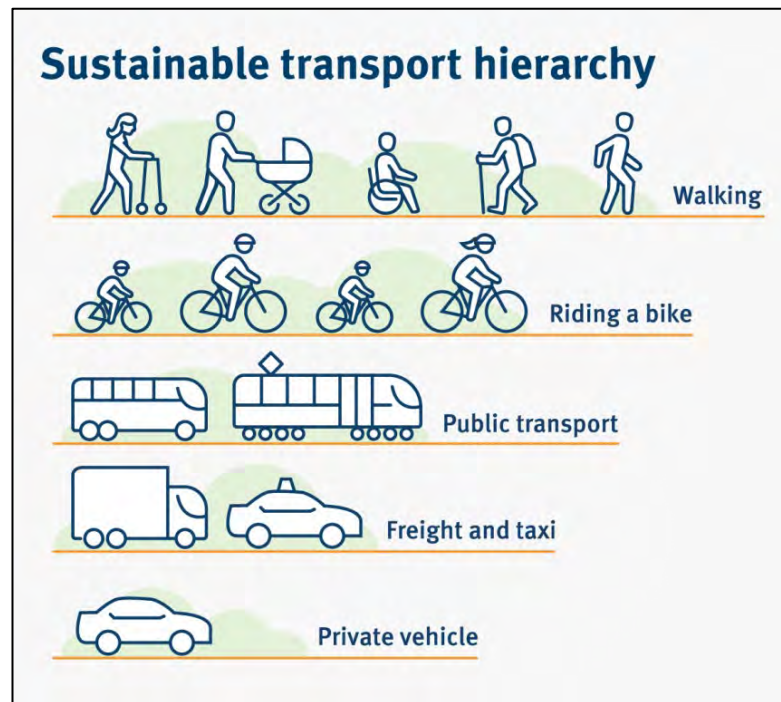


Figure 5.1 Display of Sustainable Transport Hierarchy

5.2.2 Accordingly, the user hierarchy employed in the design of the site will adhere to the sustainable transport hierarchy, as shown above in **Figure 5.1**, with further detail on the elements provided later in this document.

5.3 Reducing the Need to Travel

5.3.1 An important element of the Sustainable Transport Strategy which is not shown in the user hierarchy is to reduce the need to travel off-site. By providing the necessary day-to-day facilities close to home, this mitigates the need for users of the site to travel off-site. These facilities were described in Section 3 of this report.

5.4 Walking & Wheeling

5.4.1 The most sustainable modes of travel are walking and cycling. The on-site provision of walking and cycling links will connect with the existing transport network surrounding the site. Throughout the design phase of the project's development, enhancements to walking and cycling routes in the vicinity of the site will be explored to ensure users of the site can undertake trips off-site on foot or on a bicycle.

- 5.4.2** Table 3.4, from earlier in this report, sets out the walking distance to the key local facilities surrounding the site and it can be seen that the key 'day to day' amenities, including the local shops, schools and healthcare amenities, are all accessible within a 20 minute walk of the site.
- 5.4.3** With regards to trips made off-site by cycling, the purpose of these trips will vary; some trips might be for leisure, some might be an employment or shopping trip. Hartford is located approximately 2.5 kilometres east of the site, which is approximately 12 minutes cycling time. Slightly further from the site, Northwich Town Centre is accessible by bicycle within a 14-minute cycle journey and offers access to an additional range of retail, employment, health and leisure opportunities.
- 5.4.4** The increasing popularity of e-bikes has made cycling more accessible to more users and provides users with the opportunity to travel further, faster and with less effort than a conventional bicycle. Pedelec (pedal electric cycles) have an average commuting speed of 18kph (11.2mph) whilst conventional bicycles have an average commuting speed of 13kph (8.01mph). Looking at the same trip from the site to Northwich Town Centre, a conventional bicycle would take around 14 minutes and around 7 minutes for a pedelec bike.
- 5.4.5** There are numerous opportunities to improve cycle and pedestrian links across the site, the existing footway infrastructure and also the existing public rights of way close to the site, if appropriate.

5.5 Bus Strategy

- 5.5.1** The development is at an early stage in its design process, however it is thought that improvements to the existing bus services could be made which would encourage future users of the site to travel by bus.
- 5.5.2** Section 3.3 of this report confirms that Bloor Homes will investigate the possibility of diverting the 48 or 49 bus routes that currently operate close to the site which has the potential to be diverted into the site at certain times of the day which will ensure that more of the development site is accessible by bus.

5.6 Mobility Hub

5.6.1 In addition, a Mobility Hub could be offered, as described earlier in the report. Access to the Mobility Hub would be improved by an e-bike hire system on-site which would bring people from their home to the bus stop / Mobility Hub.

5.6.2 Off-site highway improvements could also be explored to consider where bus priority at junctions could be introduced to improve the journey time and reliability of bus services between the site and Northwich, Frodsham and beyond which are considered to be the key destinations for residents to travel to.

5.7 Car Sharing

5.7.1 Liftshare (liftshare.com/uk) is a service that offers users travelling to work off-site to journey with other users to reduce the cost of travel by sharing the expense or to make the journey more enjoyable. The benefits of Liftshare will be promoted by the Travel Plan Co-Ordinator (TPC).

5.8 Car Clubs

5.8.1 For those occasions when a car is needed for trips off-site, Car Clubs provide an affordable alternative to owning a car whilst having immediate access to a car when needed.

5.8.2 As part of the development, Car Club operators will be contacted to seek their willingness to provide a Car Club scheme at this new development.

5.9 Travel Plans

5.9.1 A Travel Plan would be produced which provides encouragement and incentives for using sustainable modes. A Travel Plan is an evolving document which enables adjustments to be made to best achieve the stated aims and targets, a document that will be organised and monitored by a TPC.

5.9.2 Information will be disseminated through a number of channels including:

- Community notice boards;

- Welcome Packs;
- Travel Awareness initiatives and events;
- Website; and
- Mobile Apps.

5.9.3 Within this document, the TPC will organise Personal Travel Planning, which focusses on individual households and how they can make sustainable travel choices for their specific needs.

5.9.4 Walking and cycling routes will be advertised in locations such as on the development's website and in welcome packs, along with events such as Walk to School Weeks and National Bike Week, which will also be promoted within the Travel Plan.

5.9.5 Up to date details of bus and train services will be included within the residents' welcome pack.

5.9.6 A community Concierge will also be explored, this is a facility located in village hubs where goods can be delivered for later collection.

5.9.7 Providing a Travel Plan offers the benefit of providing all users of the site with sustainable travel choices that can result in a step-change in travel behaviour.

5.10 Summary

5.10.1 The proposed site provides excellent opportunities for sustainable transport to key destinations through;

- The site will include 'day to day' amenities to provide as sustainable site as possible.
- An on-site Mobility Hub;
- Bus services that run within close proximity to the site and could be diverted to run even closer, and;

- Everyday facilities that are within walking and cycling distance.

5.10.2 In conclusion, the proposed site will be a highly sustainable development.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 Having established that the proposed development site is, or could be made, 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 Proposed Development Flows

6.2.1 To establish the level of traffic that is likely to be generated by a residential led development of around 1,100 dwellings the TRICS database has been interrogated for the following range of sites:

- Private Houses.
- Sites of 300 units or above.
- Weekday surveys only.
- No London or Ireland sites.
- No sites where surveys carried out in COVID pandemic.

6.2.2 The other land uses within the site are likely, in traffic generation terms to be ancillary to the residential development and as such are unlikely to generate their own material levels of peak period traffic in their own right.

6.2.3 The residential trip rates can be considered as particularly robust as only one of the 10 sites within the above TRICS range included over 1,100 units. The proposals will include up to 1,100 units and as such will include substantially more local amenities within the site than sites of less than 1,100 units and as such will include more internalised trips which will inevitably reduce the level of external trip generation.

- 6.2.4** As such, the level of internalisation trips are likely to be under-estimated, in particular between the residential and other amenities, within this exercise which will result in higher trip rates than in reality the site would generate.
- 6.2.5** In addition, some of the surveys within the TRICS interrogation for the residential development were undertaken prior to the COVID pandemic. It is widely accepted that peak hour traffic flows generally have reduced following the pandemic with people changing their travel habits, particularly during Weekday peak periods.
- 6.2.6** People are travelling less within Weekday peak periods and either working from home or travelling outside the peak periods on their commutes, for example.
- 6.2.7** The full TRICS output are contained within **Appendix 1**, for the residential trip rates. The peak hour trip rates and forecast trip generation based on 1,100 dwellings are summarised within **Table 6.1**.

Peak Period	Trip Rate (per unit)		Number of Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.138	0.382	152	420
PM Peak Hour	0.340	0.153	374	168

Table 6.1 - Forecast Trip Generation of Proposed Residential Development (1,100 Units)

- 6.2.8** This traffic will be dispersed via a number of different routes from the site. There are likely to be a range of potential destinations from the site and the main ones are listed below together with their likely routes from the site.
- **Northwich Town Centre** – using the Northwich Road access and travelling east along Northwich Road.
 - **Hartford** – using the Northwich Road access and travelling east along Northwich Road.

- **Weaverham** – using the Northwich Road access and travelling west along Northwich Road.
- **Chester, Cuddington and Tarporley** – using the Gorstage Lane access and travelling south along the A49.
- **Runcorn and Warrington** – using the Gorstage Lane access and travelling north along the A49.

6.2.9 This provides a useful indicator regarding the likely routes in and around the site at this stage. However, this will need to be confirmed at a more advanced stage in the planning process.

6.2.10 There will inevitably be a range of junctions on the local highway network that would experience increases in traffic as a result of the Weaverham South proposals. These are likely to be as follows, although there are likely to be additional junctions will be required to be assessed as part of a formal Transport Assessment at the time of a future planning application:

- B5153 Northwich Road/Hodge Lane roundabout between the site and Hartford.
- B5153/A559 signalised junction to the east of Hartford.
- Forest Street/Gorstage Lane priority junction to the east of the site.
- A49/B5144 West Road roundabout to the west of the site.
- A49A533 signalised crossroads to the north-west of the site.
- A49/Norley Road signalised crossroads in Cuddington.

6.2.11 Each of these junctions will experience some impact as a result of the potential residential led allocation but if off site highway mitigation is required there would seem to be adequate adopted highway on the majority of all approaches to the junctions to provide some level of mitigation if required.

- 6.2.12 These issues would be provided in detail within a formal planning application at the time of a planning application at the site.

6.3 Wider Highway Network

- 6.3.1 As part of Eddisons historic work on the promotion of this site, a number of transport strategy documents were reviewed at the time of the last Local Plan review during the mid 2010s. Two that were of particular note for this site were as follows:

- Northwich Transport Strategy Options Report.
- Northwich Transport Strategy Consultation Document.

- 6.3.2 The two documents were produced by CWaC and Mott MacDonald. Section 2 of the Options Report considers 'Emerging Issues' and sets out the various constraints on the Northwich road network. A number are listed on Page 3 of the Options Report as follows:

- The town centre gyratory (Watling Street, Chester Way, Castle Street, Dane Street and London Road) and the limited crossing points of the Rivers Weaver and Dane.
- The A533, particularly the constraints found on the A533 (Winnington Street, Castle Street and Town Bridge) and the traffic signal controlled swing-bridge linking Winnington with Barnton (A533 Winnington Lane, Soot Hill and Runcorn Road).
- The A556, particularly around the Gadbrook Business Park junction and the A566 / A530 King Street junction.
- A559 Chester Way / Venables Road junction.
- The A559 Chester Road in Hartford, largely arising by the large number of educational establishments in this corridor.

- 6.3.3 These are split into various 'locational' categories further on in the report. These relate to Town Centres, Wider Urban Area and Longer Distance issues. The 'Wider Urban Area' issues are listed on Page 5 of the Options Report and are listed as follows:

- Several pinch points exist within the wider area, which cause congestion and delay. These include the entrance/exit to Gadbrook Park, the Winnington Street/Castle Street junction and the swing bridge at Winnington Lane crossing the River Weaver, the A556 / A530 King Street junction; and the A559 Chester Way / Venables Road junction.
- The future capacity of the road network is of concern due to the number of substantial developments planned or currently under construction in the wider area of Northwich, such as Winnington Urban Village.
- Concern that some potential solutions may have a displacement impact on other parts of the network.
- There are a number of corridors experiencing congestion e.g. the A559 Hartford corridor experiences severe levels of school related congestion, particularly during peak hours due to the high concentration of educational establishments in the area including sixth form provision for a wide catchment.
- There are concerns about perceived poor air quality for residents in areas of congestion.
- The distribution of local services e.g. the concentration of schools in Hartford and the Mid Cheshire Hospital estate at Northwich, Leighton and Winsford and location of housing and employment development presents transport challenges for non-car access to services and jobs.
- Poor walking and cycling networks.

6.3.4 These are of course based on views and observations from over 8 years ago but some of these may well still be pertinent from CWaC's point of view.

6.4 Traffic Impact Summary

6.4.1 This section of the Report has provided a high level traffic impact exercise. There are a number of conclusions can be drawn from this section, namely:

- The traffic likely to be generated by the proposals will be dispersed across the local highway network in a number of different directions.
- There are no locations within a short drive of the site that suffer from continued peak period congestion.

- The proposals are likely to be able to be accommodated at all key junctions on the local highway network with the implementation of some potential off site mitigation.
- There are therefore no particular issues of traffic impact that would prejudice the proposals from being allocated.

6.4.2 All of these elements would be subject to discussion and detailed modelling and will be considered within a formal Transport Assessment at the time of a subsequent planning application.

7 CONCLUSIONS

7.1.1 Eddisons have been instructed by Bloor Homes to advise on the traffic and transportation issues relating to a potential residential led development on land to the south of Weaverham within Cheshire West and Chester district.

7.1.2 The proposals will maximise the potential for sustainable travel choices through good design and placemaking at this early stage and it will do so based on the prioritisation of sustainable travel users which will start with pedestrian and cyclists and end with the use of the private car.

7.1.3 The approach will be one of 'Vision and Validate' rather than 'Predict and Provide'. As such, the vision for use of sustainable travel is the fundamental cornerstone of the proposals as opposed to simply predicting the level of traffic that might be generated and seeking to accommodate this through unnecessary additional highway works.

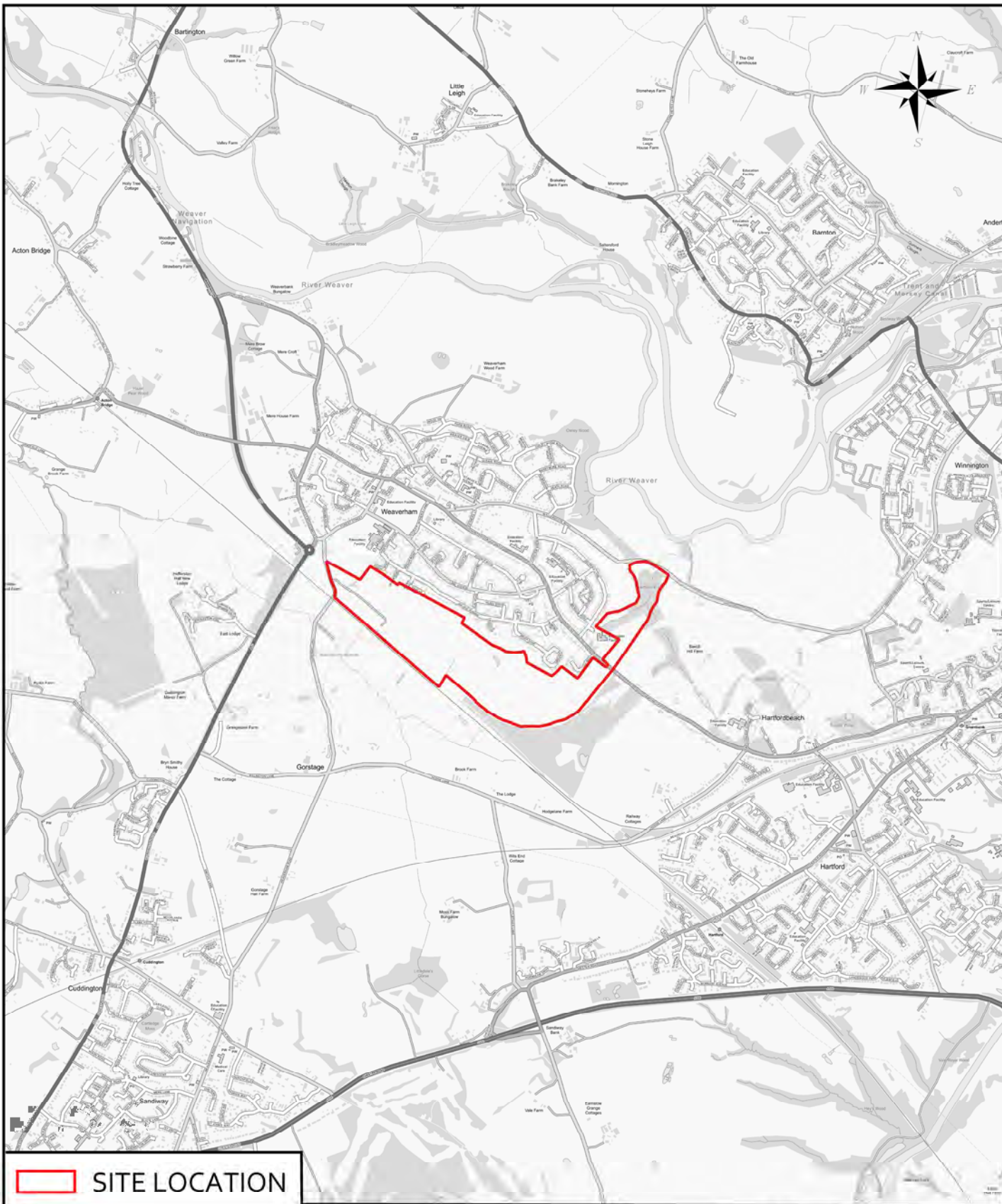
7.1.4 A number of conclusions can be drawn from this report, namely:

- The proposals will include some 'day to day' amenities to provide as sustainable a site as possible.
- The proposals could provide an on-site Mobility Hub;
- Existing bus services that run within close proximity to the site;
- There is potential for buses to be diverted to directly access the site and for general bus infrastructure in the vicinity of the site to be improved;
- Everyday facilities that are within a short walking and cycling distance;
- The site performs very well in terms of pedestrian and cycle accessibility for a large residential site.
- The traffic likely to be generated by the proposals will be dispersed across the local highway network in a number of different directions.

- There are no locations within a short drive of the site that suffer from sustained peak period congestion.
- The proposals are likely to be able to be accommodated at all key junctions on the local highway network with the implementation of some potential off site mitigation.
- There are therefore no particular issues of traffic impact that would prejudice the proposals from being allocated.

7.1.5 As such, there are no material highways or transport reasons which would prevent the allocation or delivery of this site as a residential led development.

PLANS



SITE LOCATION

CLIENT:

BLOOR HOMES

DRAWING TITLE:

**WEAVERHAM SOUTH, NORTHWICH
SITE LOCATION**

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:

4925-01

REVISION:

-

DRAWN:

LG

DATE:

29.07.25

CHECKED:

PJW

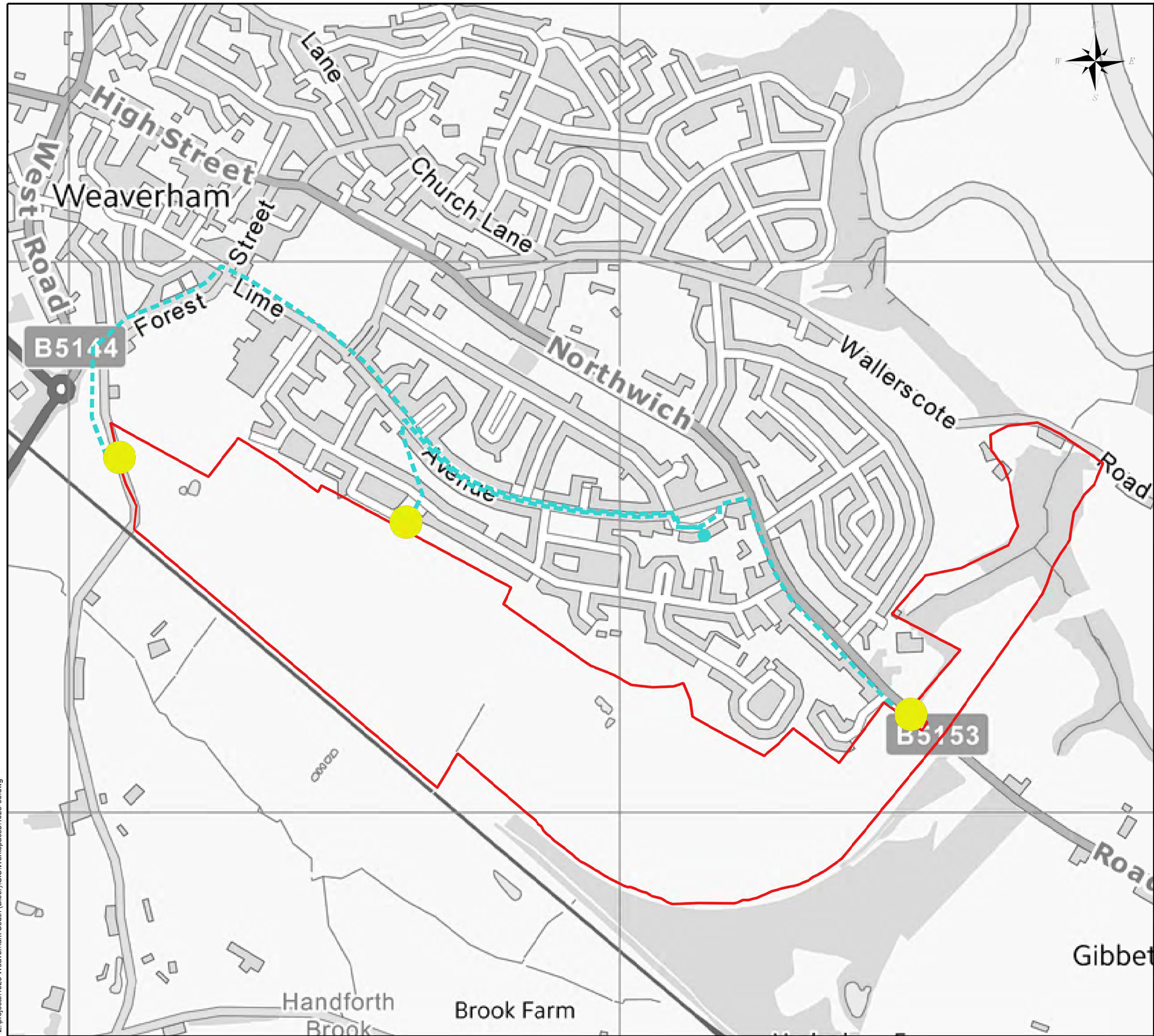
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29.07.25

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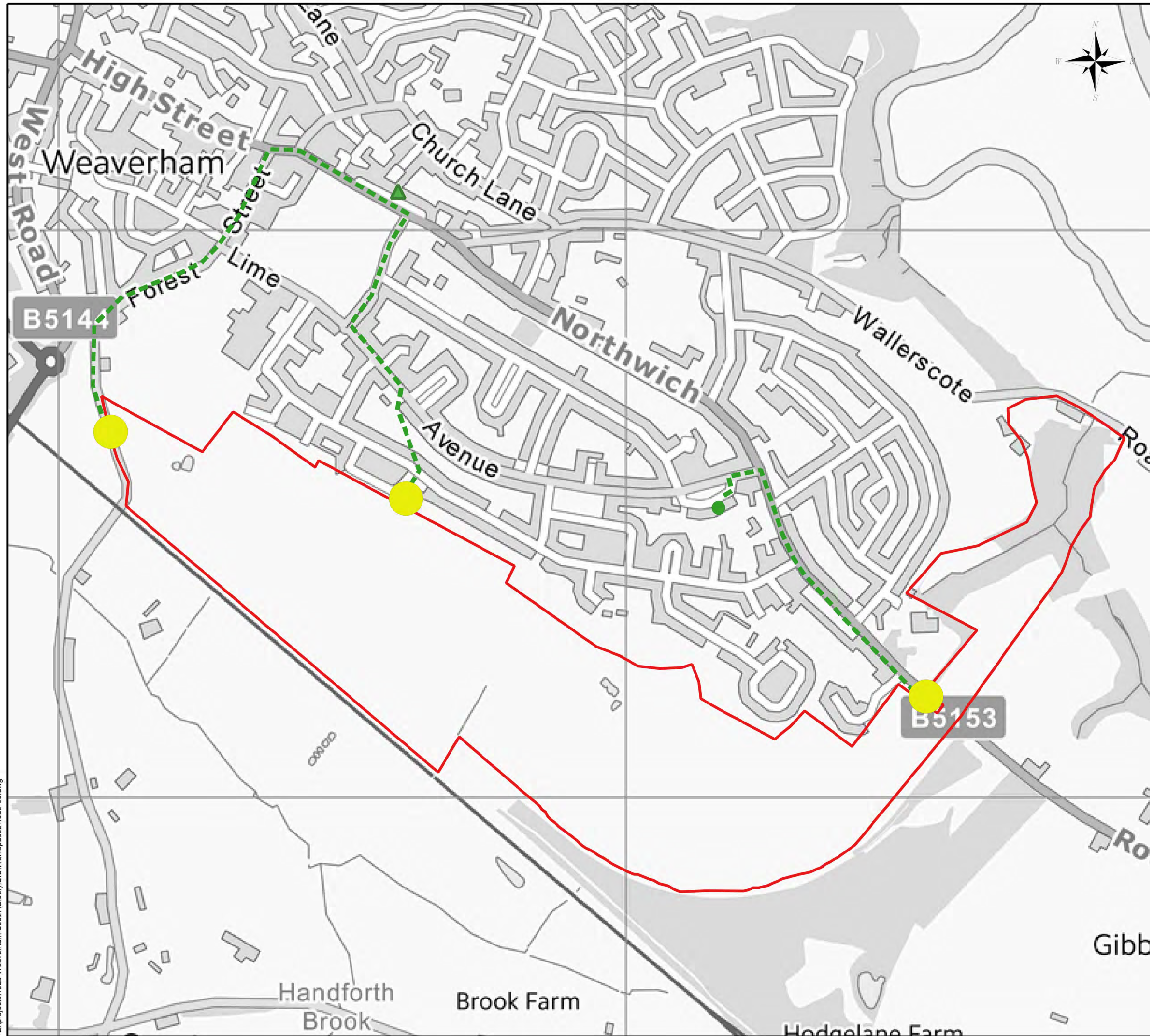
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NOTES

- Site Location
- Site Access Point
- Walking Route to Nearest Pharmacy
- Lime Avenue Pharmacy

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PROJECT: WEAVERHAM SOUTH, NORTHWICH				
DRAWING TITLE: WALKING ROUTES FROM ACCESS POINTS TO AMENITIES				
SCALES: NTS @ A3				
DRAWN:	HJ	CHECKED:	PJW	DATE: JUL 25
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 4925-05				REVISION: -



NOTES

- Site Location
- Site Access Point
- Tesco Express
- The Orchard Convenience Store
- Walking Route to Nearest Convenience Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

BLOOR HOMES

PROJECT:

WEAVERHAM SOUTH, NORTHWICH

DRAWING TITLE:

WALKING ROUTES FROM ACCESS POINTS TO AMENITIES

SCALES:

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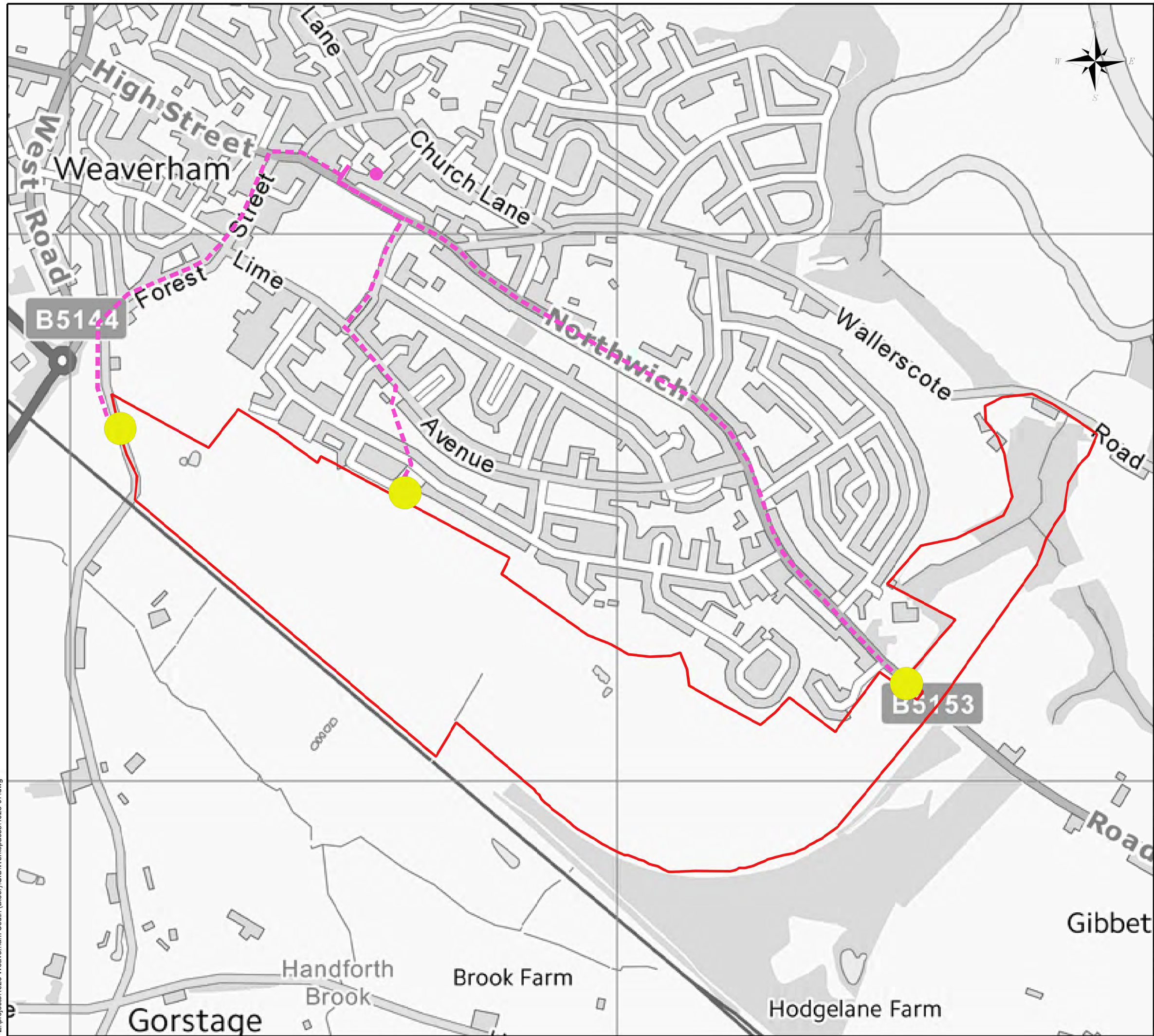
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NOTES

- Site Location
- Site Access Point
- Walking Route to Nearest GP
- Weaverham Surgery

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

BLOOR HOMES

PROJECT:

WEAVERHAM SOUTH, NORTHWICH

DRAWING TITLE:

WALKING ROUTES FROM ACCESS POINTS TO AMENITIES

SCALES:

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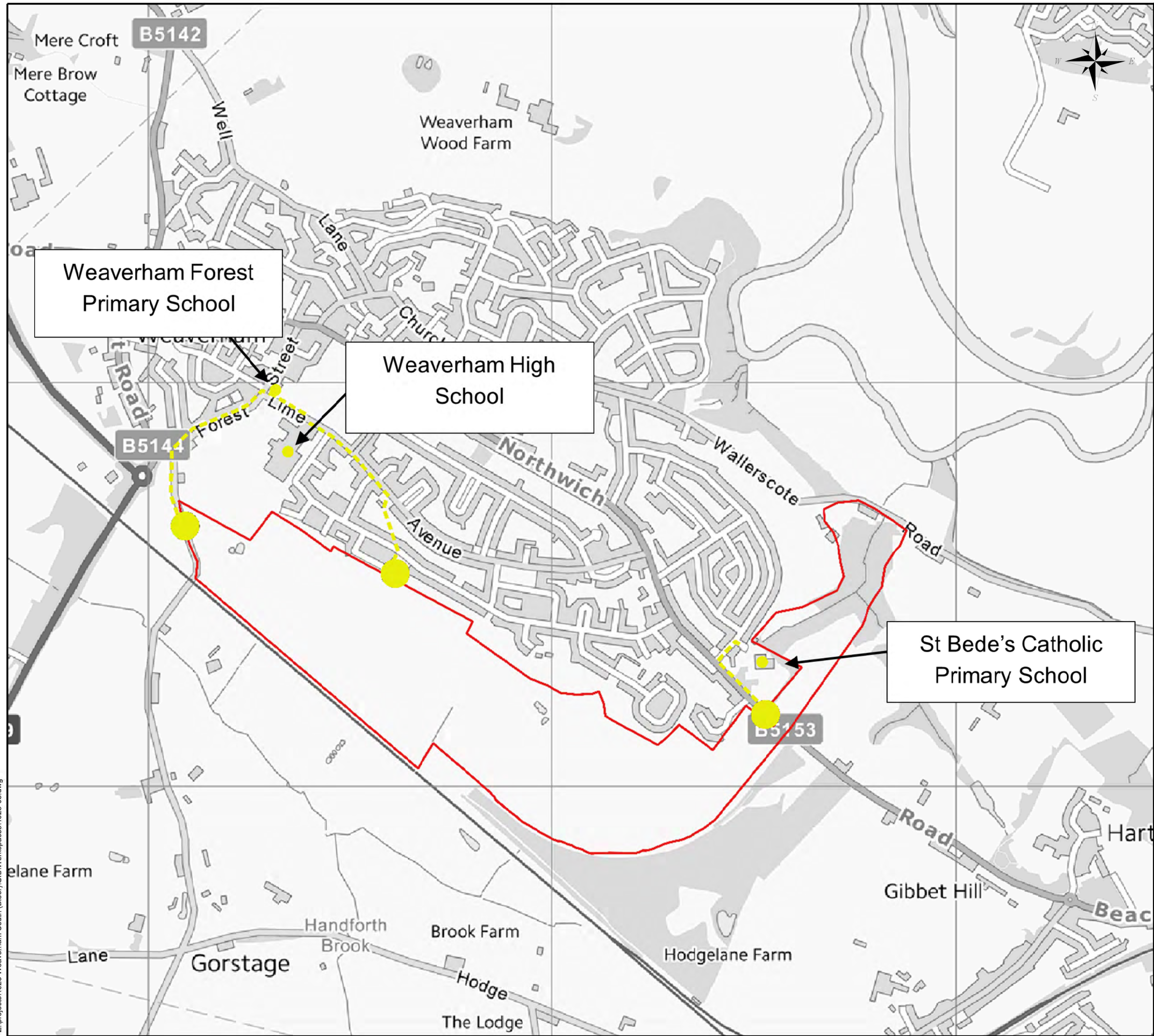
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DRAWING NUMBER:	4925-07	REVISION:	-
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NOTES

- Site Location
- Site Access Point
- Walking Route to Nearest School
- School

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

BLOOR HOMES

PROJECT:

WEAVERHAM SOUTH, NORTHWICH

DRAWING TITLE:

**WALKING ROUTES FROM ACCESS
POINTS TO AMENITIES**

SCALES:

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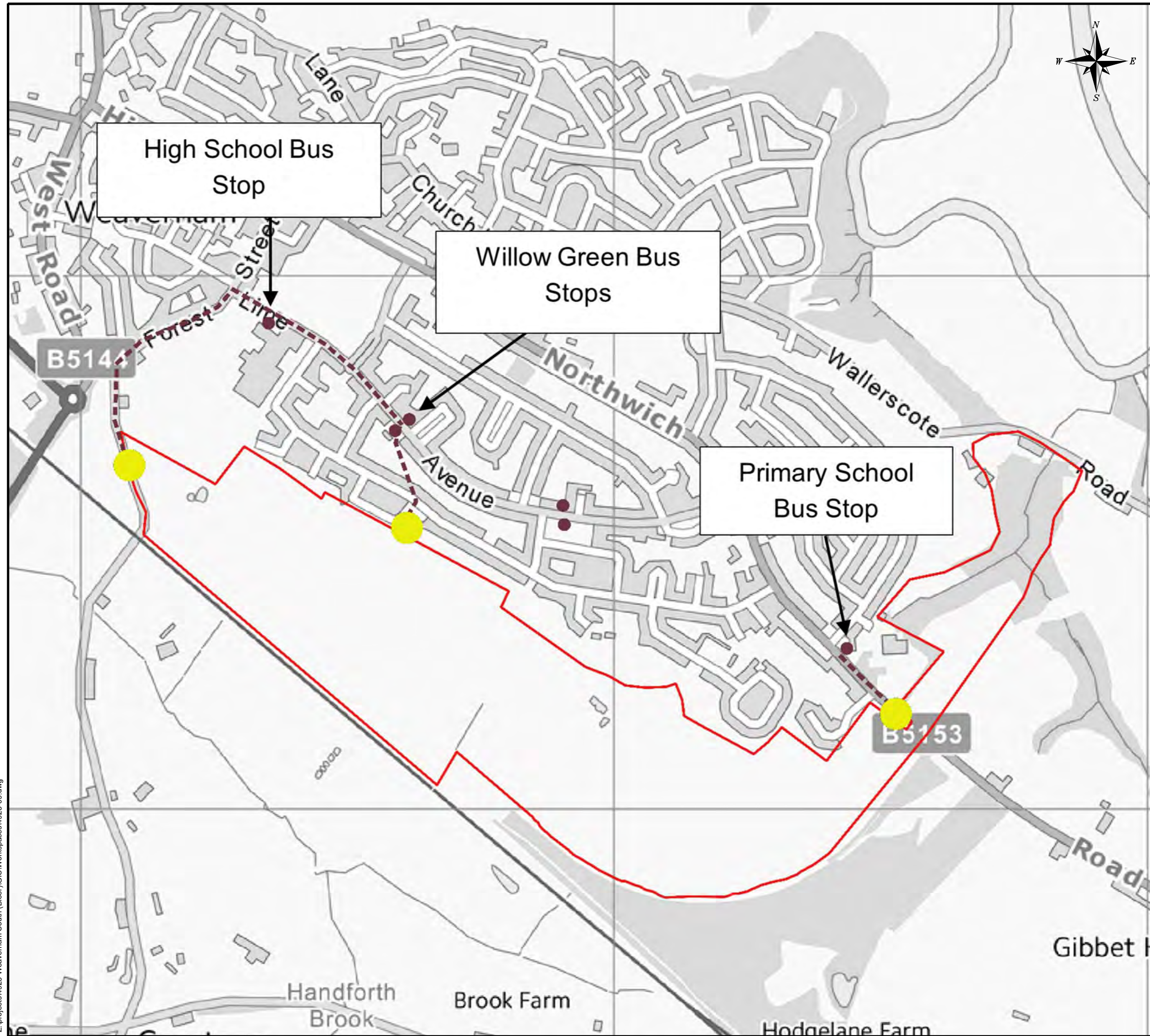
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DRAWING NUMBER:	4925-08	REVISION:	-
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NOTES

- Site Location
- Site Access Point
- Walking Route to Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **BLOOR HOMES**

PROJECT: **WEAVERHAM SOUTH, NORTHWICH**

DRAWING TITLE: **WALKING ROUTES FROM ACCESS POINTS TO AMENITIES**

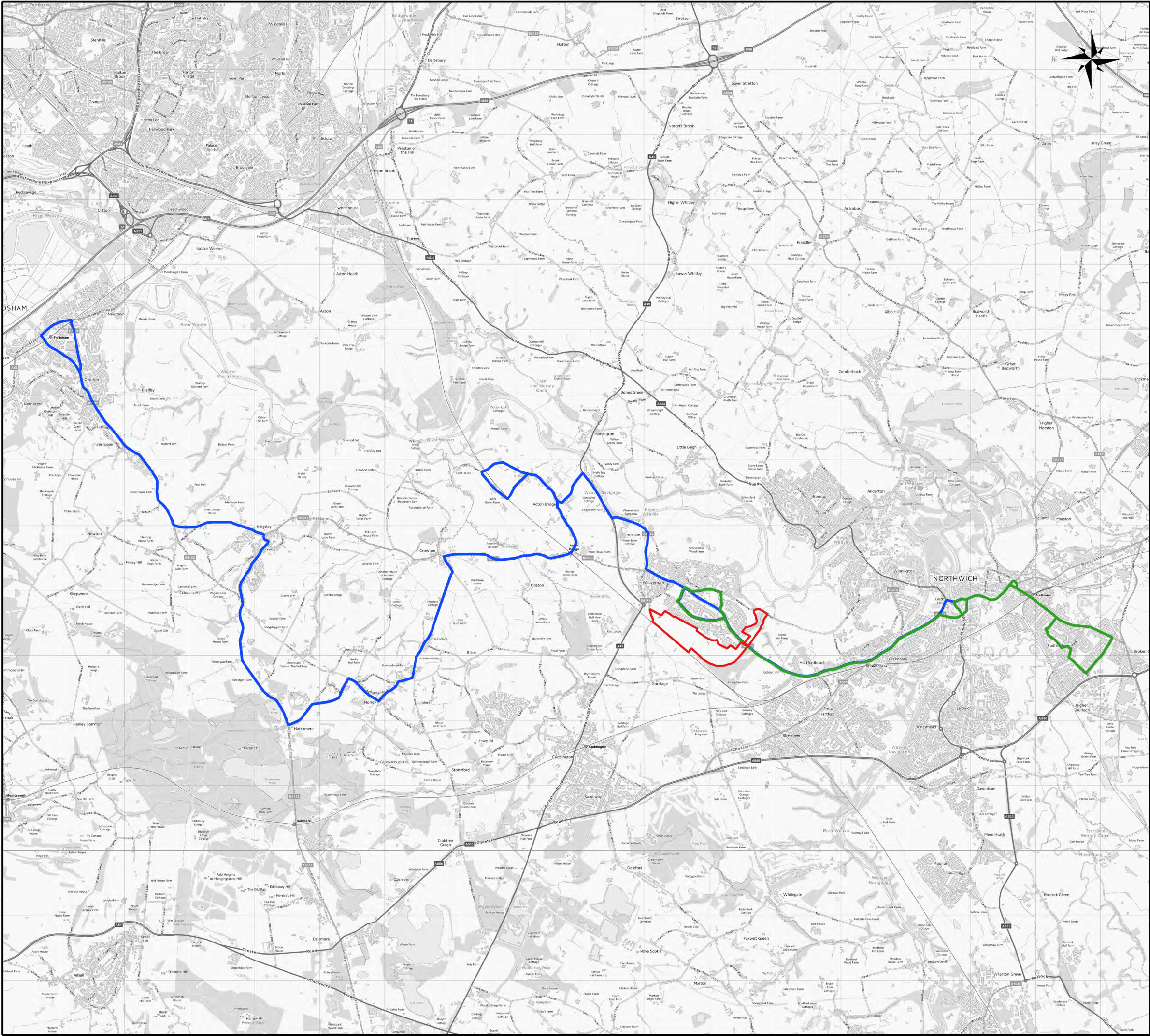
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DRAWN: HJ	CHECKED: PJW	DATE: JUL 25
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NOTES

Site Location

Bus Route 49

Bus Route 48

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
BLOOR HOMES

PROJECT:
WEAVERHAM SOUTH

DRAWING TITLE:
LOCAL BUS ROUTE PLAN

SCALES: NTS @ A3		
DRAWN: LG	CHECKED: PJW	DATE: AUG 25

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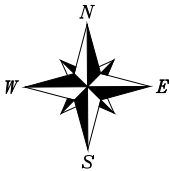
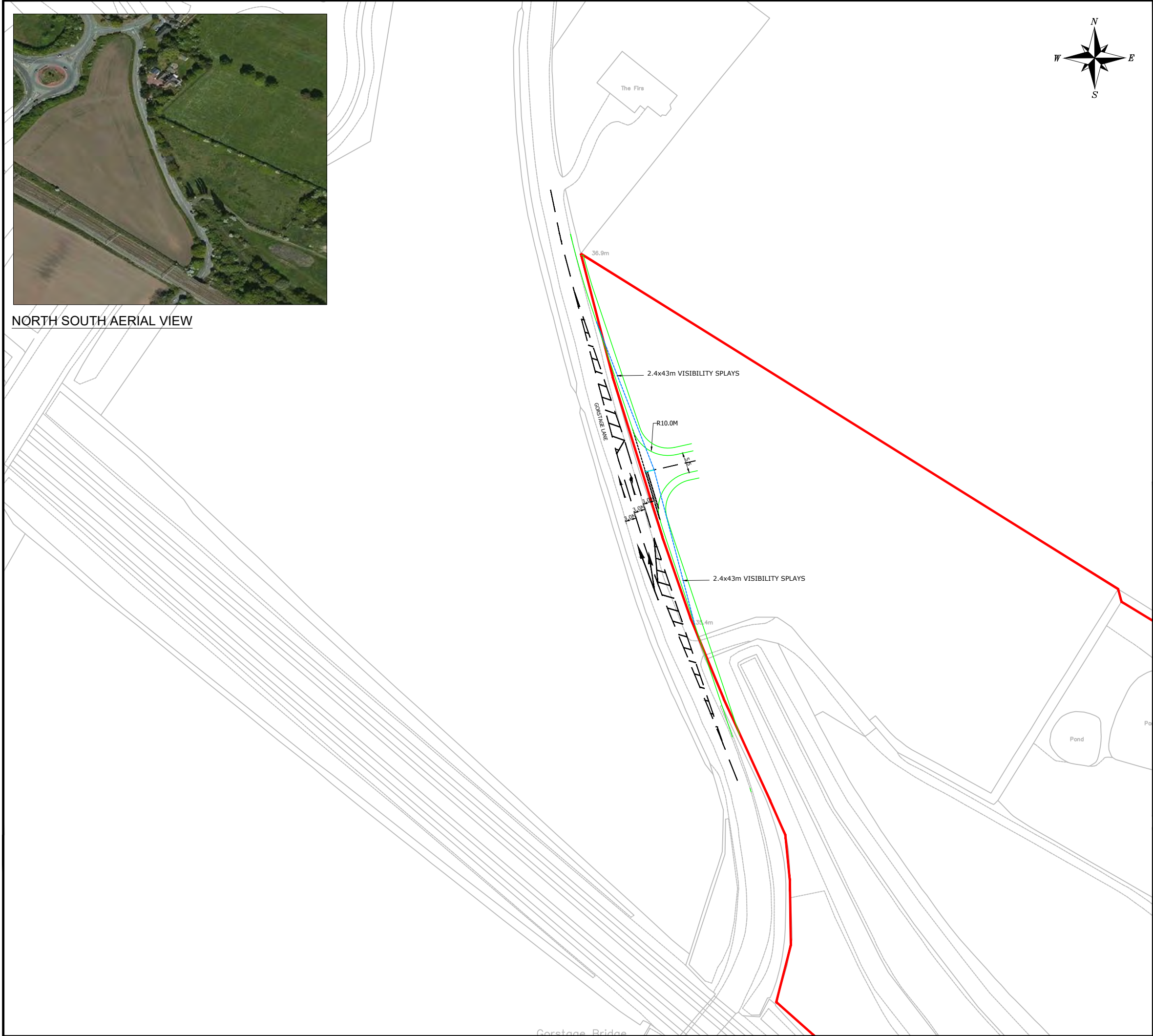
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DRAWINGS



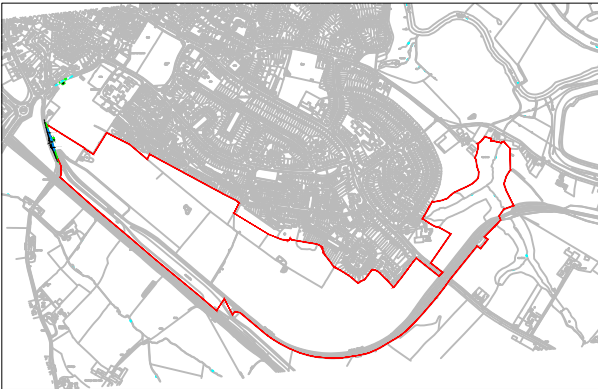
NORTH SOUTH AERIAL VIEW



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

LOCAL AUTHORITY: CHESHIRE WEST AND CHESTER



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
BLOOR HOMES

PROJECT:
WEAVERHAM SOUTH

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

SCALES:
1:1000 @ A3

DRAWN:	LB	CHECKED:	PJW	DATE:	AUG 25
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DRAWING NUMBER:	4925-F02	REVISION:	-
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APPENDICES

Calculation Reference: AUDIT-851401-250802-0851

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
05	EAST MIDLANDS	
	DY DERBY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 300 to 1146 (units:)
 Range Selected by User: 300 to 4334 (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 23/05/24

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	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	2 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	10
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	8
Village	2
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	6 days - Selected
Servicing vehicles Excluded	24 days - Selected

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 (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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	10 days
No	2 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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
3	KC-03-A-11 COLDHARBOUR ROAD GRAVESEND	MIXED HOUSES & FLATS	KENT
	Edge of Town No Sub Category Total No of Dwellings:	375	
	Survey date: MONDAY	20/03/23	Survey Type: MANUAL
4	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514	
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL
5	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	1146	
	Survey date: THURSDAY	22/09/22	Survey Type: MANUAL
6	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	321	
	Survey date: THURSDAY	22/09/22	Survey Type: DIRECTIONAL ATC COUNT
7	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	537	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
8	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings: 790 Survey date: WEDNESDAY 04/05/22 Survey Type: MANUAL			
10	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19 Survey Type: MANUAL			
11	WS-03-A-21 HILLAND ROAD BILLINGSHURST	MIXED HOUSES		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 480 Survey date: THURSDAY 09/11/23 Survey Type: MANUAL			
12	WS-03-A-24 MADGWICK LANE CHICHESTER WESTHAMPNETT	MIXED HOUSES		WEST SUSSEX
	Edge of Town Village Total No of Dwellings: 300 Survey date: THURSDAY 23/05/24 Survey Type: MANUAL			

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
NF-03-A-21	Ire Ldn Cvd
NF-03-A-22	Ire Ldn Cvd

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	535	0.069	12	535	0.292	12	535	0.361
08:00 - 09:00	12	535	0.138	12	535	0.382	12	535	0.520
09:00 - 10:00	12	535	0.124	12	535	0.139	12	535	0.263
10:00 - 11:00	12	535	0.103	12	535	0.122	12	535	0.225
11:00 - 12:00	12	535	0.111	12	535	0.118	12	535	0.229
12:00 - 13:00	12	535	0.133	12	535	0.127	12	535	0.260
13:00 - 14:00	12	535	0.131	12	535	0.126	12	535	0.257
14:00 - 15:00	12	535	0.131	12	535	0.154	12	535	0.285
15:00 - 16:00	12	535	0.238	12	535	0.156	12	535	0.394
16:00 - 17:00	12	535	0.259	12	535	0.148	12	535	0.407
17:00 - 18:00	12	535	0.340	12	535	0.153	12	535	0.493
18:00 - 19:00	12	535	0.282	12	535	0.140	12	535	0.422
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.059			2.057			4.116

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: 300 - 1146 (units:)
Survey date range: 01/01/16 - 23/05/24
Number of weekdays (Monday-Friday): 12
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 16
Surveys manually removed from selection: 2

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

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